

Canada Lumberman

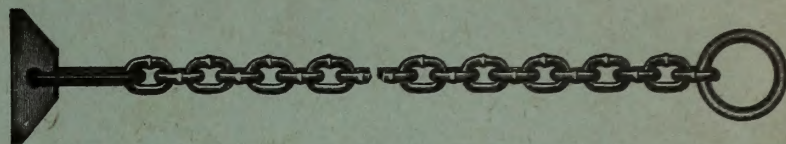
& Wood Worker

New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS

Jno. J. Gartshore

58 Front St. West, Toronto



Made in all styles

Electric-Welded Boom Chain

We also specialize

Log Chains and "Dreadnaught" Loading Chain

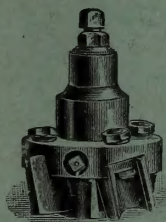
Made in Canada

Write to

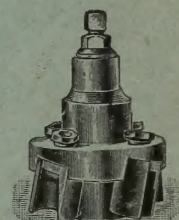
Fully Guaranteed

McKinnon Chain Co., St. Catharines, Ont.

Shimer Circular Bit Jointing Heads



A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centreing Colet.



Write for Prices

SHIMER CUTTER HEAD CO. OF CANADA, LTD., GALT, ONTARIO

Successors to Samuel J. Shimer & Sons

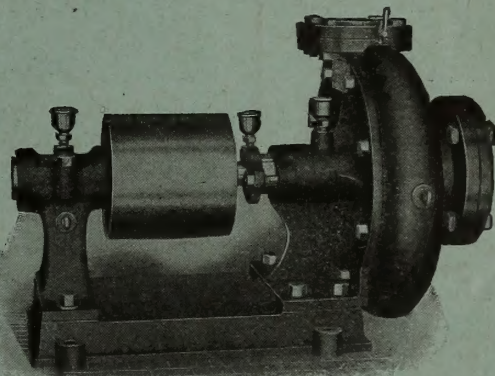
ASBESTOS

We manufacture practically every article that can be made of Asbestos—including

Asbestos

Packings
Boiler Gaskets
Pipe and Boiler
Coverings

Atlas Asbestos Co., Limited, Montreal



PUMPS

for every
Service

Ask for Catalogue

The
Smart-Turner
Machine Co., Ltd.
Hamilton, Canada

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada

On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie

On Nat. Transcontinental Ry.

"Make Friends"

WITH OUR OAK-TANNED LEATHER BELTING



**Guaranteed
Flawless**

The most particular process of Tanning our Belts makes them proof against stretching and preserves the full strength of the hide.

**McLAREN'S
BELTS
DO ALL
THAT IS
EXPECTED
OF
BELTS**

The sign of the oak leaf and acorn on your machinery belting means freedom from all troubles. Don't take our word for it—prove it yourself.

Equip your plant with McLaren made belting and you'll soon say along with many of the largest factories in Canada that it's the best belting by a long way that you've ever had. A trial convinces you how good our belting is. If you visited our Montreal factory you would marvel at the amount of work, care, and thought expended on every piece of belting before it receives the little—but all important—stamp

"GENUINE OAK."

We don't want your business without your friendship—we work hard to deserve both.

We believe in the quality of our belting. We want your confidence and also your business. We will be glad to put you in touch with a few of the firms now using our belting. Write or call.

D·K·McLAREN
LIMITED

Head Office and Factory—351 St. James St., MONTREAL
ST. JOHN, N.B. TORONTO, ONT. VANCOUVER, B.C.
90 Germain St. 194 King Street West 847 Beatty Street

SPRUCE

1 x 3 and up x 6/10 Merchantable

1 x 3 x 10/16 "

1 x 4 x 10/16 "

2 x 4 x 8/16 "

2 x 5 x 8/16 "

2 x 6 x 8/16 "

2 x 7 x 8/16 "

2 x 8 x 8/16 "

2 x 9 and up x 8/16 "

2 x 4 and up x 6/16 Cull

3 x 6 and up x 6/16 "

32" LATH 4 ft.

NOTE—On orders placed now we can make prompt shipment

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough or Dressed

On account of the uncertainty of car and mill supply, we are offering only material that is in transit. We then know that we can deliver these cars when promised.



Wire us your enquiries.

Cars Now in Transit:

Flooring

Ceiling

Rough Clear Fir, Kiln Dried

Ship-Decking

Timbers

Shingles

Tank Stock

Ship Timbers and Planking

KNOX BROTHERS, Drummond Building, 511 St. Catherine St., Montreal, Que.

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

CHEMAINUS

CHEMAINUS FIR



Clear Kiln Dried B.C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B.C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding,

If quality can talk to you—get in touch with us.

VICTORIA LUMBER & MFG. CO., LIMITED

Head Office and Mill
CHEMAINUS, B. C.

Eastern Sales Office:
Traders Bank Bldg., TORONTO, Ont.
R. G. Chesbro, Rep.

Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.

MILL CULLS

500,000 1 x 10 & 12, No. 1 Mill Culls

200,000 1 x 10 & 12, " 2 " "

100,000 1 x 4 & up, " 1 " "

WRITE FOR PRICES

The Long Lumber Company
Hamilton
Ontario

OUR GUARANTEE

goes with every

"CORBET"

Automatic Double Cylinder Steam Towing Machine

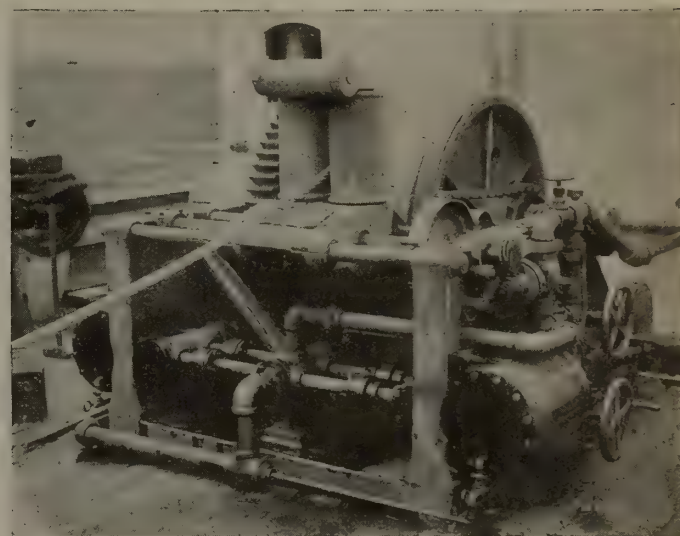
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order immediately, in order to secure delivery by May 1st, 1918.

WRITE NOW for prices, testimonials
and information sheet.

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Midland, Ont., August 16th, 1917.
The Corbet Foundry and Machine Co., Limited,
Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
Canadian Dredging Co., Limited,
Norman L. Playfair, Sec.-Treas.

George Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

RED and WHITE PINE

PLANING MILL

DRY KILN



Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

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12-14 Wellington Street East, TORONTO, ONT.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
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and Selling Agents for

Fraser & Co.

Mills at

DESCHENES

- - - QUEBEC

White Pine

Red Pine

Spruce

Lumber and Lath

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
ContractorsRailway Ties and
Pulpwood

PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

SPECIAL!

N. B. WHITE CEDAR SHINGLES

13 CARS No. 1 (Cull)

12 CARS EXTRA No. 1

6 CARS CLEAR WALLS

Very attractive prices will be quoted on the above for quick shipment.

TERRY & GORDON, Wholesale Lumber Merchants

Head Office: 703 & 704 Confederation Life Bldg., TORONTO, ONT.

Phone Adelaide 187 and 188

Vancouver Branch
625 Birks Bldg.

F. W. Gordon, Mgr.

Ontario Representatives of

The British Columbia Mills Timber & Trading Company

VANCOUVER, B. C.

Montreal, P.Q., Branch
23 La Patrie Bldg.

Leon Gagne, Jr., Mgr.

Watson & Todd Limited

OTTAWA

WHITE PINE NORWAY

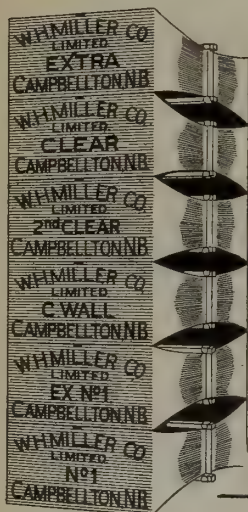
The Harris Tie & Timber Co.

Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Let us quote on your requirements for

Spruce and Pine Lumber



We manufacture and export all kinds of it.

WE ALSO MANUFACTURE

LATHS and TIES PULPWOOD

Shipments by rail and water

Prompt--reliable--carefully handled

We Specialize in
New Brunswick White Cedar Shingles

LET US QUOTE YOU

W. H. Miller Co., Limited
Campbellton, N.B.

STRATFORD OAKUM

*Quality Guaranteed
Jersey City and Everywhere*

GEO. STRATFORD OAKUM CO.
165 Cornelson Ave. - - JERSEY CITY, U. S. A.

Quality Lumber

We can give you the best service on shipment of HEMLOCK DRY STOCK. Our facilities are unsurpassed in this province, and we keep large stocks ready for shipment on short notice. Lumber, Lath, Shingles, etc.

Write, phone or wire.

McGibbon Lumber Co.
Penetanguishene, Ont.

Crescent Lumber Company
Cincinnati, Ohio

YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFERThe following stock of **HEMLOCK**

to be drawn out and loaded last November and first part of December.

6,000 feet 2 x 6, 8 and 10 18/20 ft. Best Log Run Hemlock.

9,000 feet 2 x 10-16	"	"
9,000 feet 2 x 8-16	"	"
2,000 feet 2 x 6-16	"	"
3,500 feet 2 x 4-16	"	"
7,000 feet 2 x 10-14	"	"
7,000 feet 2 x 8-14	"	"
1,500 feet 2 x 6-14	"	"
3,000 feet 2 x 4-14	"	"
6,000 feet 2 x 10-12	"	"
8,000 feet 2 x 8-12	"	"
4,500 feet 2 x 6-12	"	"
8,000 feet 2 x 4-12	"	"
2,000 feet 2 x 10-8/10	"	"
2,500 feet 2 x 8-8/10	"	"
2,500 feet 2 x 6-8/10	"	"
13,000 feet 2 x 4-10	"	"
6,000 feet 2 x 4-8/9	"	"

FOR SALE

- 1 car 8/4" Hard Maple, Log Run, Culls Out.
- 5 " 5/8" Spruce, Mill Culls
- 5 " 5/8" Spruce, No. 1.
- 4 " 4/4 Quebec Brown Ash, Log Run, Culls Out.
- 4 " 4 in., 5 in., 6 in., 7 in. Spruce Box Stock, already milled. Suitable for Bethlehem Box.
- 1 " 6/4" Arkansas Soft Elm, No. 1 C. & M. Seventy per cent. 12 and 16 feet.

I want to buy 4/4, 5/4 winter sawn Basswood

PERCY E. HEENEY, Wholesale Lumber

207 Weber Chambers, KITCHENER, Ont.

Canadian Representative D. E. HEWITT LUMBER CO., Huntington, West Va.

G. M. FRENCH*Wholesale***Lumber, Lath
Shingles****RENFREW - - ONT.****LOUISIANA RED CYPRESS**

QUARTERED OAK	PLAIN OAK
POPLAR	ASH

<i>Yards at—</i> Nashville, Tenn.	<i>Mills at—</i> Sumter, S.C.
Basic, Va.	Winchester, Idaho

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

**Heavy Fir Dimension***Is Our Particular Specialty*

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

**British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings**

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

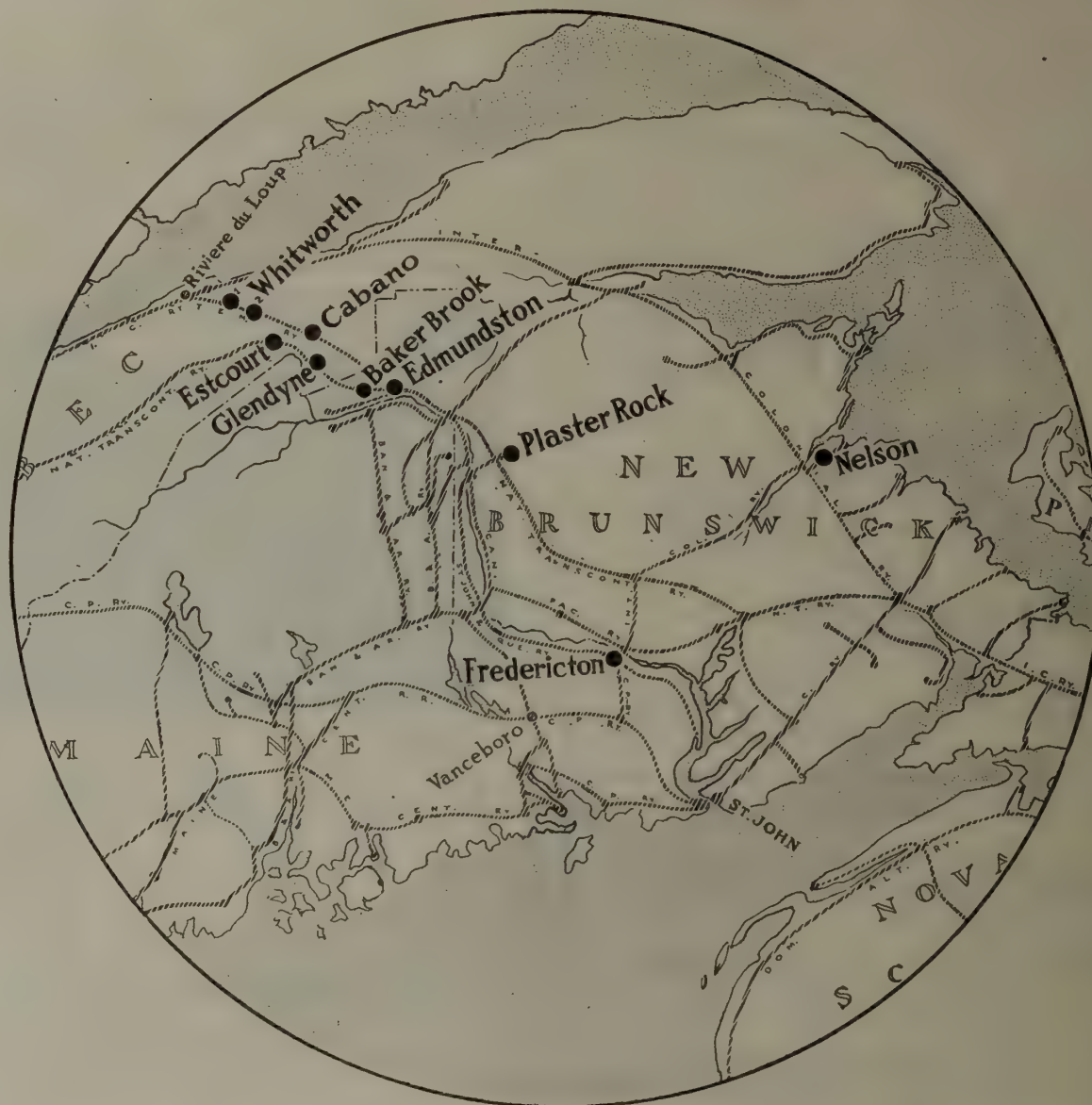
Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Co., Montreal.

Head Office and Mills, Port Moody, B.C.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	"	C. P. R.
Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	"	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.



Quality Lumber

From the Woods to You

WE have, we believe, the finest facilities in this country for the supply of high grade SPRUCE and PINE Lumber. From forest to the time the Lumber reaches you the quality is maintained by rigid inspection and careful handling.

"BEAVER BRAND" White Cedar Shingles are equally famous in Canada for uniform good quality and full count.

*Monthly Stock Lists and Quotations
on Request*

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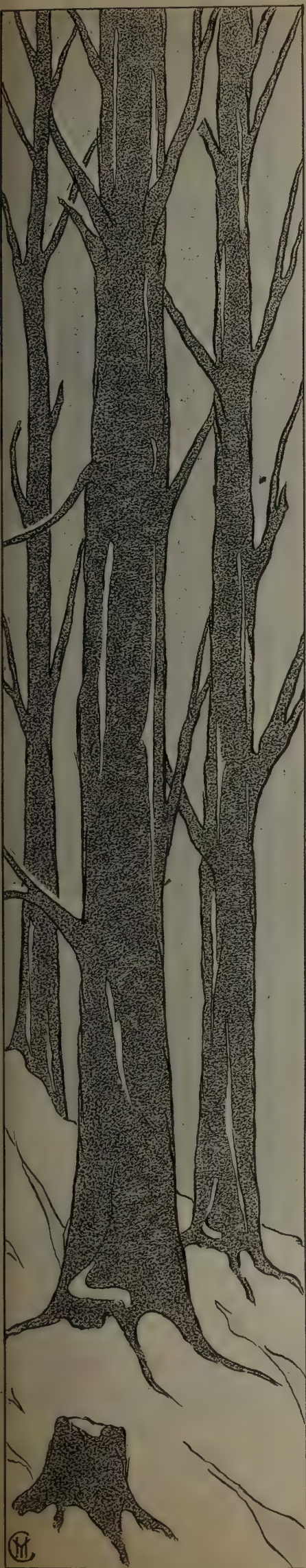
Limited

Bathurst

-

-

New Brunswick



JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

The Montreal Lumber Co. Limited

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

FOR SALE

100 M. ft. 2x6x10/16' M.R. White Pine
100 M. ft. 2x8x10/16' M.R. White Pine
50 M. ft. 3x8x10/16' M.R. White Pine
50 M. ft. 1x8 Box & Com. White Pine
50 M. ft. 1x10 Box & Com. White Pine
50 M. ft. 1x10 No. 1 Mill Cull W. Pine
100 M. ft. 1x12 No. 1 Mill Cull W. Pine
500 M. ft. 1x4/up Cull Jackpine

Also Hemlock and Lath.

JAMES R. SUMMERS

Wholesale Lumber Merchant
95 King St. East TORONTO

\$2.00 a Year

24 Issues

Big value to any Lumber Manufacturer or Dealer.

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347 Adelaide St. West
TORONTO

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

When in the market for

White or Red Pine

or for

Ontario Hardwoods

Let Us Quote You

We have a full line of White Pine and Spruce.

We are ready to contract for Output of mills in any Ontario Soft or Hardwoods.

Highest cash prices paid, and would advance money for operations.

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale Dealers in Lumber

705 Excelsior Life Building
Toronto

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Eastern and Southern Lumber

We are at all times in the market for dry WHITE PINE, DIMENSION SPRUCE, SPRUCE BOARDS, HEMLOCK BOARDS, LATH and CLAPBOARDS.

Advise us of your Market Prices and Stocks

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

Write for Quotations.

LAILAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

WANTED for 1918

We are in the market for:

100,000 ft. 1½, 2, 2½, 3, 3½, 4 in. Maple Squares, 2 feet and longer, clear and sound.

4, 5, 6, 7, 8 in. Clear Maple Squares, 8 feet and longer.

1, 1¼, 1½, 2, 2½, 3 and 4 in. Maple and Birch—Good and Common.

1 in. Basswood, log run.

We Have to Sell

Ready for Immediate Shipment

1 in. to 4 in. Philippine Mahogany. All selected stock.

Send us your requirements.

Herbert F. Hunter

70 Kilby St.

BOSTON, Mass., U.S.A.

Manufacturers and Distributors of Pine, Mahogany and Hardwoods

If Woodsmanship Counts

hire us to do your
timber estimating
and surveying

James W. Sewall
OLD TOWN. - MAINE

PRESSES

Hydraulic and Screw

for

**VENEER
VENEER DRYERS
PULP**

Special machinery made to order

WILLIAM R. PERRIN
TORONTO, CANADA Limited

Timber Estimating

Appraisal, reports, timber maps. All
contracts receive my personal attention.

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Cant & Kemp

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Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

FARNWORTH & JARDINE

Cable Address: Farnworth, Liverpool

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and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings

James WEBSTER & Bro.
Limited
Bootle, Liverpool, England
London Office
Dashwood House 9 New Broad St. E. C.

"Well Bought is Half Sold"

WE OFFER the following SPRUCE

50 M 1 x 4 Merch.
40 M 1 x 6 Merch.
60 M 5/8 x 4 and up Merch.
20 M 5/4 x 4 Merch.
40 M 5/4 x 5 Merch.
40 M 5/4 x 6 Merch.
20 M 5/4 x 7 Merch.
8 M 5/4 x 8 Merch.
100 M 2 in. Scant x 5 Merch.
100 M 2 in. Scant x 7 Merch.
150 M 2 in. Scant x 8 Merch.
100 M 2 in. Scant x 9 Merch.
75 M 2 in Scant x 10 Merch.
20 M 5/8 x 4 and up Cull.
50 M 1 x 4 and up Cull.
10 M 5/4 x 4 and up Cull.
30 M 2 in. Scant x 4 and up Cull.

The above is choice, well sawn stock, largely
12 and 13'. Can be shipped promptly.

Graves, Bigwood & Co.

MANUFACTURERS OF

**Pine
Hemlock
Hardwood** } **LUMBER**

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Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

PETRIE'S JANUARY LIST

of

NEW and USED

WOOD TOOLS

for Immediate Delivery

Band Saws

54" Cochrane-Bly re-saw.
30" Clark-Demill bracket.
28" Ballantine, bracket.
26" Crescent pedestal.

Saw Tables

No. 2 Crescent, combination.
No. 3 Crescent universal cut-off gauge.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
Fisher, iron frame rip.
12' Defiance automatic cut-off.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
Champion combination wood top.
6 3/4' Williams wood frame swing.
5 1/2' Crescent swing.
8' Crescent swing.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with divided roll
and chip breaker.
24" Jackson-Cochrane.
24" Champion planer and matcher.
No. 202 Canada Machinery Corp. tim-
ber sizer.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas, four-side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

M190 Cowan hollow chisel.
No. 2 Smart foot power.
No. 5 New Britain chain.

Clothespin Machinery

Humphrey No. 8 giant slab re-saw.
Humphrey gang splitter.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

Elliot universal woodworker.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dove-
tailer.
Fay & Egan 12 spindle dovetailer.
M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
Crescent post boring machine.
M137 Cowan sash clamp.
Egan sash and door tenoner.
Dundas double head tenon machine.
18" Trevor box heading turner.
3" Pringle & Brodie variety lathe.
No. 221 Woods planer knife sharpener.
No. 4A Fox wood trimmer.
20" American wood scraper.
4-head rounding machine.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
Iron frame 3-block sawmill.
Dougherty horizontal shingle machine.
26" Dominion lath trimmer.
Watrous lath machine.
No. 2 Dominion lath machine and
bolter.
48" 3-saw edger.
No. 1 Hart automatic saw filer.
No. 104 Covel band-saw roller.
No. 66 Hamilton band-saw sharpener.
No. 6 Covel band-saw swedge.
No. 21 Covel filing lamp.
Defiance automatic handle shapers.
24" Cochrane-Bly saw filer.
Defiance rounding, boring and jointing
machine.
48" leveling block.

Prices, Descriptions and full
particulars on request.

H. W. PETRIE, LTD.
Front St. West
TORONTO, ONT.

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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

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Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

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Manufacturers of

Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. WHITE OAK

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

WE SPECIALIZE IN

Spruce and Red Pine Piling

For Immediate Shipment. 30 to 50 ft. long.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—

Elbow Lake and Dane

109 Stair Building,

TORONTO, Ont.

JOHN DONOGH & CO.

Wholesale Lumber Dealers

White Pine

early cut ready for shipment

Send in your enquiries.

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Milling in Transit Exclusively

We make a specialty of milling in transit—we do nothing else.

Prices on any size order gladly furnished.

We do moulding, trimming, planing, sticking, matching, etc.

Prompt service and good work guaranteed on all orders.

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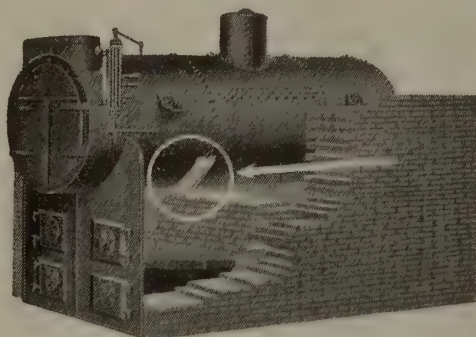
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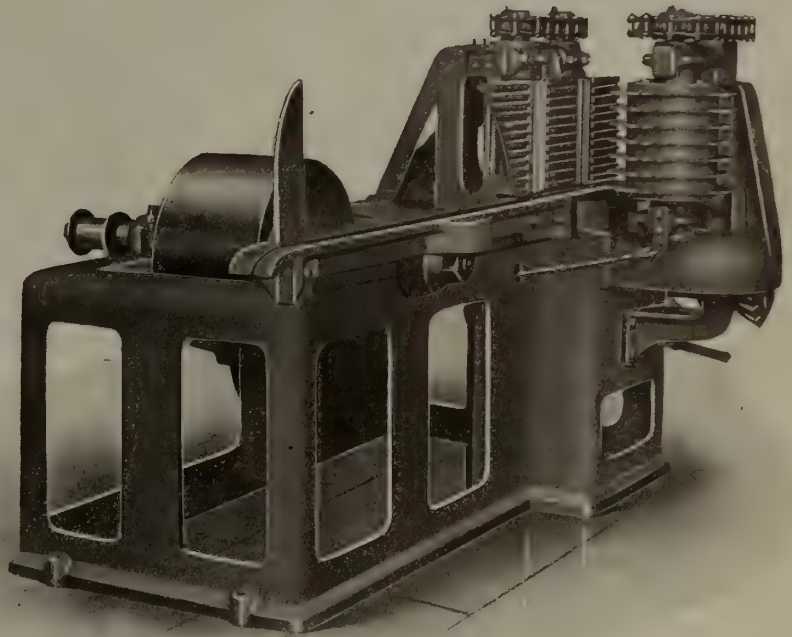
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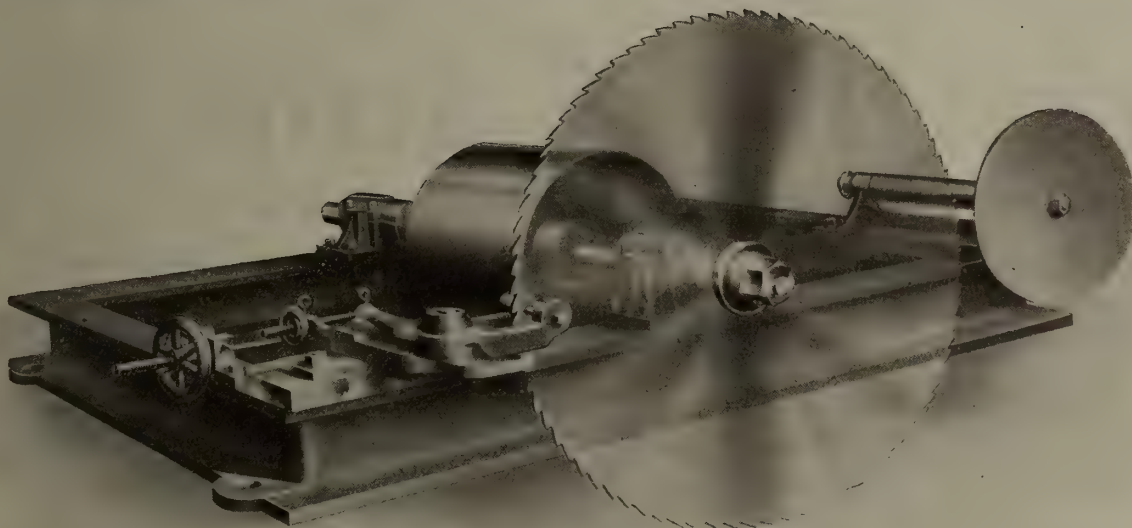
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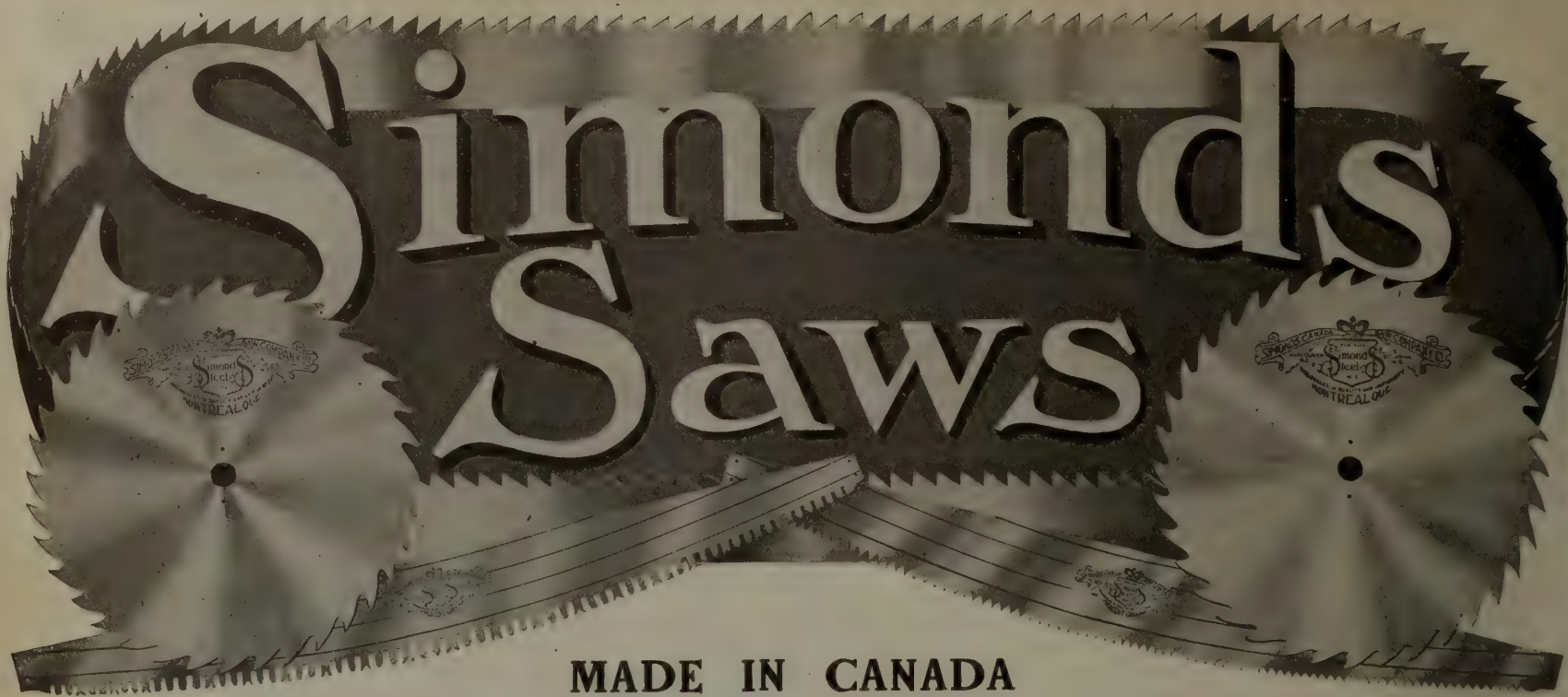
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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No. 1

Wholesale Association Nearing Completion

The declaration of purposes contained in the constitution adopted by the Wholesale Lumber Dealers' Association, Incorporated, which is being formed at Toronto, indicates definitely the scope of the work of the association. The objects for which the association is formed, according to this statement, are to protect the members against unbusinesslike methods in the trade; to foster the lumber trade; to reform abuses in the trade; to secure freedom from unjust and unlawful exactions; to diffuse accurate information among its members as to the standing of merchants and others with whom the trade is conducted, and to produce uniformity and certainty in the customs and usages of the trade; to settle differences between members by arbitration or otherwise, and to promote a more enlarged and friendly intercourse between them.

It is evident from this that the benefits arising from the formation of this association may be made very extensive. At the same time those who have been working actively in bringing about this move have had in mind the possibility of creating a body which will not only carry on work of its own definite and valuable type, but will be an added source of strength to the whole lumber trade and industry. A very interesting discussion took place at the organization meeting, held in Toronto, at which this point was made clear. There was a feeling on the part of a few of those present that the formation of an association to be known as the Wholesale Lumber Dealers' Association "of Canada," which was the proposal in its original form, might have an injurious effect upon the Canadian Lumbermen's Association, inasmuch as it would be possible that an association under such a name might overlap the field of the Canadian Lumbermen's Association. The discussion served the useful purpose of demonstrating very definitely that there was no intention of overshooting the mark in such a way, but that the desire of the promoters of the new association was to create an association which would be able to deal effectively with the more intimate and local problems of the trade, such, for instance,

as the exchange of information regarding credits, and that in this and all other respects it might also be a factor in promoting the welfare of the Canadian Lumbermen's Association by co-operating with it in urging such matters as were in the interests of the whole trade and industry.

A brief glance at the history of the new organization will clear up this point. At the beginning of 1917 the Canadian Lumbermen's Association was considering the possibility of creating a credit bureau as a branch of its own work. A discussion of the subject, however, led them to lay the matter aside, and in an unofficial, but none the less definite manner, leave it to be taken up in different localities where it could be handled more effectively in a local manner. This led to a consideration of the subject by the wholesale trade of Ontario. A canvass of the trade showed a strong feeling in favor of organizing a wholesale credit bureau, and a group of wholesalers made considerable progress in the preparation of a plan for organization along these lines.

In the meantime, however, the wholesale members of the Lumbermen's Section of the Toronto Board of Trade came to the conclusion that it would be a wise move on their part to organize a wholesale association, and, in order to get the views of the trade on this subject, a dinner was held on November 16, to which wholesalers were invited. It quickly became evident at this meeting that there was a feeling in favor of forming an association, not simply of Toronto wholesalers, but of all who would be interested in the Ontario wholesale lumber trade, and that one of the chief activities of this association should be a bureau of information, or a credit bureau, which would provide for exchanging and securing in other ways all information available regarding the financial condition of customers of the trade. Thus it happened that the two proposals were merged and a plan evolved for the formation of a wholesale lumber dealers' association. It was thought that the value of such an association, while confined for practical purposes in its credit information operations to the Province of Ontario, would be more effectively developed by making it possible for dealers in other parts of Canada who were selling to the trade in Ontario to become members. For this reason the words "of Canada" were inserted in the title of the association. As this title, however, caused anxiety to those who are keenly interested in the Canadian Lumberman's Association, a motion to eliminate the words "of Canada" was promptly agreed to and carried.

As the situation now stands, the preliminary arrangements for the formation of a wholesalers' association along the above lines have been carried out. Incorporation has been applied for to the Dominion Government, and the first annual meeting of the association will be held on January 11, when it is hoped that matters will be sufficiently advanced for the association to make a definite start in its career of usefulness. Practically all the wholesale lumber dealers in Toronto and quite a number of those in other parts of the province have already promised their support, and the outlook for the association is exceptionally promising.

The Ontario Retail Lumber Dealers' Association

The retail lumber trade of Ontario has taken the first step towards putting its individual members in the same class of progressive merchants as their fellow-dealers in the prairie provinces of Canada and in many of the states of the Union. By organizing an association which will be charged with the promotion of the welfare of the trade they have placed themselves in an enviable position so far as their fellow-retailers are concerned in other parts of Canada where association ideas have not yet been carried out.

The objects of the Ontario Retail Lumber Dealers' Association, as outlined in the constitution adopted at the organization meeting, are of a nature to commend themselves to all members of the trade. They include, in the first place, the securing and dissemination to members of any legal and proper information which may be of interest and value to the members in their business as retail lumber dealers. Other objects are to correct business abuses in the lumber industry, to promote uniformity in customs and usages of the lumber trade in

Ontario; to standardize lumber grading and factory work, and to co-operate generally in such matters as legislation and insurance.

The constitution emphatically prohibits the adoption by the association of any rules, regulations, or by-laws which will in any manner stifle lumber production, restrict trade, or regulate prices. No coercive measures of any kind can be practised toward anyone, either to induce him to join the association, or to buy or refrain from buying from any particular wholesaler or manufacturer.

Any person, firm, or corporation in Ontario regularly engaged in the retail lumber trade carrying an assorted stock of lumber and building material reasonably commensurate with the demands of his community is eligible for membership.

These are the outstanding facts in connection with the association. Other clauses deal with the officers and their duties, and enlarge upon some of the ways in which the association will be in a position to render valuable service to its members. The constitution adopted is a good and workable one, leaving plenty of scope for good work, and it is based upon the principle that the larger problems of the trade shall be handled by a central office, with headquarters at Toronto, while local matters shall be attended to by local associations formed in each of the five districts into which the province has been subdivided for this purpose.

With a working scheme of this nature provided there is no reason whatever why the Ontario Retail Lumber Dealers' Association should not speedily become an exceptionally important section of the lumber distributing business. In the past retailers have been limited in their field of usefulness to the actual distribution of their goods. The planning and carrying out of anything in the way of a co-operative scheme of education among retailers in order to enable them to be of greater service to their communities has not been possible, firstly, on account of the lack of a recognized association, and, secondly, on account of the existence in many localities of unfriendly competition among retailers. There is no reason whatever why competition should not be keen and vigorous wherever two or more dealers are catering to the trade in the same locality, but in the past, competition, which has started as competition pure and simple, has frequently developed into cut-throat antagonism, bringing disaster without involving any compensating benefits.

The day of this sort of thing is past. Its folly is recognized by everyone who makes any pretence to be a modern merchant. In its stead there has developed an appreciation of the fact that competition of a businesslike nature may go hand in hand with co-operation in regard to all such matters as may be generally classified as education both of the dealer and the consumer. The true ideal of this whole movement is that of improving business conditions by rendering greater service. It is a straightforward, manly ideal, which cannot fail to make a man's business more attractive and profitable, while extending to the consumer an assisting hand which will be readily appreciated when its true spirit is recognized.

Bearing these ideals in mind, it is not difficult to imagine in what direction the activities of an association of this type will be best exerted. First of all, the exchange of information between members regarding their business methods is all important, so as to enable them to adopt safe systems of cost accounting, credit extension, etc. This is essential to any well-conducted business, and its most elementary factors can be worked out by co-operation much more effectively than by individual effort. These are educational features, and others of a similar nature are the distribution of information regarding stock arrangement, building plans, salesmanship, estimating, advertising, and many other matters which come up in the conduct of the retail lumber trade. These things lie at the foundation of the business, and unless they are properly understood the dealer is in continual danger and the business is a greater source of worry to him than of profit. They constitute the groundwork of any well organized retail lumber dealers' association, and definite steps have already been taken for including such matters in the work of the Ontario association.

Another direction in which co-operation will be effective for Ontario retailers is in the correction of abuses and the promotion of uniformity in the customs and the usages in the trade. It is not difficult

for any retailer to imagine how great a field lies open in this direction. Co-operation will be specially effective in promoting good legislation and working out more satisfactory conditions in regard to grading and inspection.

In short, there is a great field of usefulness for the Ontario Retail Lumber Dealers' Association, and it is important that dealers throughout the province should back up the efforts of those who have given the best part of a year's hard work and thought to the carrying out of the preliminary arrangements. Much hard work lies before those who have already put their shoulders to the wheel, and it is greatly to be hoped that the other members of the trade will show their appreciation of what has been done already by joining the association and taking an active interest in its development.

Hardwood War Service Formed in United States

One of the latest developments in the U. S. government lumber purchasing plans is the establishment at Washington of the National Hardwood Lumber Association War Service Board, headquarters Munsey Building. The establishment of this War Service Board is at the request of R. H. Downman, Lumber Commissioner of the War Industries Board, who is charged with the duty of supervising the lumber purchases of the United States and its allies.

The War Service Board will be organized for action at once under the auspices of the National Hardwood Lumber Association, whose secretary, Frank F. Fish, will be the director at Washington. The director of the board will have the advice and counsel of Horace F. Taylor, Buffalo, who was appointed to the working staff of the Lumber Commissioner when the Advisory Commission to the Council of National Defense was reorganized a few weeks ago. Membership in the board will not be confined to members of any association, but will be open to all who own and control stocks of hardwood lumber anywhere in the United States.

The organization of the bureau will begin without delay. Invitations will be sent to all owners of hardwood lumber to file with the board an accurate inventory of their stock, giving details of amount, thicknesses and grades. A condition of membership will require regular advice of changes in inventory and in line with the government's policy of dealing only with owners of materials, as a safeguard against speculation in the matter of government supplies, the filing of a false inventory will automatically terminate the member's connection with the War Service Board.

The invitation to participate in the War Service Board will be followed up as soon as possible by special meetings of hardwood dealers in the leading markets of the country, such as Chicago, St. Louis, Cincinnati, Buffalo, New York, Philadelphia, etc., at which the purposes and method of operation of the board will be fully described. In calling these sectional gatherings the Board solicits the co-operation of local trade organization to bring out a full representation of the hardwood dealers in those respective markets, in order that every available foot of lumber may be placed at the disposal of the government as may be needed.

Great Britain Asking for Ash Trees

An appeal is being made by the British Aerial League, to owners of ash trees, that they give their trees to the British Government for the purpose of airplane construction. Already between 3,000 and 4,000 ash trees have been offered, and it is expected that this will shortly be increased to 50,000 trees. Even this is far below the requirements of the government, which are expected to exceed 200,000 trees during the next twelve months. The plan is to ask English land owners to offer their trees standing at a price of 4s 6d per cubic foot. The government undertakes to do the felling, carting, etc. At the same time, the League, of which Lord Montague, of Beaulieu, is president, has arranged to plant two saplings in the place of every ash tree taken. It is hoped in this way to create a reserve of the finest ash in the world.

Freight Rates on Lumber Advanced

Railway Companies Granted Increases on All Kinds of Freight Averaging 15 Per Cent. of Previous Charges — Details of the Advance

The application of the Canadian railroads for permission to increase their freight rates by 15 per cent., which was heard recently by the Board of Railway Commissioners for Canada, has practically been granted, though the details do not include a general flat rate increase, but a series of increases averaging about 15 per cent., but arranged so as to interfere as little as possible with existing rate differences. So far as the rates on lumber are concerned, the increases adopted by the Board are those which were recommended by Mr. Hardwell, the Board's traffic expert, in a report recently submitted. In his report Mr. Hardwell says:—

"I find that the adoption of the following recommendations would not only afford a fair basis, but would approximate nearly fifteen per cent.

"To Alberta destinations, also to C. P. R. mainline stations as far east as Mortlach, Sask., the increase to be 3c per hundred lbs.

"To all other destinations in Saskatchewan, the increase to be 4c per hundred lbs.

"To destinations in Manitoba, also in New Ontario east of Port Arthur, the increase to be 5c per hundred lbs.

"To a large number of destinations these increases would equal fifteen per cent.; to others they would be slightly over or under fifteen per cent. From the Ontario mills to Winnipeg, the rate would advance from 33c to 38c, or precisely fifteen per cent. From the coast mills, from 40c to 45c, or 1c less than fifteen per cent.

"From British Columbia to Eastern Canada, I would increase the difference over the rates to Port Arthur 10 per cent., as recommended for the class rates.

"From the Interior and Coast mills respectively, the rates to Toronto points would go up from 60c and 67c to 67c and 74c. 110 per cent. of the through rates, as first proposed would give 66c and 73½c.

"To Montreal points the result would be similar. From the other lumber shipping territories, I submit the following recommendations:

"From Northern Manitoba and Saskatchewan spruce districts, fifteen per cent., subject to a maximum of 3c per hundred lbs., to destinations in Saskatchewan, also in Manitoba, east to Winnipeg, and 4c to those of Alberta and east of Winnipeg to Port Arthur.

"From the Lake of the Woods and Rainy River districts 15 per cent., subject to a maximum of 3c per hundred lbs., to destinations in Manitoba, and 4c to those in Saskatchewan and Alberta.

"From Port Arthur 15 per cent., subject to a maximum of 3c to Manitoba, 4c to Saskatchewan, and 5c to Alberta.

"Between points in eastern Canada 15 per cent. flat. As the highest local eastern rate appears to be 20c, this would make a maximum advance of 3c.

"Under this schedule the rate differences from the different competing mills would be maintained as they now are. Insofar as the bulk of the movement is concerned this will result in a 15 per cent. increase. In some instances the increase will not amount to 15 per cent. and in others the percentage increase will be slightly in excess of 15 per cent."

There has not been sufficient time since the announcement of the above rate increases to obtain the opinions of lumbermen regarding their effect. There is one very evident result, however, namely, that the lumber trade will have a heavy added burden to carry, and that it will fall very heavily upon the British Columbia trade, which will now have to pay a rate of 67c to 74c per hundred pounds to Ontario points, whereas the rate on southern pine, the chief competitor of the B. C. products, remains at about 36c per hundred pounds.

Montreal Association's Annual Meeting

Mr. Philip D. Gordon is the new president of the Montreal Lumber Association, elected at the annual meeting held in the Board of Trade on December 11. The other officers are: Vice-president, Mr. Geo. Grier; treasurer, Mr. F. W. Cotter; directors, Messrs. Geo. C. Goodfellow, D. H. McLennan, W. A. Filion, and T. J. Rutherford. Mr. Arthur H. Campbell was unanimously chosen as the association's nominee for election to the Council of the Board of Trade.

The annual report, presented by Mr. Arthur H. Campbell, the president, referred to the action of the railways in issuing tariffs advancing minimum carload weights, and the appeal to the Railway Commission. The Association gave careful consideration to the Canadian Car Service rules, the president and Mr. Tilston representing the views of the association at the several sittings of the Railway Commission. The Association was represented by the president and other members at a joint meeting of the transportation bureau committee and representatives of the branch associations of the Board of

Trade held on June 18, to consider the 15 per cent. general advance in freight rates, when it was decided to inform the Council of the Board that the application of the railways for a general increase would not be approved. In view of the car shortage and urgent need of railway equipment, Mr. Campbell strongly urged on all members to make every effort to load freight cars to their utmost capacity.

Mr. Campbell also referred to the fact that he was a member of the committee to raise a testimony to Mr. R. S. White, the retiring collector of customs, and concluded by expressing his appreciation of the support received by him in the Victory Loan campaign from members of the Association and the trade generally, including their employees. As president, he was a member of the employees' committee and charged specially with securing subscriptions from the lumber trade and their employees. The work in this connection was made exceedingly pleasant by the hearty co-operation of every firm an individual with whom he was brought in contact, and he wished to thank all the members personally, and congratulate them on the generous manner in which they responded to the call for subscriptions.

Pulpwood Consumption and Wood Pulp Production 1916

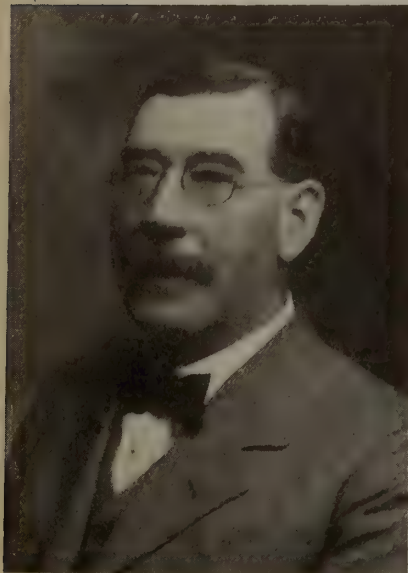
The United States Forest Service undertook the compilation of statistics on pulpwood consumption and wood pulp production in 1916, in co-operation with the News-Print Manufacturers' Association, and has published its final report. In 1916 the reported consumption of pulpwood in the United States was larger than for any previous year for which similar statistics were collected. The total quantity used by the 230 establishments reporting was 5,228,558 cords, an increase of 757,795 cords, or 17 per cent., over the 4,470,763 cords consumed by the 223 mills reporting in 1914, the last year for which statistics of this kind were compiled. Of the total consumption, 4,444,565 cords were of domestic production and 783,993 cords were imported. The increased consumption of pulpwood naturally resulted in a larger output of wood pulp. The quantity produced during 1916 amounted to 3,271,310 tons and represents an increase of 378,160 tons, or 13 per cent., more than the 2,893,150 tons produced in 1914. Of the total amount of pulp produced during the year, 1,505,547 tons were manufactured by the mechanical process, 1,401,600 tons by the sulphite process, 290,724 tons by the soda process and 73,439 tons by the sulphate process.

During 1916 wood of 21 different species was employed in the manufacture of pulp. Spruce continued to hold first place as the premier pulpwood contributing 3,101,660 cords, or slightly more than 59 per cent. of the total number of cords consumed by the industry in 1916. Of this number 2,399,993 cords were of domestic production and 701,667 cords were imported, all from Canada. The consumption of spruce in 1916 was greater than the quantity reported in 1914 by 440,865 cords. Hemlock was second in importance, the quantity used by the plants in 1916 being 760,226, or 14.60 per cent., of the total quantity of all species of wood reported. The quantity reported was greater than the 1914 consumption by 157,472 cords. The total amount of aspen used during the year amounted to 411,696 cords, placing it third in rank among the woods used by the industry. Of the total quantity consumed 329,370 cords were of domestic and 82,326 cords of foreign production. Balsam fir came next in the list, with a total of 301,032 cords, or over twice as much as was used in 1914. In 1914 a total of 141,359 cords of pine was reported by the mills, of which 79,322 cords were listed as Southern yellow pine and 62,037 merely as pine without further classification. In this report the pine which was reported has been separated into yellow pine and jack pine. Of the former there were 90,310 cords reported and 80,068 cords of the latter. Taken as a whole and compared with the total quantity reported in 1914, pine shows an increased consumption in 1916 in comparison with the 1914 figures of 29,019 cords. The consumption of white fir in 1916 in the manufacture of pulp was 49,425 cords, or 9,777 cords more than was reported in 1914. The total quantity of yellow poplar used during the year was 37,974 cords. Other woods reported were, in the order of the quantity consumed: Gum, 37,391 cords; tamarack, 33,271 cords; cottonwood, 22,211 cords, and basswood, 11,481 cords, the latter wood being used in sufficient quantity to be classed separately for the first time in these statistics. The quantities reported for these species all represent increases over the amounts reported for the same woods in 1914. The last item of consumption shown in the tabulation consists of 200,844 cords of slabs and other types of mill or woods waste. This material contributed 3.9 per cent. of the total consumption in 1916, and less by 53,043 cords than the quantity reported in 1914.

According to a despatch from Vancouver, B.C., it is possible that shipyards in British Columbia will soon be engaged in the construction of vessels for the Australian Government. Negotiations are now being carried on in this connection.

Ontario Retailers Form Association

Central Organization and Five Locals Created—Dealers from all Sections Attend Initial Meeting at Toronto—Thos. Patterson of Hamilton the First President



Thos. Patterson, Hamilton, elected President Ontario Retail Lumber Dealers' Association.

A meeting of retail lumbermen from many parts of Ontario was held in Toronto on December 21st for the purpose of organizing an Ontario Retail Lumber Dealers' Association. The attendance at the meeting was large and included many of the most successful retail lumber dealers in the province. A luncheon was held at 12.30 p.m. in the Board of Trade assembly room, and, at the conclusion of the luncheon, the dealers immediately got down to business. Mr. J. B. Reid, Toronto, seconded by Mr. T. A. Patterson, Toronto, moved that Mr. J. C. Scofield, Windsor, Ont., act as chairman of the meeting, and that Mr. H. Boulton be secretary. This motion was carried. The meeting was composed chiefly of delegates appointed by the five local districts into which the province of Ontario has been subdivided in connection with the plan of organization. These five districts are forming local associations, and their delegates were present to carry out the plan for organizing the Central Association. There were also present a few retailers who had not been appointed as delegates, but were sufficiently interested to attend the meeting on their own account.

Among those present were:—J. C. Scofield, Windsor Lumber Company, Windsor; R. A. Laidlaw, R. Laidlaw & Company, Toronto; B. F. Clarke, Clarke & MacPherson, Glencoe; Allan Watt, Watt Milling & Feed Company, Toronto; E. M. Barrett, Barrett Bros., Ottawa; K. J. Shirton, Dunnville; A. G. Rose, Estate Jas. Davidson, Ottawa; Chas. Hubbell, Thamesville; E. C. Russell, Walker Sons Ltd., Walkerville; Geo. H. Belton, London; C. Robertson, W. C. Edwards & Company, Ltd., Ottawa; W. E. Savage, Mimico; A. G. Cheney, Vankleek Hill Mfg. Company, Vankleek Hill; W. B. Tennant, John B. Smith & Sons, Ltd., Toronto; T. L. Canfield, R. E. Butler Lumber Company, Woodstock; W. J. Aitchison, D. Aitchison & Sons, Hamilton; J. A. Leberge, Sudbury; C. H. Walters, McAuliffe-Davis Lumber Company, Ltd., Ottawa; W. N. Tupling, J. R. Eaton & Sons, Ltd., Orillia; H. A. L. Swan, Secretary, Ottawa Lumbermen's Credit Bureau, Ottawa; K. Hall, Kitchener; C. T. Smith, R. Laidlaw & Company, Toronto; John McGibbon, F. McGibbon & Sons, Sarnia; J. B. Reid, Toronto; Wm. Barrett, Canada Lumber Company, Weston; T. A. Patterson, Mickle, Dymont & Son, Toronto; A. E. Eckardt, R. Laidlaw & Company, Toronto; Guy Long, Consumers Lumber Company, Hamilton; W. C. Irvin, Gibson, McCormack Irvin & Company, Toronto, and W. H. Thomson, Thomson Bros., Port Credit.

Mr. Scofield and Mr. Boulton made brief addresses outlining the events leading up to the calling of the meeting. On motion of Mr. Geo. H. Belton, seconded by Mr. E. M. Barrett, it was then carried "that we proceed at once to organize the Ontario Retail Lumber Dealers' Association."

The chairman first read an interesting letter from Mr. C. A. Bowen, secretary of the National Retail Lumber Dealers' Association of the United States, in which Mr. Bowen extended to the Ontario Association the congratulations of the United States Association and offered his association's assistance whenever the Ontario dealers found that it would be acceptable. Mr. Bowen also dealt vigorously in his letter, with the necessity for securing ample funds to carry on the association work. It was important, he said, not to value such an association too cheaply, and to be sure that its manager would not be crippled in his efforts on behalf of the members, for want of funds. A few striking suggestions were also included in Mr. Bowen's letter in regard to the great extent of the field of operation of a retail lumber dealers' association. He referred in particular to the extensive effort now being made by the United States Association to carry out a survey of the cost of operating retail lumber businesses throughout the United States, so as to strike the various district averages. The United States Government is at present considering the wisdom of regulating prices of lumber for the wholesaler and the retailer. It has already regulated prices from the manufacturer to the government. The main object of the survey of cost on the part of the re-

tailers is to furnish the government with authoritative information upon which to base its price regulation decisions.

Constitution and By-laws Adopted

The first matter taken up by the retailers was the adoption of a constitution and by-laws. A number of sets of printed constitutions and by-laws were available in printed form.

Mr. H. A. L. Swan, Secretary of the Ottawa Lumbermen's Credit Bureau, submitted a draft constitution and by-laws which he had drawn up after studying a number of constitutions, including those of the Western Retail Lumber Dealers' Association of Canada, the National Retail Lumber Dealers' Association of the United States, and the Ohio Association of Retail Lumber Dealers. After a short discussion it was decided to take up Mr. Swan's draft constitution and by-laws, clause by clause. The dealers present then settled down for a long afternoon's work, the result of which was the adoption of an excellent constitution and by-laws. It was found that Mr. Swan's draft constitution served the purpose pretty well, a few amendments being required and one or two points which were left in abeyance being determined upon.

The first point of importance was that relating to the annual dues. The decision of the meeting on this subject was that the annual dues should be based on a sliding scale, regulated according to the annual volume of business of the firms. The scale adopted is as follows:—

Annual business	\$50,000 and under	fee	\$10.00
"	"	\$50,000 to \$100,000	" 15.00
"	"	\$100,000 to \$150,000	" 25.00
"	"	\$150,000 to \$200,000	" 30.00

And for every \$50,000 additional thereafter the fee to advance \$5.00, with a maximum limit of \$50. In connection with this schedule, it was also decided that firms which are admitted in the lowest fee class will not be entitled to receive the Lumbermen's Training Course, payment for which is included in the fees of all the other classes. Members in the lowest fee class who desire to avail themselves of the Lumbermen's Training Course will pay an additional \$5. This course consists of fourteen lessons on subjects of great importance to retail lumber dealers. The lessons have been drawn up by experts and deal in a practical manner with the retail dealers' chief problems, from elementary drafting to estimating, plan reading, yard operation, bookkeeping, credits and collections. They help the retailer to become a practical builder and a good business man. Arrangements are now being made for distributing these to the members as they join the association.

The next subject of importance that led to discussion in connection with the constitution was the determination of the number of officers and directors. After considerable discussion an agreement was reached that they should consist of a president, vice-president, secretary-treasurer, and ten directors, two directors being chosen from each of the five districts into which the province is divided for the purposes of the association. These officers are to be elected annually and five of them are necessary to constitute a quorum. A quorum of the whole association will consist of ten members. At the annual meeting of the association members will each have one vote by representation at the meeting.

On motion of Mr. A. S. Nicholson, seconded by Mr. J. A. La-berge, it was decided that the organization work in each of the five local districts be carried on by the local dealers or secretaries of local associations and that the expense be borne by the central association. The motion also included a recommendation that the local secretaries and others interested in the association immediately inaugurate a campaign to obtain members.

Officers Elected

The last matter of business to be attended to was the election of officers, which resulted as follows:—President, Thos. Patterson, Hamilton; vice-president, W. J. Smith, Toronto; directors for eastern district, E. M. Barrett and A. G. Rose, Ottawa; southern district, B. F. Clarke, Glencoe, and J. C. Scofield, Windsor; western district, K. J. Shirton, Dunnville, and A. S. Nicholson, Burlington; northern district, J. A. La-berge, Sudbury, and Howard Hesson, Sault Ste. Marie; central district, W. J. Hetherington, Toronto, and a representative of the firm of J. R. Eaton & Sons, Orillia.

This concluded the business of the meeting, and a meeting of the newly elected officers and directors was held, at which Mr. H. Boulton was elected secretary-treasurer of the central association.

Wholesale Lumbermen Form Association

Constitution and By-Laws Adopted at Well Attended Meeting Held in Toronto—
Annual Meeting to be Held January 14th

The second meeting of the wholesale lumber trade held at Toronto, took place on Friday, December 21st, after a dinner in the evening, at the Albany Club. The purpose of the meeting was to complete arrangements which had been made at the first meeting for the organization of a wholesale lumber dealers' association. A committee on Constitution and By-laws, composed of Messrs. A. E. Clark, C. W. Wilkinson, A. E. Eckardt and J. H. Terry, which had been appointed at the previous meeting, had completed its work and submitted the result to the second meeting. The constitution and by-laws thus drawn up were gone over in committee of the whole and adopted clause by clause, after making a number of amendments.

As at the first meeting, there was an excellent attendance at the meeting on December 21st, representing practically the whole of the wholesale trade of Toronto and some from outside of Toronto. Mr. A. E. Clark, chairman of the dinner committee, occupied the chair. Before proceeding with the business of the meeting, he stated that they had present with them Mr. W. E. Bigwood, who had come all the way from Byng Inlet, to attend the meeting, Lt.-Col. R. S. Wilson, of the Wilson Lumber Company, Toronto, and Mr. Guy Long, of Hamilton. He called upon each of these to address the meeting briefly.

Mr. Bigwood opened his remarks with a reference to conditions in northern Ontario, which he said were extremely difficult at present. Not over 65 per cent. of the logs that should have been skidded by this time, had been skidded, and he thought that the manufacturers in northern Ontario were entitled to a large measure of sympathy from the wholesale lumber trade.

He then discussed the proposal of the formation of a wholesale lumber dealers' association, and said that he considered it a good thing that such an association should be formed, as nothing in the world did so much good to business men as getting together and exchanging their views in regard to business conditions. Getting together in small groups, or large ones, promoted good feeling among colleagues. Mr. Bigwood referred to the work of the Canadian Lumbermen's Association and stated that it had been successful in promoting the interests of lumbermen in Canada in several instances during the past year. For instance, it had been instrumental in having a clause inserted in the proposed new railway act, requiring that when any change was to be made in freight rates, railway companies would have to give their reasons. Heretofore the railway companies had simply announced their changes and it had been incumbent upon any who had objected to the changes to state their reasons and make good their objections. Although the railway bill had not been passed by the House of Commons, they felt that they had obtained good results by getting a clause to the above effect inserted during the discussion of the bill in the House. They had also taken part in the fight against the increased minimum carload weights and, as all Canadian lumbermen knew, the lumbermen had obtained a good compromise on this subject. The last thing the Canadian Lumbermen's Association had done was to send a very large quantity of socks to the Canadian Forestry Battalions overseas.

In conclusion Mr. Bigwood called attention to the fact that the next annual meeting of the Canadian Lumbermen's Association was to be held in Montreal on February 5th at the Windsor Hotel, and he hoped that there would be a good attendance of members from Toronto.

Lt.-Col. R. S. Wilson confined his remarks entirely to a description of some of his experiences in France, speaking in the highest possible terms of the patriotism, good fellowship, endurance and all-round manliness of the Canadians who were sharing in the struggle for liberty on the western front.

Mr. Guy Long, Hamilton, declared that any time lumbermen could get together and rub shoulders in order to smooth away their trade difficulties, he wanted to be on hand. A great organization movement was now on foot throughout the lumber trade, both in Canada and the United States. He remembered the time when the chief aim of a lumber dealer was to put his competitor down and get the best of him if possible. Today there was a much different spirit. The ideal of the trade was to give "service," and to do the other fellow as much good as possible. They would see how this paid them when the other fellow did the same thing to them. Making money was not the only thing in the world. He believed that the greatest pleasure a man could have out of his business was in the actual conduct of the business itself. It was striking to note how much

more pleasure there had been in doing business in the lumber trade during the last few years, than there was about twelve years ago.

Constitution and By-Laws Adopted

The Constitution and By-laws which had been drawn up by a special committee were then read over as a whole and subsequently taken up clause by clause in committee of the whole. The most important discussion developing out of the adoption of the constitution arose over the wording of the first clause, which, according to the draft, provided that the name of the association should be "The Wholesale Lumber Dealers' Association of Canada, Incorporated." Mr. A. C. Manbert enquired as to the exact scope of the association. He expressed a strong conviction that the success of such an association would be dependent greatly upon the extent to which it was able to devote its efforts to serving the wholesale trade in a definite section of the country, Ontario as a whole, and even Toronto in particular. He believed that there was danger of over-shooting the mark, if they sought to create an association such as might be understood under the name proposed, viz., "The Wholesale Lumber Dealers' Association of Canada, Incorporated." It seemed to him that under such a name they might appear to be covering ground already covered by the Canadian Lumbermen's Association. He suggested that the chairman of the Constitution Committee should explain as clearly as possible what the scope of the proposed association would be.

Mr. A. E. Eckardt replied to Mr. Manbert and explained that while there was no intention whatever of seeking to overlap the field of the Canadian Lumbermen's Association, the object of inserting the words "of Canada" in the title was to enable the association to accept members from outside points, even British Columbia, or the eastern provinces. One of the chief objects of the association would be the interchange of credit information regarding customers, and if a wholesaler in British Columbia, or in Quebec or elsewhere, should be selling to the Ontario trade, he would be able to make use of the credit information services of the association, as well as being able to furnish information of value to the association. Having the words "of Canada" inserted in the title seemed to make it more feasible to deal with cases of this nature.

There was some further discussion of this subject, in which Mr. Bigwood, Mr. Manbert, Mr. A. E. Clark and others took part. Finally, on motion of Mr. J. L. Campbell, seconded by Mr. R. G. Chesbro, the words "of Canada" were eliminated, Mr. Campbell pointing out that in this way the differences of opinion between members would be overcome, while the elasticity of the association would not be reduced. This proposal met with the approval of everyone present. The discussion was useful, moreover, in bringing out the fact that it was the hope of all who are interested in the wholesalers' association, that it would be able to co-operate extensively with the Canadian Lumbermen's Association in promoting the mutual welfare of all members of the trade.

Other amendments of a less important nature were made to some of the clauses and finally the proposed constitution and by-laws were adopted.

On motion of Mr. W. J. Lovering, seconded by Mr. J. L. Campbell, the committee on Constitution and By-laws was appointed a provisional board of directors to hold office until the annual meeting, which will take place on January 11th. It is expected that before the annual meeting takes place the letters patent of incorporation will have been obtained from Ottawa and that officers and a board of directors will be finally appointed and the association ready to proceed with its regular business.

The annual meeting and banquet of the Canadian Lumbermen's Association will be held in Montreal on February 5. The headquarters will be the Windsor Hotel. The following committee have all the arrangements in hand: Messrs. W. T. Mason, chairman; Arthur H. Campbell, D. H. McLennan, Geo. Goodfellow, William Rutherford, W. Gerard Power, Geo. W. Grier, and E. H. Lemay.

The Geo. Hall Coal and Transportation Company, Ogdensburg, N.Y., have taken over the business of the Frontier Trading Company, of Ogdensburg, and the Canada Shipping Company, of Montreal, thus securing an extra fleet of sixteen vessels with an aggregate tonnage of 20,000. The vessels will be placed in the coal and wood pulp trade between ports on Lake Ontario and the St. Lawrence River.

Dry Kilns for Government Service

The recent development of the war situation has made it apparent that the United States is destined to take a substantial part in the fight for freedom, says T. D. Perry in *Hardwood Record*. Manufacturing plants are, therefore, shaping their factory output along such lines as to contribute directly to the equipment needed for the war, or to help equip the American farmer.

Woodworking plants which make wagons, auto trucks, freight cars, airplanes, ships, and the like, find an unprecedented demand for their product, entirely beyond their normal capacity. Usually the above have been accustomed to maintain their yard stock of lumber in sufficient quantity to provide normally six months and, preferably, twelve to eighteen months of thorough air drying.

The government's unprecedented demand is rapidly depleting these lumber stocks, and the woodworking plants are faced with the absolute necessity, temporarily at least, of drying all kinds of lumber practically green from the saw.

In case of the soft woods (conifers) this problem has been solved on a commercially economical basis. In so far as green hardwoods are concerned, considerable progress has been made toward satisfactorily drying one-inch lumber and thinner. This is practically true of the so-called "soft" hardwoods, such as poplar, cottonwood, gum, some kinds of mahogany, and the like.

In the case of oak, ash, hickory, etc., in the two, three, and four-inch thicknesses, the problem of drying green lumber is decidedly difficult and far from a satisfactory solution.

The Forests Products Laboratory at Madison, Wisconsin, maintained jointly by the United States Government and the University of Wisconsin, has been conducting a series of experiments and demonstrations, and has brought out and developed the humidity regulated kiln under patents taken out in the name of H. D. Tiemann, chief physicist, which patents are dedicated to the public.

This kiln has been in use at the Madison laboratory for several years, and typical installations have been made, or are in process of construction, for Moline Plow Company, Moline, Ill.; International Harvester Company, Chicago; Redwood Manufacturers' Company, Pittsburg, Cal.; N. and W. R. R., Roanoke, Va.; Mandt Wagon Works, Stoughton, Wis.; Schoettler Wagon Works, Chicago, etc.

The claims set forth for this kiln are the ability to dry, without substantial loss through degrade, any kind and any thickness of hardwood. Those whose installations are far enough progressed report excellent success.

It is not claimed nor expected, so far as the writer is aware, that this kiln will dry at the normal speed of commercial kilns in every-day use, nor is it reasonable to suppose that it is as simple in operation or

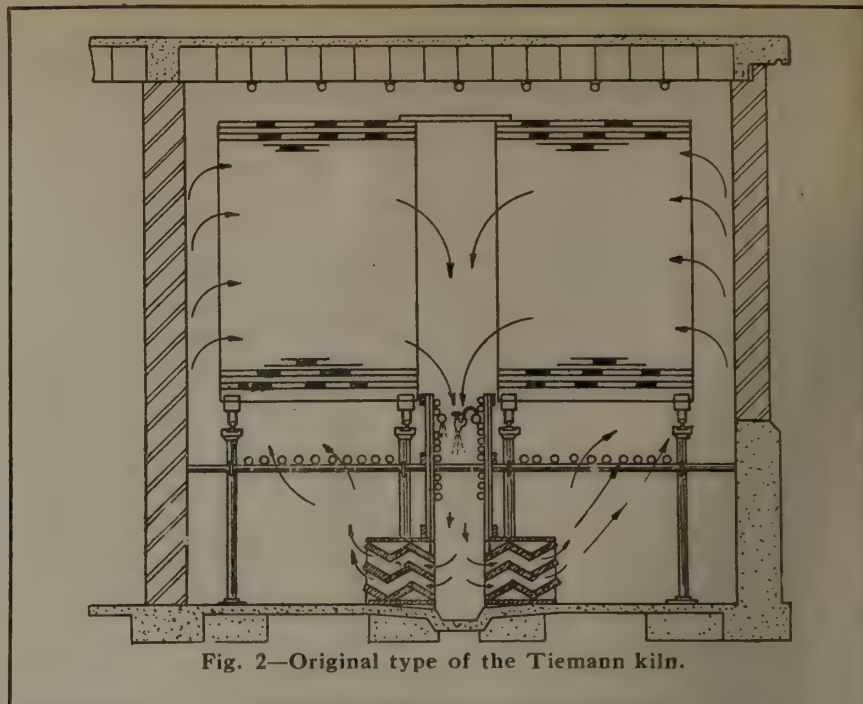


Fig. 2—Original type of the Tiemann kiln.

can be operated at the ordinary cost of kiln-drying. Green stock requires longer time and more careful kiln manipulation than most plants practice.

As a matter of fact, most users of kilns are accustomed to operate their kilns "by guess and by gosh," and, for that reason, the Tiemann kiln appears unduly complicated and elaborate. Its provisions for control and operation, however, are very complete, and any operator of ordinary intelligence can master their operation in a short time.

There is no question but what at the present time this Tiemann kiln offers one solution of the drying of thick (2 in. to 6 in.) green oak and hickory, for wagon, truck, and car builders. In spite of this fact, many concerns hesitate to incur the cost of building sufficient special kiln capacity to handle the large quantity of green stock necessary for immediate government deliveries. Few wagon manufacturers, for instance, feel justified in embarking on a policy that commits them to the use of green lumber or the use of a type of kiln that is designed primarily for green lumber, and that is slower and more expensive to operate on ordinary stocks than the best of the approved types of kiln on the market to-day.

It is rarely possible to modify or remodel existing kilns without either unreasonable expense, or destroying the subsequent use of the old kilns by any except the newly-incorporated process.

The alternative, therefore, is to select and build a type of kiln that

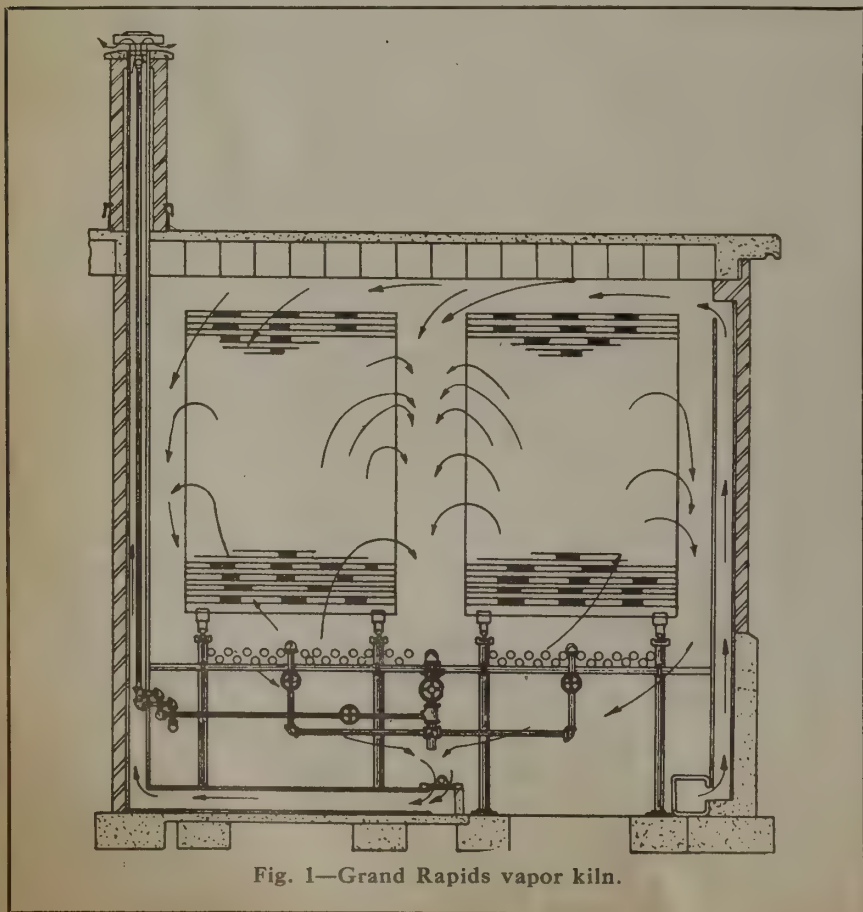


Fig. 1—Grand Rapids vapor kiln.

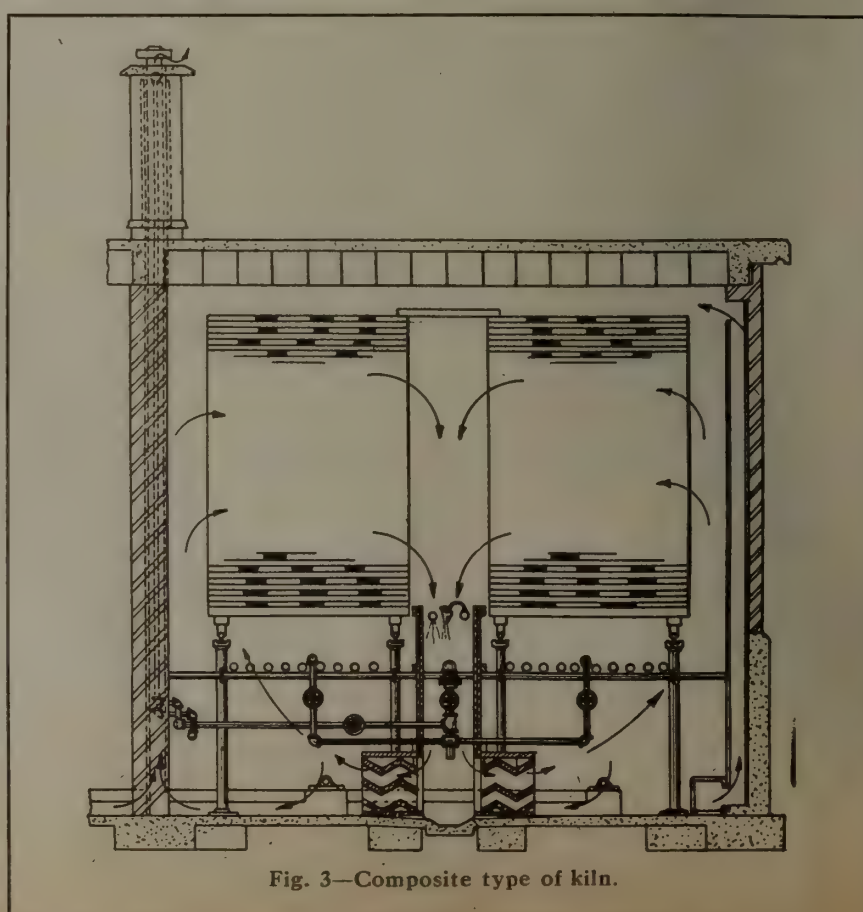


Fig. 3—Composite type of kiln.

can be operated on the Tiemann process for green thick lumber during part or all of the present emergency and that can be operated efficiently and speedily on normal kinds of lumber under usual demands.

This results in a composite type, somewhat more expensive to build than either type individually, but subject to operation under either process or a combination of processes.

The illustrations show such a composite type (Fig. 3) and also the original types of the Tiemann kiln (Fig. 2), and the Grand Rapids vapor kiln (Fig. 1). There is no reason why the same combination cannot be made with other types of kilns, provided they are of the vapor type with a downward circulation, with adequate damp air accumulation pits and outlets for damp air so situated as to combine readily with the circulation and baffle plates of the Tiemann process. Large, wide, or progressive kilns are not suitable for the combination.

The advantages of this combination type are: 1. The ability to dry thick green hardwoods. 2. The facility with which, by the proper setting of valves and dampers, the kiln may be converted to one of the best modern types of dry kiln. 3. Complete compliance with government specifications and co-operation with government inspectors.

The officials of the various war boards and engineers on government work are naturally somewhat influenced in favor of equipment that has been developed under government auspices.

The use of this composite type provides every compliance with government requirements and gives the manufacturer the opportunity of taking advantage, as well, of the best of the practical economies in kiln design and operation as developed by modern factory experience.

Old Wine in New Bottles

The incorporation of the Canadian General Lumber Company, Limited, formed to deal in lumber and other forest products, with its head office in Toronto, and an eastern office at Montreal, is one of the latest announcements of interest to the trade. While this is a new concern, its personnel is of long acquaintance in the lumber business. It constitutes rather a realignment and extension of efforts and undertakings that are not new. In a sense, its reputation is established.

When in 1908 the Canadian Pacific Railway opened its Toronto-Sudbury line, Graves, Bigwood & Company, in the rail access given to their mills at Byng Inlet, seized the opportunity to develop a car business direct from the mills, and to increase the intimacy of their acquaintance with the retail trade of Eastern Canada and the north-eastern states. To successfully serve, they established large sorting facilities and a well equipped planing mill. To utilize their lower grades and trimmings they installed a modern box shook factory. These facilities, their splendid manufacture, careful grading and service, brought speedy recognition by purchasers and each year an increased clientele.

The allied interests of Graves, Bigwood & Company had long been known as purchasers of mill cuts in Canada, and the Michigan and Minnesota sections. It followed as a natural sequence to meet the activities of their sales force, that Graves, Bigwood & Company should supplement their own stock with well-known lines to which they had entree. As a result they have drawn on all the sawmill sections of Ontario, Quebec and New Brunswick. In 1910 they started an operation at Deer Lake, Ont., on the C. N. O. Ry., to cut hardwoods. Thus they joined themselves to that field, and hardwoods have become a feature in their business.

All of this history is antecedent to, and explanatory of the new organization. In order to give increased scope to the selling force and extend the merchandising features, it has been decided to divorce the sales from the manufacturing end of the business. The Canadian General Lumber Company, Limited, has therefore been organized. Its personnel is well known, and in addition to certain of the principals of Graves, Bigwood & Company, includes the prominent members of that company's sales force. The directors are:—A. C. Manbert, president; W. E. Bigwood, vice-president; H. I. George, treasurer; J. L. Macfarlane, secretary; F. H. Bigwood, general sales; F. V. Wilson, Ontario sales; C. Villiers, eastern sales.

B. C. Lumbermen Criticize Taxation Details

Representatives of the lumber industry in British Columbia recently attended a sitting of the Provincial Taxation Board in order to lay before it the claims of the lumber industry in regard to taxation. The chief speaker for the lumber interests was Mr. Eric W. Hamber, president of the B. C. Mills Timber and Trading Company. Mr. Hamber objected vigorously to taxation of interest on capital borrowed from outside points. British Columbia was still a young province, he said, and depended greatly upon money from outside for the development of its natural resources. The lumber industry was a good illustration of this fact. Great amounts of outside capital had been invested in British Columbia forest products and in the B. C. timber industry. Without this assistance the industry could not have

reached the position it had attained today. More capital still must come from outside if the possibilities of the future were to be developed. The proposed new provincial tax would discourage outside capital from coming to British Columbia. They really should invite the outside capital rather than discourage it.

Mr. Hamber also complained of the injustice of taxing the lumber industry on either personal property or income, according to which would produce the largest tax. This injustice was all the greater on account of the tax being based on reports for each individual year. There were lean years as well as good years in the timber industry and an average should be taken for at least three years.

Another important point was the fact that taxation legislation took no account of depreciation. Some parts of the mill or logging equipment had to be replaced several times a year. No allowance was made for this in the proposed taxation. It was also unjust that a tax should be imposed on funds set aside as a reserve to cover depletion of resources. Such funds were essential to the lumber business. Another point brought up was the double taxation of incomes by the Dominion and Provincial governments. When a business paid either Dominion or Provincial taxes, the amount ought to be deducted from the assessment on which a provincial income tax was paid. Such payments should relieve a company from other assessments covering the same amounts. Mr. Hamber also dwelt on the unfairness of including in the taxation assessment, the payment of fees and salaries of managers and directors, on which an individual tax was also paid.

Mr. Hamber's remarks were corroborated by Messrs. E. C. Knight, of the Vancouver Lumber Company, J. D. McCormack, of the Canadian Western Lumber Company, and W. B. W. Armstrong, of the B. C. Loggers Association.

Mr. E. J. Palmer, of the Victoria Lumber & Mfg. Company, Chemainus, objected to the advance of from two to three per cent. in the assessment on Crown Granted Timber Lands.

Terry & Gordon Hold Second Annual Dinner

The second annual of the firm of Terry and Gordon, wholesale lumber dealers, Toronto, was held on December 27th at the Queens Hotel, Toronto, and, like its predecessor, was an exceptionally enjoyable and successful event. The members of the firm and staff were all present, with the exception of Mr. Frank W. Gordon, Vancouver, B.C., and Leon Gagne, Jr., Montreal, who were unavoidably absent. After the conclusion of the dinner an interesting programme of speeches was carried out, among the speakers being Mr. H. J. Terry and Mr. A. E. Gordon. Mr. Gordon dealt chiefly with trade conditions as he had found them during his recent trip to British Columbia. Mr. H. J. Terry discussed business conditions in other parts of Canada and reviewed the firm's progress during the past year. Other members of the staff also delivered short addresses reviewing the year's work. The firm of Terry and Gordon have had an exceptionally successful year and the speakers at the dinner all spoke enthusiastically of the outlook for the coming year's trade.

Boxes for U. S. Machined Shells

The Canada Lumberman recently received an enquiry from a firm of woodworkers in Ontario regarding the type of boxes to be furnished for the shipment of 74 MM. H.E. shells for the United States Ordnance Department. A quantity of orders for shells of this class have been given to Canadian manufacturers, who have to supply boxes for the transportation of the machined shells to the loading plants at the American side and there has been a good deal of uncertainty in Canada regarding the type of box that will be necessary. The Imperial Munitions Board report that the manufacturers who are machining these shells in Canada are required under their contract to supply the shipping boxes and that the class of box used is a matter for the manufacturer of the shells to decide, as the United States Ordnance Department does not supply drawings or specifications governing the same. It appears from the above that the machined shell manufacturers in Canada are at liberty to order any class of box they like, so long as it is satisfactory for the purpose.

Forestry Lieutenants Wanted

A letter received by the Canada Lumberman from Lt. Col. Clyde Caldwell, Officer Adminstrating the Royal Canadian Engineers, states that there are vacancies for a few officers of the rank of lieutenant in forestry units. Applicants for commissions should be between the ages of 25 and 35 and be medically fit. It is desired that they should have had experience both in lumbering operations in the woods and in sawmills. It is also desired, if possible, to obtain members of lumbering firms who are familiar with lumbering operations in their various phases. Lt. Col. Caldwell states that he will be glad to supply any further information to applicants if they will write to him. His address is care of The Department of Militia and Defence, Ottawa.

English Trade Complaining of Restrictions

The restriction in the timber trade of Great Britain which has been brought about by the extensive government control introduced early in the war and increased from time to time, has become so acute that recently a great national meeting of the timber trade was held at London to protest against the present situation. The meeting showed that the trade is no longer under any illusions as to its position. Concessions recently made by the Timber Comptroller have been found to be valueless and the trade is now unanimously demanding a fundamental change in the methods of dealing with imported timber. The government has taken away from private firms the whole of their business, obliging them to carry heavy standing charges as well as obligations they have undertaken to members of their staffs who are in their country's service, and there is no sign of the government intending to offer anything in the way of compensation. It is the opinion also of the trade that the change from individual buying to government control has been both unnecessary and harmful to the country. During the first two years of the war, importers did a large business supplying government departments with timber for war purposes at prices which today would be considered very low. The trade feels that its members, by reason of their expert knowledge, are a natural channel for supplying the country with timber and that the restrictions imposed have resulted only in a serious depletion of stocks. They believe that private trading could not have produced a worse effect than that which has developed under government control.

The National meeting was a great success and was attended by members of the trade from all parts of Great Britain. The chair was occupied by the president of the Timber Trades Federation. The following resolutions were passed:—

I. That the timber trade assures His Majesty's Government of its wholehearted desire to co-operate in measures for bringing the present war to a definite and victorious conclusion, and reiterates the desire expressed in the early days of the campaign to place its resources and its experience in so important a matter as the supply and control of the distribution of timber at the service of His Majesty's Government.

II. (a) That the timber trade views with very serious alarm the imminent practical extinction of the imported foreign timber trade owing to the action of the Government in placing restrictions in the way of importers.

(b) That, while thus practically debarred from carrying on its business, the timber trade is further handicapped by the heavy standing charges which the members necessarily have to bear in the maintenance of their establishments, and by the obligations they have voluntarily undertaken toward their staffs while in their country's service.

(c) That both from their numbers and their expert knowledge of markets and importing generally, timber importers and merchants have proved themselves the natural and established channel for providing for the requirements of the country generally.

(d) That restrictions imposed on importers and merchants have practically made it impossible to carry on their business and have resulted in creating a very serious depletion of stocks in the country, besides tending to augment the cost considerably.

(e) That in their opinion, and so far as tonnage is available, unrestricted importation should be permitted and Government control of stocks should be limited both in the interests of the country and for the purposes of the war.

III. That the trade views with grave apprehension the possibility of the Government further controlling supplies of timber after the war, and is of opinion that State purchasing and State dealing in timber after the war, for the ordinary requirements of the country, is neither defensible nor necessary, and is, moreover, unfair and harmful to the timber trade of the country, and will be strenuously resisted by it.

IV. That the timber trade views with serious alarm the interference with the home-grown trade. That the Government have entered into competition with the home-grown trade in the purchase of timber, and have forced up prices thereby. They have also appealed to the patriotism of the home-grown trade to increase their output of converted home-grown timber, and have fixed a schedule of prices at which town and port mills are unable to produce except at a loss, thereby seriously decreasing the supply. This meeting is of opinion that better results would have been obtained on proper consultation and co-operation with the home-grown trade.

V. That the Executive Committee of the Timber Trade Federation be requested to bring the foregoing resolutions before his Majesty's Government, and to take such further steps as may be considered necessary in connection therewith.

At a subsequent meeting Mr. J. B. Ball, Controller of Timber Supplies, addressed the Timber Trades Federation, and while he spoke sympathetically of the difficulties of the trade, was not able

to give any assurance that brought comfort to its members. He simply gave a summary of past events, a description of the present situation and an outline of the difficulties of the trade, leaving things precisely where they were before. In conclusion, however, he intimated his willingness to consult with a small committee, elected by the Federation, and to discuss matters with them. He suggested that such a committee should be prepared to place definite proposals before him for consideration.

Cost of Manufacturing One Thousand Shingles

The cost of producing shingles may not be fully appreciated by some purchasers to-day who are not closely in touch with the advanced cost of material and labor. The following is a statement given to the Canada Lumberman by a representative British Columbia manufacturer, showing the cost of producing one thousand XXX British Columbia red cedar shingles to-day, basing the calculations on the last two months' operations:

	Per M.
Timber	\$1.80
Bolts delivered at the mill cost \$9 per cord.	
These must be exceptionally good to produce 5 M.	
6/2 in.-16 in. No. 1 shingles. Usually about 5 per	
cent. of these are No. 2 shingles.	
Chinese contract labor .....	.43
This includes taking bolts from the pond, saw-	
ing to shingle lengths, sawing, packing, stacking on	
dry kiln trucks, and loading into cars.	
Day labor .....	.24
This includes saw filer at	\$8.00
Day engineer	4.00
Night engineer	3.50
Millwright	5.00
Boom man	3.00
Oiler	2.50

\$26.00

The average production of this six-machine mill is not over 110,000 per day, including only time lost for breakages and general repair work.

Bands, both wood and metal, including nails .....	.05
Mill supplies, including saws, oils, belts, babbitt, lace, leather,	
filing room supplies, etc. ....	.05
Overhead, including insurance and administrative .....	.15
	\$2.72

The above does not include interest on capital invested or depreciation to plant, which is considerable to any mill near salt water.

T. and N. O. Pulpwood Shipments

Pulpwood shipments were made by the T. and N. O. Railway during October to Merriton, Thorold, Ottawa, Toronto, Niagara Falls, Fulton, Norfolk, Waterton, Malone, Ont.; Johnsonburg, Pa., and Appleton, Wis., as follows:

	Cords.
October 1 to 7	2,148
October 8 to 14	1,556
October 15 to 21	1,633
October 22 to 31	2,194

7,531

Which is an increase over the preceding month of 460 cords, or 6.5 per cent.

Wood pulp and paper shipments were as follows:

	Wood pulp.	Paper.
	Tons.	Tons.
October 1 to 7	332	1,497
October 8 to 14	736	1,368
October 15 to 21	578	1,023
October 22 to 31	365	1,892
	1,951	5,780

Wood pulp shows a decrease of 33 per cent. and paper shipments an increase of 4.7 per cent. over preceding month.

Mr. J. Archibald, of the Blanchard Lumber Company, 126 State Street, Boston, Mass., recently visited Fredericton, N.B., and other important lumber centres in New Brunswick.

According to a report from Washington, D.C., the Emergency Fleet Corporation of the United States has now under construction and contract, vessels amounting to 8,395,308 deadweight tons.

The Evolution of Grades for Hardwoods

An Outline of Events Leading up to Methods Now in Use—The Select Grade—Its Relative Value

By W. L. Martin*

Well do I remember the first maple lumber I had anything to do with—about thirty-six or thirty-seven years ago—when as a lad I helped get out some fine maple planks, 4, 5, and 6 inches thick, perfectly clear, and delivered it in Big Rapids, where we received \$6 a thousand for it. I was impressed for the reason that it looked like such fine stuff but did not bring enough to pay wages. Stumpage, of course, was not considered, as the farmers were glad to get the timber out of the way. Basswood was worth a little more, but I do not remember the exact price. A little later we sold clear cherry logs at \$12 and white ash at \$15, which was not so bad. Beech was not even thought fit for stove wood.

I was not in close touch with lumber then for a few years, but in Manistee twenty-five years ago they were cutting some maple—cutting around the log—throwing out the heart squares from 4 to 12 inches square, these squares being cut into firewood and sold to the people around town. The hardwood lumber sold at that time was mostly No. 2 common and better, or merchantable hearts out, or log run hearts out or hearts measured out.

By this time the lumber was being used in more ways and by manufacturers who wanted it for certain purposes, and it became necessary to split the stock up into grades. There was also more or less difficulty over the way the lumber was inspected and measured. A great deal of it was shipped direct and inspected and measured by the buyer. It was sometimes said the buyer robbed the millman, but, of course, that was a mistake. It would take "some" buyer to get the start of the millman. There had also developed a market for the cull or heart plank. Now this was about twenty years ago. In that year the millmen and jobbers and consumers got together and organized the National Hardwood Lumber Association, and its first set of rules were put out the year following.

Rapid Growth of Hardwood Business

The hardwood lumber business was growing rapidly. The maple flooring business was getting to be large. Furniture people were cutting up lots of stock. Agricultural implement manufacturers were using thick stock. Elm was used for bending stock. Maple, elm, beech, and basswood were all used by the chair factories. School furniture was using a lot of stock, and as we have already suggested the cull was coming into use for crating and planking. Birch and ash were used to a certain extent for house trim and basswood was used for siding.

To have some system of inspection and some regulation of the measurement was a great benefit to both the consumer and the millman, even though it was not so perfect as it might be. Therefore, it was a great event in the history of the hardwood lumber business when the National Hardwood Lumber Association was organized.

A taste of this good thing at once created an appetite for more, and soon a struggle was started to add to and change the rules. More knots, more shake, more rot, more wane were wanted. But, of course, the real purpose all the time was to get the rules to define and admit such boards as experience found could be used to advantage by the majority of the consumers requiring certain grades. These fights over the grades were usually three-cornered—the millman in one corner, the consumer in the other, and the jobber in the third trying to keep the other two from getting together, which he quite frequently succeeded in doing, and thus no change would be made. The jobber is a very necessary factor in the lumber business and has a right to be considered, but he neither produces lumber nor does he cut it up, and I never could see just why he should have a right to say anything about the rules of inspection. Changes continued to be made until we have our present rules of inspection.

To go back again to the time the business was fairly swinging along under the guiding hand of the National Hardwood Lumber Association rules of inspection and the prices received for lumber at that time: Cull maple and beech were worth about \$4 a thousand; FAS maple eighteen years ago was worth \$15; No. 1 common, \$10, and No. 2 common, \$5 a thousand as graded at that time. Of course, thick stock brought a little more. A cargo of thick maple was shipped to Racine eighteen years ago at \$14 a thousand delivered. Beech was worth about \$9 or \$10 a thousand.

One of the strong factors in the maple business was the formation sixteen years ago of the Michigan Maple Company. The flooring

people wanted to buy maple at \$5, \$10, and \$15. The millmen wanted \$6, \$11, and \$16, and for that difference the maple company was organized. The millmen got their price. The maple company's great function was to show the millmen the value of co-operation and that they were not getting what their timber was worth. Prices advanced quite rapidly for a time, until they reached a more normal level with other lumber from other localities.

Have you ever stopped to think that it is only twenty years since the hardwood lumber business actually developed a practicable system of inspection and marketing, and less than that since we actually received any real compensation for stumpage, and, then, that in about ten years more the business will be practically finished in the lower peninsula of Michigan? The upper peninsula and Wisconsin will go on, of course, for a few years more.

Further, we hear a great deal these days about the conservation of our food supplies; about wheatless days and meatless days. Yet a herd of cattle can be raised in a few short years and each year the field of wheat can be harvested. When we cut down a maple tree that has taken 300 or 400 years to grow none of you or any of your descendants who can remember you will live to see another such tree in its place. Many an acre of potatoes and beans in Michigan this year produced more than was received for an acre of timber, and will do that every year. We should conserve our timber and only cut what is actually required for immediate use. We force the output, and this continuous forcing process forces down the prices, forces us to leave timber in the woods because we cannot get costs out of it, and we are still destroying and burning up our assets. But here we are in a subject too deep, or it has been at least so far, for the combined strength of the lumberman to handle. There is only one way we can see, and that would be for the government to authorize the lumbermen to combine to stop the ruthless waste.

The Real Problems of To-day

But to come down from our airship to the real things we have to deal with to-day—our inspection rules, prices, market conditions—what are we to do now?

Right here I will read you two letters I have received and the results from tests made so far as they were reported to me:

"Your letter of the 27th, in reference to relative value of the 'Select Grade.' We are of the opinion that in taking this select grade out of the No. 1 common in basswood, birch, and maple it would take out about 25 per cent. in maple. Taking the Oct. 1 list as a base, we think it would be satisfactory to have a spread of \$6 in the grades of FAS and select and \$5 in select and No. 1 common, with the No. 2 remaining as it is, but with the choice No. 3 developing in shipping No. 2 stock bringing \$3 a thousand more than the regular 4/4 No. 3 price. For basswood we would apply this advance of \$3 also in 5/4 and 6/4, but in 8/4 and thicker stock would make this choice No. 3 \$10 a thousand less than the choice No. 2 common. In birch, make 4/4 FAS \$50, selects \$40, No. 1 common \$35, and No. 2 common \$25, with this ratio of price prevailing in all thicknesses. With the 4/4, 5/4, 6/4, 7/4, and 8/4 No. 3A developing in shipping No. 2 common and better \$3 a thousand more should be obtained than for the straight No. 3 common price. With the choice No. 3 common developing in 10/4 and thicker \$30 a thousand less should be obtained than for the No. 2 common.

"In regard to maple, we think that our list is a little bit confusing, but suggest the following under 4/4: First price only FAS and select No. 1 common, 5 inches and wider, 6 feet and longer, making these prices \$49 and \$41. Then under 4/4 flooring stock have the four grades selects, No. 1, No. 2, and No. 3A, with the prices \$39, \$31, \$26, and \$18 a thousand respectively. With 5/4 and thicker stock selects should be \$7 a thousand less than FAS and \$7 a thousand more than No. 1 common. With the No. 3A developing in 5/4, 6/4, and 8/4 No. 2 common and better the price should be \$3 over the regular No. 3 common price, and with the same stock developing in 10/4 and thicker \$30 a thousand less should be obtained than for the No. 2 common. In shipping flooring stock from all this Northern country anywhere from 1½ per cent. to 3 per cent. of FAS develops; also 6 per cent. to 12 per cent. of No. 3 common. We think by making a definite distinction between 4/4 No. 1 common and better and 4/4 flooring stock it simplifies matters. We think the grade of selects is very necessary, as we know that in shipping out good lumber with a National man on the pile he invariably gives us the worst of it on stuff between No. 1 common and

* Paper read before the Northern Lumbermen's Salesmanship Congress, held at Bay City, Mich., November 19-17.

FAS. This would take care of this and also tend to make our grades more uniform.

"We trust this is along the line of suggestion you are looking for."

Letter No. 2

"I am pleased to acknowledge receipt of your communication of Oct. 27, and note that you are going to discuss the subject of 'The Select Grade of Hardwood and Its Relative Value' at the Northern Lumbermen's Salesmanship Congress, and, while from the fact that it is just recently that we started to put up some of this grade in the yard, I am possibly not in a very good position to give you much information. I would state, as far as we have gone, we have found that it cannot help but result to our advantage.

"The ordinary grade of No. 1 common as we have been previously putting it out would probably produce of this new grade all the way from 25 to 40 per cent.; also the grade of No. 2 common would possibly develop from 10 to 15 per cent. And when you can get a relative increase in value of from \$10 to \$20 a thousand, there is no question, of course, as to the ultimate benefit. And bear in mind at the same time it is our opinion that we cannot see that the selection is particularly detrimental to the No. 1 or No. 2 grade—that is, for the ordinary purpose of a cutting-up nature for which these grades are sold.

"In our own particular case here we are simply experimenting on the 4/4-inch thick stock and in birch only. Cutting only small quantities of basswood and maple, we have not decided to experiment on these woods as yet. Of course, there is another feature in connection with this grade, and that is that it is practically a sash, door, or interior trim produce, and, naturally, as there has been very little business with this class of trade for the last eight or ten months we are not any of us in a position to determine just how the consumer is going to take to the stock, and especially with reference to the price he will pay for it.

"I am very sorry indeed that I am not a little better posted on the subject, but trust that such references as I have made will at least result in some line of thought to you."

Actual Tests Reported

Actual tests so far as reported show as follows:

Old rules:

872 ft. 6/4 FAS maple.
11,441 ft. 6/4 No. common.
2,976 ft. 6/4 No. 2 common.
15,289 ft. total.
12,243 ft. 4/4 No. 1 common maple.
7,681 ft. 4/4 No. 2 common maple.
2,236 ft. 4/4 No. 3 common maple.

22,160 ft. total.
17,034 ft. 4/4 No. 1 common maple.
4,596 ft. 4/4 No. 2 common maple.
471 ft. 4/4 good face No. 3.
558 ft. 4/4 regular No. 3 common.

22,659 ft. total.

New rules:

867 ft. 6/4 FAS No. 1 common, 35 1/3 per cent. selects.
4,145 ft. 6/4 selects No. 2 common, 3 4/10 per cent. selects.
7,277 ft. 6/4 No. 1 common.
2,870 ft. 6/4 No. 2 common.
15,159 ft. total.
4,129 ft. 4/4 selects No. 1 common, 33.4 per cent. selects.
8,239 ft. 4/4 No. 1 common, No. 2 common, 0.2 per cent. selects.
7,663 ft. 4/4 No. 2 common.
2,233 ft. 4/4 No. 3 common.

22,264 ft. total.

3,567 ft. selects No. 1 common 20.3 per cent. selects.
13,567 ft. No. 1 common, No. 2 common, 0.2 per cent. selects.
4,496 ft. 4/4 No. 2.
471 ft. good face No. 3.
558 ft. 4/4 No. 3 common.

22,659 ft. total.

Average of above, 28.5 per cent. of No. 1 common grades selects.

Average of above, 1.4 per cent. of No. 2 common grades selects.

The last test was not a fair average, as some of the best common had been put with FAS. We think that in inch maple about 30 per cent. of the common will grade selects. As you will note the test on 6/4 shows over 38 per cent. We believe you will find that in 2 and 3-inch this percentage will be much larger. We believe the consumer, when he becomes familiar with the select grade, will find that for all practical purposes the select grade will be equal to seconds, but it may take a little time to get this established.

As to price, it has been suggested that in all woods except birch the selects should be at a price half way between FAS and No. 1 common and the No. 1 common left where it is. In birch there is a \$15 spread between the FAS and No. 1 common, and if the selects were priced at \$5 less than FAS and the No. 1 common at about \$2 less than at present there would then be \$12 difference in the price of the grades. When the market on birch picks up again to correspond to the demand for other hardwoods that difference would be too great.

The high price of FAS will stimulate the demand for No. 1 common and we believe this matter of inspection and prices will adjust itself in a short time. Personally, I would approve the suggestion to put a price on selects at \$5 less than FAS or perhaps split the difference between FAS and No. 1 common, but leave the No. 1 common where it is.

There is no question in my mind about the practical usefulness of this grade. It will take a little time to adjust it, and for both producers and consumers to become accustomed to use it, but it will be the pilot for good face inspection in the not distant future. And that is what we ought to have in the hardwoods.

In discussing this subject of grades, market conditions, and the sale of lumber we must not lose sight of the very important part played by the Michigan and Wisconsin hardwood associations. Lumbermen were about as suspicious of each other in years gone by as were the farmers of each other. If anything, the farmers beat us to it in the matter of co-operation. Several attempts were made to organize a state association before one was firmly established. Time has demonstrated the value of the associations and individual co-operation has become more steadfast and conscientious.

And now comes the finest result of all this association work, the breaking down of suspicion and the establishment of open-handed, hearty co-operation between the Michigan and Wisconsin associations. No longer is Lake Michigan a dividing line. When the Allies of the North, understanding each other and with faith in each other, march forth to capture business, no trade conditions can stop them.

Constructive Co-operation

At the Northern Lumbermen's Salesmanship Congress, at Bay City, Mich., Mr. C. R. Abbott, of Cadillac, Mich., speaking of co-operative methods in Cadillac, said:

"With the change of operation from pine to hardwood new conditions were confronted, and the various timber owners of Cadillac, in their endeavor to make it profitable to themselves and to the city and surrounding territory, realized they were handling a commodity which required a great deal more time, attention, and the application of more scientific methods than did their former operations in pine.

"A difficult problem confronted these men, and after careful consideration of the best methods to pursue, co-operation with their friends, their neighbors, their competitors, their employees, and with everyone with whom they had business dealings, seemed to be the stepping-stone of the road to success. This condition has existed in the manufacturing industries of Cadillac in not only the lumbering industry, but all other industries since the passing of the pine operation. As a matter of fact, this same co-operation existed long before that time, but it was not so pronounced as since the advent of the hardwood manufacturer. In the co-operation by the various manufacturers at Cadillac, speaking particularly of the lumber industry, of which there are at this time six large producers, all of whom are competitors, we find the closest of co-operation along all lines. Our exchange of information is openly and freely given. Our manufacturing methods are gladly exchanged at any and all times. Our co-operation is along the line of first endeavoring to produce the best quality of everything; that is why we use for our slogan, 'The City of Quality.'

"We freely consult our neighbors, giving such information as we have; in fact, our problems are worked out with our competitors, and it has proven mutually profitable. Do not understand me to say that we all do the same thing in the same way.

"To produce our lumber economically we have found it necessary to utilize our waste materials in some manner as a by-product, and the production of chemicals was our choice. All of our waste wood, fuel, etc., being used in the chemical plants, enables us to log our stumpage more closely—in fact, we take everything on the land.

"One firm first installed a chemical plant, and later, when another of our firms decided to go into the chemical business, co-operation again came to the surface, with the result that it was found additional chemical plant installations would require the building and operation of a charcoal pig iron furnace to complete the unit. The additional chemical plants were built, as well as the iron furnace. It has been said of Cadillac manufacturers of lumber that they ask higher prices than some of their competitors. To this we cannot agree. The people who buy our stock would not pay us a premium just for the sake of doing business with us. We desire to give to our customers just what they want, and when they can get just what they want they are willing to pay our price.

Abitibi District Short of Cars

The question of car shortage in the Abitibi district was discussed at the last meeting of the Council of the Montreal Board of Trade. The Abitibi Chamber of Commerce requested Montreal support to a demand that the Transcontinental Railway place 12,000 cars at the disposal of Abitibi lumber merchants at the rate of 1,500 per month until September, 1918, for the reason that the sale of the output of wood in that district is indispensable to the subsistence of settlers who reached there previous to the start of the war, and that the shortage of transportation facilities will be a financial disaster to commerce in that region.

The council, while sympathetic as to the need for cars in the Abitibi district, felt that this shortage is universal on this continent. The movement of woodpulp, pulpwood, paper, lumber and hay from the Ottawa and Quebec sections, in which many members of the Montreal board are interested, is also greatly restricted for the same reason. This shortage is owing to the fact that Canadian railways are not receiving their cars back from the United States, official railway reports showing that there are about 20,000 Canadian cars on United States lines which the Canadian railway companies are so far unable to get back, and if the Canadian railways endeavored to meet such requests as that of the Abitibi Chamber of Commerce, it would only be a matter of a few weeks before Canadian railways would not have sufficient equipment on their rails to handle Canadian traffic.

Purchase of Millwork

By D. R. FitzRoy

Not long ago a large packing industry started a refrigerating plant in a town where we have a yard, submitting their material lists to our yard manager and our competitor. The list was referred to our St. Louis office and I incidentally learned that two St. Louis lumber companies were figuring the bill. Trying to keep the bill at home, I used southern mill prices, added \$1.50 a thousand feet for unloading and delivering to building site, and lost the bill. You all know how we felt over this loss. Our prospective customer had gone to the big city to buy because he was buying in carload lots instead of wagon lots and we could only expect to sell the tag ends.

Now we are all much alike, and you can realize that Mr. Sash and Door Man experiences this same feeling when you buy a carload of doors from the coast, at a temporary saving of a few dollars, when he has served you day in and day out, sometimes on orders so small there could be no profit, and has every right to expect any quantity business you can offer. You are at such times buying from his source of supply in competition with him. Buy at home, all you can all the time.

The retail lumberman in close touch with his sash and door house can command and is cheerfully given efficient service when a millwork job is in sight and a poacher by mail offering to gather it in. The sash and door house will more than meet you half way in your effort to make or retain a satisfied customer.

Not infrequently a good sized building will be started in your town and an architect with decided ideas of favoring his contractors and supply men in his own home town gets the job to superintend. You ask for a set of plans because you intend to bid on the lumber and millwork, and Mr. Architect puts you off with some excuse. Here is where Mr. Sash and Door Man comes in. You send for help and his estimator goes right to the architect's office, figures the work, and you and he then hand in the millwork bid when the bid opening is had. This allows no chance for juggling and your sash and door representative is right there to help you handle the situation as to details.

Let me caution you always to compare items on several bids covering a millwork bill of material. On a fair sized job a bid will contain several sheets, and the last, the one with the total dollars and cents is the last page for you to consider. Compare items, check the exceptions and avoid the pitfalls that consideration of price alone may bring you to. The lowest stated price may not be low if glazing is omitted in the bid, or if stairwork is omitted, and contained in competing bids. A little care at the beginning will save disputes and unpleasantness at the end. Remember we all make mistakes, and a bid covers only what items it specifies.

Whenever the lumberman can get the opportunity he should see that the architect or contractor calls for stock sizes for all items possible, not only for the saving to the owner, but stock items are better made and there is an endless variety of stock to choose from. Besides quality and the saving in price, it saves time. Quality in particular is gained where veneered work is concerned, the stock items being far superior.

Courtesy to your sash and door connections is most essential. If you think a sash and door house has "shipped in" on you, do not write them a hot letter right off the bat. Take your time; write a nice courteous letter. Say "you understand" they have done so and so, and that you feel they must have some explanation to make or facts

to disclose of which you are unaware, and so forth. This will undoubtedly bring you a reply that will satisfy you on the particular shipment and save you from future trouble.

U. S. May Build 100,000 Cars

The United States Railroad War Board is considering a proposition to build 100,000 freight cars and sell them to the railroads of the country on twenty-year time, at 4 per cent. interest. Howard Elliott, a member of the board, made this announcement at a hearing before George W. Anderson, of the Interstate Commerce Commission, on the petition of the New England railroads for increased rates. Mr. Elliott expressed his approval of the plan, but said he was opposed to the government loaning money to the roads outright. He expressed the opinion that, without financial relief, the roads would be unable to accomplish the maximum amount of work for the government in the present emergency.

Consumers Cordage Company Handling all Orders

The Consumers Cordage Company, Limited, Montreal, report that their Dartmouth plant was considerably damaged in the Halifax explosion. Many of the employees were injured, fortunately none fatally. Mr. R. L. Graham, manager, however, was badly bruised and cut about the face. The company is at work on the necessary repairs, and will soon have everything in normal shape. All orders on hand and any new business will receive prompt attention. Orders which the Dartmouth plant cannot handle will be rushed forward from the company's Montreal factory.

1918 Calendars

The Fassett Lumber Company, Limited, lumber manufacturers and wholesalers, Fassett, P.Q., have as usual selected a very attractive picture calendar as a souvenir to send to their friends in the trade at the New Year. This year's selection is a beautiful picture entitled "When Daddy's Ship Comes Home," and represents a Dutch peasant family group sitting near a cottage table. The picture is attractive both for its delightful coloring and the simplicity of its design.

J. Geo. Chalifour, Québec, P.Q., has sent out an attractive calendar to his friends in the trade. The calendar contains a large colored picture entitled "Ramona," which represents a moonlight scene on a Canadian river, the foreground being occupied by an Indian maiden in a canoe.

The Waterous Engine Works Company, Limited, Brantford, Ont., are sending out a large wall calendar to their trade friends. As usual the company have selected a calendar notable particularly for its utility, being one which contains the dates in large type, and is therefore specially suitable for offices.

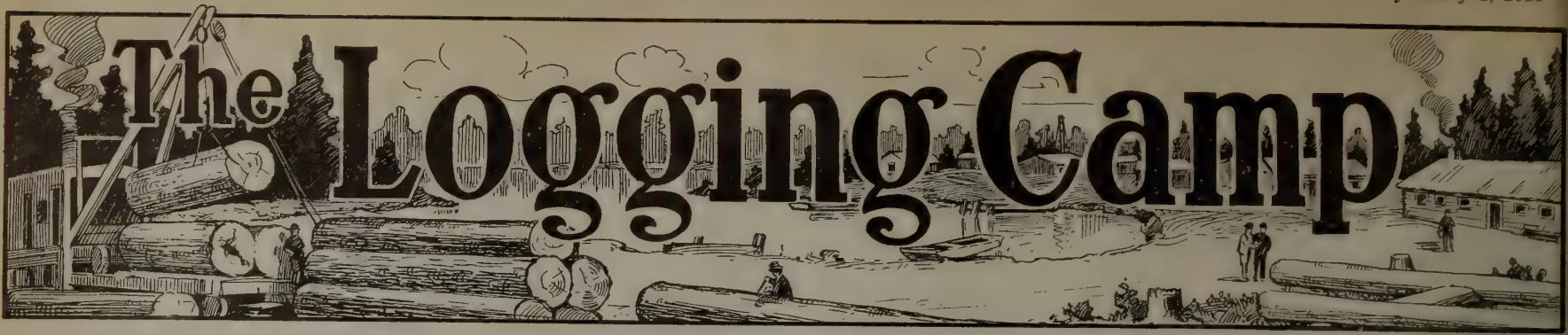
A handsome calendar is being sent out by the River Ouelle Pulp and Lumber Company, St. Pacome, P.Q. The calendar is a large one, containing a very attractive reproduction of a colored painting, the subject of which is "The Silent Places." The picture is by the well-known artist Philip R. Goodwin, who has made a special study of lumbering and forest scenes. It represents a couple of timber cruisers about to take to a canoe and chase a moose, the head of which appears in the water in the distance. The calendar pad attached is a large one with figures in handsome bold type.

B. C. Timber Receipts Increased

According to a report prepared by the Forest Branch of the Department of Lands of British Columbia, covering the cut of timber during the year 1916, the receipts of the department in respect of lumber sales amounted to \$15,012,050, as compared with \$9,307,408 during 1915. The quantity of timber cut in the province was 1,280,263,000 feet in 1916, as compared with 1,017,683,000 in 1915. The quantity of lumber sold in 1916 was 1,010,427,819 feet, as compared with 747,096,710 feet in 1915. The average wholesale selling price throughout the province in 1916 is given as \$14.86 per thousand feet, as compared with \$12.46 during 1915.

The New York Times Company has purchased from the North American Pulp and Paper Company and J. E. A. Dubuc, of Chicoutimi, P.Q., the Tidewater Paper Company's mills, located at the Bush Terminal, Brooklyn, N.Y. The annual output of the mills is 30,000 tons of news print paper. The purchase takes effect on January 1.

A despatch from Victoria, B.C., states that engineers in the lumber mills of Vancouver Island are asking that their working day be reduced from ten hours to eight hours and that their wage scale be adjusted and double time allowed for overtime.



What Practical Use Does the Engineer Make of His Theoretical Training?

By C. R. Pope*

Before referring directly to the question of this topic, I will review briefly some general facts, relative to logging engineering and university training, which are essential to a fair analysis of results.

Let us remember in the first place that logging engineering as a distinct branch of science has been in existence only a short time. It was named and first defined at the second session of this Congress, I believe. It was another year or two before any of the schools or universities had classes established designed directly for teaching this science. Most logging engineering courses have been established as a branch of the forestry schools of various institutions. Schools of forestry have been in existence in the West approximately ten years, and some longer in a few Eastern universities. The courses offered, however, were in technical forestry, designed primarily to fit men for scientific forestry work, practiced in this country practically only by the National Government. While the courses included instruction in logging methods, milling, cruising, scaling, surveying and mapping, they were taught more with reference to their bearing on scientific forestry than with a view of fitting men for practical loggers as the logging-courses recently established aim to do. A few graduates from the forestry courses have gone into the logging industry, but the greater majority into forestry work. The point I wish to emphasize is: that there is a distinct difference between a forestry course and a logging engineering course. They are, in most instances, given in forestry departments, and by those who have not followed their developments closely are apt to become confused. As a matter of fact, there are very few yet who have completed training in logging engineering as a specialized course, most of those now in practical work having had only the logging engineering given in connection with, or as a part of, the forestry courses. So it is yet a little early to take an inventory of results to determine to just what extent the logging engineer is making practical use of his school training. Some of us, however, who have had a partial training in this particular line of science and since came into contact with the practical end of the work, may be able to draw some conclusions.

To begin with we must take into account the basic training which precedes the specialized part of the course. For in logging engineering, as in all other specialized courses, a certain amount of training in arts and sciences, including language, history, mathematics and the various science courses, is always a pre-requirement to the specialization. It goes without saying that this training is highly beneficial and more or less directly applicable in any line of work. So up to that point we will offer no criticism. Of course, the specialization does not begin all at once, for the student is brought more or less in contact with, and has some training bearing directly upon the work which is his ultimate aim, from the beginning. But we are more particularly concerned with the specialized portions of the course, and what it is doing to make practical loggers.

Woodrow Wilson, while president of Princeton University, commenting on the value of a college education, said in effect: "That the average value of young men to the commercial world at the time of their graduation was less than two dollars per day. But that the greatest value of the training was in the possibilities it created within these men." That statement has always impressed me and is, I believe, pretty true to facts. While I think we may safely expect a little higher average value from our logging engineers at the completion of their course, yet it is my belief that their greatest value lies in the possibilities this training has created within them. The course gives them a general insight into the industry, not in one camp or locality, but in all localities. It gives them a general understanding of all the different machines and methods used and the conditions each are best adapted to. Some may say that such information will just as readily be acquired on the job, but you, as operators, who have an opportunity to mingle with each other, and who have had years of practical experience in which to gain this knowledge

and information, must realize that a young fellow just starting in does not have the opportunity. If he is to make good he must stick pretty close to one place, and I feel no hesitation in saying that the insight and information regarding the industry as a whole is much more comprehensive than could be gained on the job in the same length of time. And I am further convinced that the young man who will make good on the job without this training, will make good a whole lot quicker and stronger with the training. Logging cannot be taught from text books or word of mouth. But there is a great deal in connection with the operation that can thus be taught. Take the civil engineering work proper, which has become a recognized necessity of practically every operation. That requires a technical knowledge which can be gained only by study and instruction, one or both. This is taught in logging engineering courses applied to logging, as has been determined by experience. So the student logger gets not only this technical knowledge but also the benefit of others' experience, and while he may not make use of all the training acquired along this line he does make practical use of much of it. While this civil engineering, as applied to logging, is the primary work of the logging engineer, it is a mistake to confine him to such narrow bounds. He has technical knowledge which is a valuable asset in other phases of the work, including business and economic training, elementary law and mechanical engineering. While not specialized in these subjects, a general course in them is doubtless of practical benefit to the logging engineer. Last, but not least, he learns how and where to get information which better equips him to work out his salvation on the job.

To the logging engineer who has not yet taken his place in the field of actual practice, I would not leave the impression that taking a course in logging engineering will make of you a logger or a logging engineer. It will be of great benefit to you, but a lot of practice is necessary to complete the job. To refer again to my former quotation "it has created within you a possibility" which gives you a great advantage if you will go out on the job and follow it up with perseverance and determination. And in this connection also I would advocate the maximum of practical work in connection with the theoretical, for it is absolutely essential and the more of it acquired during the course the nearer the student is to being a logging engineer at the completion of the course. I heartily agree in this respect with the course outlined by Mr. Van Orsdel at last year's Congress. I believe that if the courses required one-third of the time spent in actual work it would eliminate those taking up the work who are not adapted to it, the department would have a fuller confidence in the men sent out and operators would have a little confidence in them also.

Food Conservation in Logging Camps

By W. B. W. Armstrong, B. C. Loggers Association, Vancouver, B. C.

It must be admitted that there is a great waste of foodstuffs in the camps of British Columbia, just as there is a great waste in lumber camps in every locality where I had an opportunity of observing. I do not refer so much to the waste caused by incompetent cooks, as to the waste caused by serving expensive foods of low food value, instead of staple body-building materials.

There is no class of men in the world which requires better food than the logger. His occupation is of such a strenuous nature that his body consumes large quantities of food, and the fact that his work is done out of doors with the balsam of the forests and the tang of the seas in his nostrils goes far towards making him ravenously hungry. He needs plenty of good food, and he must have it in order to be efficient, but of late years the selection of his food has been wrong in theory and wasteful in practice.

This condition has been brought about very largely by logging operators attempting to attract men to their camps by reason of the luxury of their tables. This has produced a species of competition in this regard, until now the foods served in our logging camps are more expensive and more varied than those used in our own homes or in the average hotel.

This condition has also evolved a new type of camp cook—one

* Logging Supt. of North Western Lumber Co.—An address delivered before the Pacific Logging Congress.

whose working tools consist largely of a white apron and a canopener. The toothsome pork and beans is only a memory, although the present-day cook with all his modern materials and his expensive outfit can produce nothing to compare with pork and beans as they were cooked in the camps 25 years ago.

In my opinion the greatest waste of today is that occasioned by the general and lavish use of canned fruits and vegetables. This waste occurs all along the line as follows:

1. The labor cost of canning fruits or vegetables is greater than that of drying or evaporating.
2. The heavy syrup in which fruits are put up is very expensive—and this class of canned fruit is used almost exclusively in our camps.
3. The transportation charges on canned foods are very much in excess of those on evaporated goods.
4. The material of which the containers are made is expensive and scarce, and is, moreover, very necessary for the conduct of the war.
5. I believe it has been demonstrated that the food values of evaporated fruits are equal, if not superior, to those of the same material put up in heavy syrup, and I have demonstrated in my own home that they are equally palatable and refreshing when properly prepared.

Notwithstanding these facts—and I believe they are facts—it is quite impossible for any logging camp operator to change his present wasteful method of provisioning his camps, so long as the competition of which I have spoken continues to exist. If the logging operators of our respective countries would get together and evolve a standard list of practical, palatable, body-building foods, and could have this standard list generally adopted, or if legislation could be promoted which would, during the continuance of the war, enforce such standardization, we would save ourselves and our country—yes, and our men—a vast sum of money and a tremendous amount of valuable material which is now virtually thrown away, and that without a particle of inconvenience or hardship to anyone.

Let the list be a liberal one. Let us give our men good food and plenty of it, and let us see that it is properly prepared in a sanitary kitchen and properly served in a clean and bright diningroom, but let us cut down the tremendous waste which now prevails, and above all things let us "CAN" the CANS.

Food Control for Lumber Camps

Hon. W. J. Hanna Considering Means of Reducing Waste—No Regulations Proposed at Present

The Canadian Food Controller is considering the problem of reducing food waste in lumber camps and has addressed to the Board of Trade of Toronto a letter asking for their co-operation. The letter refers to what is being done by the Pacific Logging Congress, and says, "This is a very desirable thing, not only from the point of view of the food controller, but also for the companies concerned and the men who eat in the cook-house." The food controller suggests no regulations, but that a pamphlet on the subject should be published. In reference to the Pacific Logging Congress the food controller's letter encloses the following comment:—

At the recent Pacific Logging Congress much attention was paid to the timely subject of conservation in lumber-camp cookhouses. The logger and lumberman require hearty food for their heavy outdoor work, and for years in the Northwest liberal feeding has been a means of attracting and holding good workers under difficulties of labor scarcity. This has led to extravagant tendencies, and now, with food saving in view, there is a necessity for economy. Good organization of the cookhouses is essential. If one hundred men are fed in a plant designed for only half that many, much food is thrown away as an incident to hasty service, and also lack of storage space for "leftovers," which might be used in the next meal. Evaporated fruits and vegetables are more economical than canned goods, not only in price but in the saving on freight and hauling. Too many dishes are placed on the table at one time in some camps, especially canned fruits, and it has been found that men are better satisfied with fewer dishes, that there is less waste, and that it is easier for the cook to prepare attractive menus, give quick service, and also greater variety in menus from day to day. As the planning of menus is left largely to cooks, it was suggested that economy might be secured by furnishing the latter with typical menus drawn up by domestic science experts to give adequate nutrition and appetizing variety. These standard schedules would also facilitate figuring out the quantities of food required per man per meal and aid in economical buying. The congress indorsed the United States Food Administration and appointed a committee of six members to supervise food conservation in the lumber camps of the Northwest.

Eight pigs, averaging 52 pounds each, were selected for a garbage feeding test at the Iowa Experiment Station by Prof. John M. Evvard, of whom the Breeder's Gazette says that, "whenever a prob-

lem of swine-feeding arises, he goes out and puts the question to the pig." The test was planned in anticipation of the garbage disposal problem at our army cantonments. These animals were offered an average of 23.6 pounds of garbage daily, and consumed 19.6 pounds, which they converted into 0.96 of a pound of live pork. They did this for 70 days, averaging 120 pounds on August 28. Then they were divided into two groups for the next 30 days, one group receiving garbage as before, while the others were self-fed all the wheat middlings they wanted in addition to the garbage. The animals on middlings consumed the grain, eating less garbage, but made no better gains than the pigs on straight garbage, leading to the conclusion that grain should be fed—preferably corn—only when there is not enough garbage to go around. Garbage is not difficult to feed if pens and troughs are kept scrupulously clean. With hogs at \$20 per hundredweight, the garbage from a kitchen serving 100 persons would be worth \$1.15 for the first 70 days of pig feeding, and 83 cents for the next 30 days. Twenty-cent hogs will pay nearly a cent a pound for garbage, and the kitchen refuse from a single big cantonment will make 750,000 pounds of pork in a season. These results have been given to farmers and others who have taken garbage contracts.

Some Causes of 1917 Timber Losses

As fire protection systems become more thorough it will be possible to learn more accurately the causes of the annual series of forest fires. Already the gathering of data is fairly thorough in many sections of the country, but, taking Canada's forest areas as a whole, it is impossible at the present time to compile statistics of fire loss of more than approximate reliability, or with more than a partial listing of the causes. The ascertaining of causes is of the highest importance in fixing responsibility and directing educational efforts towards prevention.

The Canadian Forestry Journal presents the following statistical record of British Columbia's 1917 forest fire experience, the figures of which, while not final, are approximately correct:

Total fires in province during 1917	930
Fires upon which extra help was employed	345
Total area burned over, acres	211,455
Area of merchantable timber damaged, acres	89,000
Amount of merchantable timber damaged, ft. b. m.	213,360,000
Amount of merchantable timber salvable, ft. b. m.	38,933,000

Losses in:	
Merchantable timber	\$178,401
Valuable reproduction	6,563
Standing timber on old burns and cut-over lands	125
Damage to stock range	6,075
Forest products, buildings, railway and logging equipment, etc.	182,004

Total losses	\$373,168
Lives lost fire-fighting	8
Horses lost (in one fire)	11
Prosecutions for infringement of provisions of fire law	8
Convictions	6
Cases dismissed	2

Local reports and the statements of some of the district foresters assign definite origins for some of the worst conflagrations as follows:

Spruce Valley fire: Dropping lighted tobacco on the floor of a tent; also the presence of a heavy lumbering slash.

Kalamalka Lake fire: An unextinguished camp fire left by a fishing party.

Crow's Nest Valley fire: Heavy debris in neighborhood of mill, which caught from flying sparks.

In the territory of the St. Maurice Forest Protective Association, Quebec (about 12,000 square miles), 217 fires occurred in 1917, of which no fewer than 122 were set by railway locomotives. Mr. Henry Sorgius, the manager, gives the following origins:

Railways	122
Sectionmen	4
Unknown	38
La Loutre Dam construction	26
Drivers	5
Construction men	8
Fishermen	8
Settlers	4
Jobbers	2

Total	217
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It will be noted that the settler, recently the most prolific source of forest damage, has dropped to second to last place in the list. This is a fine tribute, indeed, to the success in applying the "permit law" for the setting out of land-clearing fires. While the St. Maurice asso-

ciation commenced its career with a number of prosecutions and convictions of settlers for causing fires (and these, doubtless, were salutary), it has directed its main effort towards winning the good-will and co-operation of the settler, and has been eminently successful.

The fire losses on the St. Maurice Association's territory this year have been kept down to a very gratifying point.

Of merchantable timber the loss was 287 acres; young growth, 216 acres; cut-over lands, 2,272 acres; old burn, 1,592 acres. Total, 4,367 acres, or a little less than 61 square miles.

Protection of Timber Investments

Fire Prevention, Economical Cutting and Reforestation Essential for Preserving the Forest

"Canadian Timber Investments" was the subject of an address by Mr. Ellwood Wilson, chief forester of the Laurentide Company, at a meeting of bankers and others interested in finance, held at the Board of Trade, Montreal, recently. The address was illustrated by a number of slides shown by Mr. Robson Black, secretary of the Canadian Forestry Association, who briefly explained their significance in connection with fire protection.

Mr. E. L. Pease, President of the Bankers' Association, presided, and pointed out that the banks of Canada had had costly experience in making advances against timber land. He promised the co-operation of the Association in any plan for conserving our forests.

Mr. Wilson, after speaking of the importance of the lumber and pulp and paper industries from the financial point of view, remarked that the supply of timber was not inexhaustible. They were cutting and burning at present more than the annual growth in every province except British Columbia. Oak had practically disappeared from the markets, white pine was rapidly following, and spruce would be the next to go. It was necessary that a practical and rational policy be adopted immediately. Mr. Wilson then referred to the fact that lumber was absolutely essential for offence and defence in war, and in alluding to the light railways, timber for which was furnished by our Forestry Corps in Flanders, stated that Col. J. B. White had told him that when operations were commenced the timber simply sank out of sight. This difficulty was overcome by sawing the timber into planks and laying them side by side so that the railway line formed almost a floating line. We must have timber supplies for the future, continued the speaker, and must get together the men who know about these matters, the men who are financing the dependent industries and the men who are operating, and we must work out a general policy and see that proper legislation is enacted to put the policy in force.

This country was dependent upon the United States for coal, and in view of this it was important that Canada should see that it had a sufficient supply of wood, not to replace coal, but to supplement it, especially in view of any difficulties that might arise. Ordinary fire wood was now fetching \$8 a cord in Grand'Mere and \$12 in Sherbrooke. A proper policy would naturally entail higher costs for raw material, which must be met by increased cost of product to the consumer, and the public must be educated to their responsibility in the matter. The speaker then referred to the policy adopted by the Government in limiting the price of paper, to a point where a fair margin of profit could not be realized. A producer must make a profit to live, and if manufacturers were going to economise they would begin by cutting off those expenditures for fire protection and reforestation which they had voluntarily assumed for the good of the public and posterity, more than for their own selfish interests. The present Government practice in price regulation was putting a premium on waste and destruction.

It was necessary to ascertain roughly their stock, then how fast it was growing year by year, and also the amounts which could be predicted for the lands which had been burned and cut over. Then it could be ascertained how long the present stock would last, and how much must be planted each year to provide for future needs. What was needed was a public sentiment which would back up our governments to spend the necessary money, which, considering the value of the work, was relatively small.

Millions of dollars had been spent for mills which did not even have accurate maps of the lands from which they drew their supplies. Mr. Wilson mentioned two cases of lack of data which came under his personal observation. A cruiser reported a plentiful supply of timber on one of the rivers, and a year or so later foresters were sent over the same territory and found that there was only a fringe of timber along the river and that the country behind was practically all burnt clean. In another instance a large block of limits was bought, having been reported as only very little burnt, and a good stand of timber remaining. When a detailed cruise was made 97 per cent. of the territory was found to be burnt, and had only a very slight reproduction. A cruiser was sometimes expected to cover hundreds of

square miles of country in a few weeks, and naturally could not go over the country in detail. The work of cruising should be done by trained and experienced men. This cost money but was worth while.

Mr. Wilson stated that the improvement of fire protection methods had brought into existence a reliable timberlands insurance company in the United States, which would insure lands having adequate fire protection, at a very reasonable rate, but would not consider lands not so protected. One of the advantages of reforestation was that instead of having to drive wood from 150 to 200 miles, it could be grown within five to thirty miles of the mills, and taken by logging railroads from the stump to the mill without the necessity of tying up money in huge storage piles for the winter. Instead of cutting on an average of, say, six cords to the acre, plantations should yield 40 to 70 cords, depending upon the age of the trees. Many concerns were carrying limits on their books as an asset, which were practically valueless, and more were an annual loss because ground rents and fire protection had to be paid for. The timber owner should replant each year the amount that he cuts, just as he would replace worn out machinery or plant.

The Preservation of Ship Timbers

Before the days of iron and steel vessels, the merchant marine of the United States led the world. This was due not only to the superior skill and daring of American sailors, but also to the great abundance of shipbuilding material in the boundless forests of the New England states. With the coming of steel construction, in the latter part of the last century, and the hampering effect of unwise legislation, the construction of wooden vessels lagged, and the use of wood soon became limited to the construction of the smaller bottoms, such as fishing schooners, yachts, tugs and scows. In this modern day, however, the ruthlessness of the Hun has again brought wood as a shipbuilding material to the fore, and the success of the allies in this great struggle bids fair to hinge largely upon the speed with which wooden hulls can be turned out by American shipyards.

Though present activities in wooden shipbuilding are distinctly to be considered as necessary war measures, the wooden ship of today is vastly superior to the relatively short-lived hull of the past. It has become possible to build wooden hulls that may confidently be expected to give efficient service for at least twenty to thirty-five years. In former years the only attempt made to secure proper wooden material consisted in grading the timber to eliminate members containing rotten spots and a superabundance of knots. All other material was considered to be satisfactory. Modern researches have established the fact, however, that the strength and durability of wood is very directly proportional to the density of the wood, and in the practical application of this information in the selection of ship timbers, hulls now in the process of erection may be expected to give good service for a much longer period of years than if the old methods of construction were followed.

The use of the "density rule" is of primary importance to the grading of the southern yellow pines. White longleaf pine is a very durable wood, probably almost as durable as Douglas fir, shortleaf pine and loblolly pine are inferior woods from this standpoint. As it happens, longleaf pine usually produces the densest wood, and for this reason the selection of only dense yellow pine will insure the use of suitable yellow pine material. Structurally these three woods are so similar that a trained wood technologist cannot positively distinguish between them.

In the case of Douglas fir the application of the "density rule" is of lesser importance, simply because the average Douglas fir timbers normally exhibit sufficient density. It is of value, however, in that the occasional low density timbers that would give trouble through premature decay are definitely ruled out.

The rapid decay of untreated wooden vessels has been a matter of concern to shipbuilders for centuries. The early Portuguese attempted to prevent the decay of frames and other timbering by packing the spaces between the frames and planking with common salt. While the salt prevented the development of fungi, its hygroscopicity or ability to absorb moisture caused excessive dampness in the lower holds, and the use of salt for this purpose was soon abandoned. Various other abortive attempts were made to increase the durability of wood, but no real advance was made until the latter part of the eighteenth century, when the British Admiralty found that treenails that had been dipped in wood tar creosote gave much superior service. Strangely enough, the painting of the frames and surfaces exposed to decay with creosote apparently did not occur to the navy officials, and the value of brush treatment with creosote did not find proper appreciation. It was found, however, that if the timbers entering into the framing of vessels were air dried and painted with crude oil or petroleum wherever one timber came into contact with another, or where moisture was likely to collect, the life of the timbers was considerably prolonged. This method of treatment has survived to the

present day, and many of the wooden hulls that have been constructed during the past two years have been treated in this manner.

Probably no other industry is so bound by precedent as the wooden shipbuilding industry. This may be largely due to the fact that with the decadence of the industry no young blood has entered this field, and ideas that seemed reasonable decades ago are not readily relinquished by the old shipbuilders who have been called back to their former occupation by the present emergency. When the brush treatment with coal tar creosote of the essential timbers of the new government hulls was first proposed, the older fogeys were scandalized. Why, any old ship carpenter knew that the only proper thing to use was crude petroleum! Science won, however, over the protests of the older men, and the timbers in the new vessels are now given a thorough brush treatment with coal tar creosote.

Several grades of creosote suitable for this purpose are on the market. The so-called "refined" oils are best for the purpose. They are obtained by cooling ordinary coal tar creosote to a temperature of about 80 or 90 degs. F., and filtering the oil to remove the portion that is solid or crystalline at this temperature. The resulting oil is more effective as a wood preservative, as it contains more of the stable high boiling fractions and is not diluted with a large amount of relatively inert naphthalene. In applying creosote to ship timbers the wood should be well dried before the oil is applied.

Wet timbers should never be painted. The creosote should be cold or at a temperature of about 70 degs. when applied. The idea that heating the oil will cause it to penetrate more deeply into the wood is fallacious, especially in the case of Douglas fir. When cold the oil is more viscid, and more can be applied over a given area. Heating the oil simply reduces the amount that is necessary to cover the wood, and as the preservative effect of the oil is quite in proportion to the amount of the oil present, the foolishness of heating the oil becomes apparent.

While locust and eucalyptus are considered to be the most desirable woods for treenails, strength tests made at the University of Washington laboratory of the United States Forest Service, have established the fact that Douglas fir can be used for treenails in many parts of a vessel with no sacrifice in strength. Such treenails are, however, given a thorough dipping in refined coal tar creosote before they are used.

The use of the various so-called carbolineums and patented wood preservatives has been proposed, but experiments have demonstrated that the fanciful prices asked for such material are not in proportion to the added results that are claimed by the manufacturers, and the writer feels that none of these proprietary preservatives offer any advantages over the liberal use of a good grade of coal tar creosote.

Brush treatments are relatively more effective in the treatment of ship timbers than in the treatment of timbers that are in contact with the soil or which are exposed to the air in such structures as foundations or bridges. Relatively few spores of wood-destroying fungi find their way into the holds of ships, and as the air in the holds of ships is cool and moist, the creosote evaporates only very slowly.

—B. L. Groudal, in The West Coast Lumberman.

Assistant Editor

for the

"Canada Lumberman"

The publishers of this paper desire to engage an Assistant Editor—a man who knows the lumber business and has some literary ability. Must be energetic, with keen interest in his work, suggest and carry out improvements, and assume responsibility. Whole time required. Opportunities for the right man. Apply personally or by letter to .

The Manager,

"Canada Lumberman & Woodworker,"

347 Adelaide Street West, Toronto

U. S. Takes Over Railroads

The United States Railroads' War Board, after consultation with representatives of the Interstate Commerce Commission, the Council of National Defence and other government agencies, recently decided to convert all the lines east of Chicago into one centralized system in which cars, trackage and other transportation facilities will be pooled regardless of ownership. The railroads will be operated by a committee of vice-presidents of railroads under direction of the War Board, which is itself composed of railroad heads. This plan has been adopted in order to relieve the congested condition of traffic, to ensure the movement of men, munitions, and war materials generally, and to maintain the industries of the country and the food and coal supply. It is claimed that the real purpose of this plan is to avoid the introduction of government operation and control of the railroads. It is hoped that a showing will be made that will convince the government that government control is unnecessary. The new plan includes the following features:—

Diversion of locomotives, employees and machine tools from Western to Eastern railroads.

Utilization of repair shops on Western lines for repairing Eastern equipment.

Pooling of all tracks and equipment in the East whenever practicable.

Pro rata distribution among Eastern roads of open top cars on a basis of tonnage carrying capacity of the equipment in the pool.

Diversion from congested lines of all freight that can be handled by any open route.

Since the above was received, the United States Government has decided to place all the railroads of the country under government control.

A French View of Canadian Woodsmen

A number of special representatives of French newspapers recently visited the Canadian camps and hospitals in England, and several interesting articles have been appearing in the French press, giving their impressions of what they saw. One of the most interesting articles is by Louis Latapie, of La Liberte. Describing his visit to the training camp at Bexhill, he refers also to Col. Critchley, whom he says has "a splendid soldierly face, breathing faith and enthusiasm, and is an irresistible commander."

"In the immense camps of Witley and Bramshott," he says, "we saw how they trim down the heavy lumberman and touch up the placid townsman. Physical training is pushed to an extraordinary degree of intensity, but it must be pointed out that the material is of marvellous quality. These men have battled from childhood against severe natural conditions and against a rigorous climate."

Referring to the training at Shorncliffe Camp, the writer says: "Between one and two hundred thousand Canadians are thus trained, without ceasing, and constantly kept up to the number in the English camps to be sent over to France after three months of training. The Canadians do everything themselves and make themselves to begin with. They have succeeded in creating one of the most formidable weapons of war. One knows already to what efficacious and glorious use they have put it on the field of honor; our eyes have seen the miracle."

The forestry corps, a section of which was seen at Windsor, greatly interested the visitors, and, after a chat with General MacDougall, the writer remarks: "What a strange country, where they employ a man according to his knowledge and trade! In France we would no doubt have put him to look after the flour mills or in the post-office, and he would be a corporal."

Referring to General MacDougall, the writer says: "General MacDougall is a type of the man of action formed from contact with rude realities. His abundant energy is accompanied with a flow of good humor. Here we have seen the trees of the great Windsor Forest fall as if stricken by the Attila of the woods. Here is a century-old pine whose head reached to the clouds. It is now fallen; the woodsmen armed with grappling hooks seize it, bring it with incredible dexterity to the rolling platform, which, in turn, carries it to the hungry saw. Ten minutes later the proud giant, reduced to planks, is already on its way to the front."

"No need for fear," says the general to me; "there is more wood produced by Nature every year than ever we are able to consume."

"Our reception by the officers in their comfortable log houses in the forest will remain an ineffaceable memory. In this house, which smelt of the forest, these Canadians were in a morsel of their own country."

Mr. Arthur H. Campbell, of the Campbell-McLaurin Lumber Company, Montreal, is a member of the employees' committee of the Province of Quebec Victory War Loan.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch.) \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 26th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

White Pine Wanted

Always in the market for good White Pine. Please write us.

The Fisher & Wilson Company,
1-t.f. Cleveland, O.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Wanted

Large size Elm Logs wanted. Address P. O. Box 5, Papineauville, Que. 21-2

Ash and Elm Wanted

One inch Brown Ash and 3 inch Elm, dry or sawn to order. Also buy Birch, Maple, Basswood, Beech. We send inspector.

Wayne Lumber Company,
1-2 44 Whitehall Street,
New York, N. Y.

For Sale-Lumber

FOR SALE—Ten cars Heavy White Oak Ship Timbers for immediate delivery. Apply

Georgian Bay Shipbuilding Co.,
22-1 Midland, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

For Sale-Machinery

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 23-4

For Sale

Complete set Heading machinery. Can be seen running.

REID BROS.,
24-t.f. Bothwell, Ont.

FOR SALE— $\frac{5}{8}$ in., $\frac{3}{4}$ in., $\frac{7}{8}$ in. diam. wire rope, in lengths from 50 to 200 ft., suitable for guying purposes or for making booms, 4c per foot net in any size or quantity.

H. W. PETRIE, LIMITED,
22-1 Toronto, Ont.

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, automatic saw sharpener, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,
24-3 Port Arthur, Ont.

Planing Mill Machinery For Sale

Only in use for 18 months and almost as good as new.

1 Q. Y. Matcher, Gourlay.
1 Butting Saw, Gourlay.
1 Rip Saw, Gourlay.
1 Sticker, Ballantyne.
1 Scroll Saw, Ballantyne.
1 Surface Planer, Gourlay.
1 Heavy Band Resaw, Cowan.
1 Emery Grinder.
1 Large Fan, McEchran.
1 40 H.P. Westinghouse Electric Motor.
Saws, knives, dressing heads, etc., etc.

OTTAWA LUMBER COMPANY,

22 Metcalfe Street,
22-1 Ottawa, Ont.

Wanted-Machinery

Wanted—Circular Slab Resaw, second hand, in good condition.

York & Sunbury Milling Co., Ltd.,
23-2 Fredericton, N.B.

Wanted

Second-hand Inserted Tooth Saw about fifty-six inches, and three head block carriage.

DAVID EIDL,
24-1 Mildmay, Ont.

We are in the market for the following second-hand equipment: Power plant for fifty foot, shoal draft tug boat; double engines preferred; one slab resaw; one double saw, automatic feed; tie mill. Address with full particulars and price,

Reamsbottom & Edwards,
22-1 Connaught Station, Ont.

Machinery Wanted

New or second hand, if good condition:
1 pr. twin circulars—adjustable from 4 to 12".
30 iron rollers—8" or 10" x 20", and boxes.
1 lath outfit complete—not less than 50,000 in 10 hours.
1 smokestack (66 to 72" dia., 100 to 125 ft. long).
1 double drum hoist, complete with connections.
2 small engines 6 to 8 h.p., for tie loaders.
4 friction drives complete (6 to 8" face for conveyors).
1 set log kickers for double deck.
1 friction clutch 75 to 100 h.p.
Also a quantity of sprockets and chains, shafting and boxes.

Canadian Northern Railway System,
Eastern Lands Department,
5 Toronto Street,
1-1 Toronto, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents

YOUNG MAN, six years' experience as stenographer and bookkeeper in lumber business, desires change. Best of references. Box 629, Canada Lumberman, Toronto, Ont. 19-2

Expert stenographer and bookkeeper, married, experienced in lumber financing, collections, etc., both wholesale and retail, desirous of making change. State salary and prospects. Box 656, Canada Lumberman, Toronto. 1-1

Position wanted by man of experience in both wholesale and retail lumber trade. Well acquainted also with the travelling end of the work. Available at once. Can furnish excellent recommendations. Apply Box 642, Canada Lumberman, Toronto, Ont. 22-1

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

First class bookkeeper for lumber and planing mill business. Young married man with thorough knowledge. Commencing at New Year's. State salary and give experience. Box 652, Canada Lumberman, Toronto, Ont. 23-1

WANTED — IMMEDIATELY, GOOD PLANING MILL FOREMAN. State experience, salary expected, and when ready to commence work. Reply Box 657, Canada Lumberman, Toronto. 1-1

Business Chances

FOR SALE

as a Going Concern
Saw Mill and One Hundred
Square Miles Crown
Lands

Mill capable of sawing eight million superficial feet per year. New boilers, good engine and pumps, gang and rotary shingle and lath machines and planer. Railway siding in yard, also water shipping.

This property is situated in a thriving centre where labor is available. Good general store, boarding house and other buildings in connection with property. Good reasons given for selling.

No one need apply, except bona fide purchasers.

Apply, Lumber, Box 643, Canada Lumberman and Woodworker, Toronto, Ont. 22-t.f.

For Sale

About five or six tons of $\frac{5}{8}$ and $\frac{9}{16}$ tested chain in lengths from 27 ft. to 30 ft. with ring on one end and hook on the other end. Address Drawer "F," Sarnia, Ont. 19-t.f.

Jobbers Wanted

We wish to let several contracts to take out logs on Berth No. 6, being broken front lying between the Magnetawan and French Rivers. This berth is all convenient to Canadian Northern Railway.

John Harrison & Sons Company, Limited,
Saw and Planing Mills,
9-t.f. Owen Sound, Ont.

Tide-Water Stumpage For Sale or Exchange

For sale, or will exchange for good ranch or farm land, B. C. Tide-water stumpage, cruised and surveyed.

CARL BLOCK,
19-t.f. Peoria, Illinois.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
8-t.f. P. O. Box 2624,
Montreal, Que.

Testing Aeroplane Timbers

Not all the inspection of the timber going into the construction of aeroplanes is to be made at the point of manufacture by any means, and Uncle Sam is taking steps thoroughly to train men in the inspection of all the wooden parts, as well as metal parts, that go into the construction of the machine. At the plant of the Curtiss Aeroplane Company, in Buffalo, N.Y., the American Government maintains an aircraft inspection school, in which about sixty men are constantly receiving instruction in the inspection of wooden parts. After ten days of instruction at the Curtiss plant, they are sent to the Forest Products Laboratory at Madison, Wis., for a further week's course, and then they return to Buffalo or are sent elsewhere to go to work.

Naturally, the American Government is taking lumbermen to inspect the wooden parts that go into the aeroplanes, so that, while the course of instruction may not seem to be very long, they have the essential training that enables them quickly to comprehend the necessary points in the inspection. The status of men in this service is that they are civilians in the army service. They told very interestingly of the manner in which inspection is made of the wood going into aeroplane construction, and the very great care exercised in making each part as nearly perfect as possible. At present the

Curtiss Company is using spruce as much as possible, but quite a bit of ash is necessarily used. For the propellers, mahogany is used principally, with a small amount of quartered white oak. The quartered white oak is giving excellent satisfaction, and, while mahogany will be used as long as possible, and some black walnut, it is thought that white oak will soon be the principal wood used for propeller building. Some doubt is felt as to the possibility of securing enough spruce, so that the expectation is that more ash will be used and possibly some rock elm, as well as Douglas fir.

Menus for Logging Camps

Besides furnishing the timber necessary for ships and airplanes, the logging camps can do their "bit" toward helping win the war by conserving the food supply, according to the United States Food Administration, which has just issued suggested menus covering breakfast, dinner and supper for a period of 15 days. The slogans of Mr. Hoover's department are to "Buy with thought," "Cook with care," "Use less wheat and meat," "Serve just enough," and "Use what is left." The bills of fare suggested for logging camps and all operations where a large number of men must be boarded, are made up with these principles in mind. They provide for a varied and abundant diet, but one which avoids waste and reduces as much as possible the demand for beef, pork, white flour and sugar. The suggested bills of fare have been sent to the headquarters of the National Lumber Manufacturers' Association, Chicago, and will be distributed by that organization to lumbering operations throughout the United States, with the request that the recommendations of the Food Administration be followed wherever possible.

Red Gum's Value for Veneer Cutting

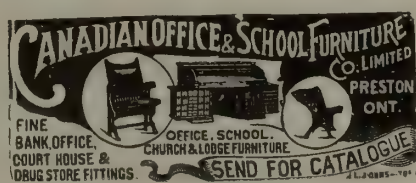
More veneer is cut from red gum than from any other three or four woods in America, and most of it is cut by the rotary process. Two or three reasons may be assigned for the high place held by red gum. It is abundant, and its inherent qualities give it value; but there is another reason why the rotary veneer cutter holds it in esteem. The symmetrical form of the trunk makes it an economical wood to work on the rotary lathe. Little need be cut away and wasted in making the logs round, they being naturally round. Perfect sheets are produced almost from the first turn. That is an important matter in the course of a season's run, for the heaps of waste and of imperfect sheets are reduced to a minimum.

That would not be the case if red gum boles were lopsided and

ribbed, as some of the cedars, birches and maples are. It might be necessary to cut away nearly half a log before a perfect sheet of rotary veneer could be obtained. There are other woods as symmetrical in form as red gum. Among such are yellow poplar and tupelo gum. The cutting of rotary veneer is more exacting than is the ordinary sawing of lumber; for a log may be repeatedly turned, if of irregular form, in order to get the best lumber, but the veneer sheet must go round and round from the beginning to the end of the operation, and it is important that the log be of regular form.

A panel made of sheets of veneer with the grains of the different layers crossing at right angles is considerably stronger than a board of the same thickness all in one piece. That is because wood splits more readily than it breaks. In a board, the grain all runs one way, and by splitting along that grain the board parts and becomes two pieces; but that cannot happen with a panel made up of sheets with the lines of cleavage at right angles. If one sheet splits, that next to it must break across the grain. Not only is such a panel more difficult to split than is a board of equal thickness, but it offers greater resistance to tendency to warp.

H. R. MacMillan, formerly chief forester for British Columbia, and more recently the assistant manager of the Victoria Lumber and Manufacturing Company, Chemainus, B.C., is now working with the Imperial Munitions' Board. He is conducting a thorough investigation into the possibilities of British Columbia spruce for airplane manufacture, and Major Austin Taylor, of Montreal, has been appointed director of aeronautic supplies of British Columbia.



HORSES

UNION STOCK YARDS

OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

Union Lumber Co.

Limited

White Pine

Red Pine

Spruce

Red and Jack Pine

Lath

Union Lumber Co., Limited

701 Dominion Bank Building
TORONTO, CANADA

—if you buy cheap, low-grade tea
you are practicing false economy.

The advantages in favour of good tea are

Greater number of cups to the pound.

Real flavour.

Satisfaction instead of dissatisfaction.

"SALADA"

TEA

is the finest quality Ceylon and Indian Tea that will yield generously and prove more economical in the long run than any cheap, low-priced tea.

The sealed moisture proof packets facilitate storage transportation and stock inspection.

Many Lumber Camps and Mines favour us with their patronage for these advantages.

In any case write to us for samples and prices.

SALADA TEA CO.

TORONTO

Review of Current Trade Conditions

Ontario

Holiday conditions have prevailed of late in the lumber trade of Ontario, and, together with the approaching inventory operations and the changeable weather, have resulted in a very quiet season. It is not likely that any important trade improvement will develop in the near future. The customary severe winter weather of January, February and March are now upon us, and may be expected to limit the movement of lumber to the minimum that is necessary in connection with those lines of business that continue to use stocks throughout the winter. Building operations which have been exceptionally light throughout the past year, have fallen off to almost a negligible quantity. The trade with the farmers which showed a little more life than usual a few weeks ago has again dwindled down and amounts now to a very small volume representing only such repair and alteration jobs as are absolutely necessary. Factory consumption is the chief source of trade, and is particularly good with the various war industries. The country yards are not carrying as much stock as usual. One reason for this is that they have not capital enough, on account of the increased cost of lumber. The result of this is that when they require any new stock they put in urgent orders and want immediate shipment, which is practically impossible on account of the shortage of cars.

The demand from the United States is better than it has been for years. This no doubt has been caused by the war requirements. All of the stock for this trade is going across the line in foreign cars and so far there seems to have been a sufficient number of cars of this class to take care of it, although Canadian railways claim that there is a much greater percentage of their cars in the United States than of foreign cars in Canada.

There is no movement in lath at present. It is quite possible that very little lath will be produced this year on account of the high prices of slabs. Shingles are expected to rule higher in the near future than they have been in the past few months.

Reports from northern Ontario indicate that the output of logs during the coming winter will be reduced fully as much as has been predicted during the past month or two and that it will not amount to more than 60 to 65 per cent. of last year's output.

The holiday season resulted in a very quiet trade at Ottawa during the latter end of December. Enquiries and orders, however, are more numerous than they were a year ago. The market continues firm and further price advances are expected during the late winter. Stocks held by wholesalers and retailers are light as compared with those of a year ago. There is much concern over the car situation, some of the large firms having extensive stocks on order which they cannot ship. The demand from the United States is good, most of it being for stock required for munitions work. Some improvement is reported in connection with the labor situation in the lumber camps.

Eastern Canada

There is very little of interest to report from the Montreal market. The trade with the United States, both import and export, is still handicapped for want of cars. Prices in practically all lines are well maintained. Local trade is slow. Most of the yards have very low stocks, but are purchasing only from hand-to-mouth. The building trade is very quiet and the outlook in this direction is not promising. Shell box manufacturers are hoping for some extensive orders during the new year.

There is a good demand for random spruce covering boards at Boston, and the market is also fairly active for matched spruce boards. At New York the demand for spruce is limited by the scarcity of stock and the difficulty in making deliveries. Yard stocks are low and buyers are ready to pay the prices that are being asked. Stocks purchased for government contracts are being moved readily enough. Stocks at mill points are reported to be badly broken. The general expectation is that higher prices will prevail in the spring. Retailers, therefore, are showing a tendency to place orders on today's basis, even though they can obtain no promise in regard to shipments. Hardwoods at Boston are not quite so active as formerly, but prices are very firm on all lines, and buyers do not seem very anxious to stock up.

United States

Government business in lumber in the United States continues on an enormous scale. The most important factor in connection with the general market is the car shortage, and this makes it difficult to estimate the actual movement of stocks, or the volume of buying on

the part of retailers. In the southern pine territory the mills are well loaded with orders, and are frequently refusing to accept further retail trade. Some prominent manufacturers have actually withdrawn from the market. The holiday season, the approach of the inventory period, and the severe weather have all reduced the volume of buying by retailers. Prices on all sizes of timbers are very firm and yard stock also is strong, a number of advances having been effected.

Douglas fir production is showing an increase which is likely to be kept up as far as possible. The government continues to place large orders for fir and the quotations to civilian purchasers have a continued tendency to advance. There are plenty of special cutting bills and good prices are being realized. Fir prices, generally are firm.

There is a good demand for all grades of white pine. In fact any stock offering can be absorbed. Retailers who were making fairly extensive purchases to fill out broken stocks, have reduced the volume of their buying, but factory consumers are still a strong element in the market. Shipments of white pine from the north during the past year have been greater than the cut. The same applied to the previous year, and therefore the stocks today are badly depleted. The government is buying large quantities of white pine. The outlook is that this year's production of white pine logs will be much curtailed and that the cut of 1918 will show quite a reduction. All white pine prices are firm.

The effects of the car shortage are being felt in every section of the country and no immediate relief seems to be in sight. The question of price control of lumber on the part of the government is being discussed very widely. There is a feeling that the plan would work out satisfactorily in the lumber business if applied along lines similar to those used in connection with the steel and coal trades, but it would necessitate the adoption of modern methods of accounting on the part of the retail trade.

There is a strong market for spruce. Undoubtedly a large quantity of spruce will be used in the rebuilding of Halifax and this will provide an outlet for much Canadian wood that otherwise would find its way to the Eastern States. There seems to be a large enough market to take care of all the spruce boards and frames that can be shipped. In the west the chief attention in connection with spruce is coming from the airplane trade. This is producing large quantities of low grade stock which is being absorbed locally in box shooks, etc. Western spruce prices continue firm.

Great Britain

There is very little to report in connection with the London spot market, so far as city merchants and importers are concerned. Goods continue to reach London in limited quantities and some transactions are reported between merchants, for goods that are required for urgent purposes and can be found in stock. These, however, do not amount to very much and the majority of the trade are doing very little in foreign goods. Most of the demand has now to be met by the home supply, and this is not sufficient for the purpose. All country mills are overloaded with orders, and are unable to make shipments as extensively as they desire, because of the great demands upon the railway companies. Deliveries at London docks maintain their recent average, but are much lower than those of a year ago.

The Liverpool trade is chiefly interested nowadays in the proceedings of the Timber Controller and is a little encouraged because of his expressed desire to receive concrete proposals from a committee appointed by the trade. At present, however, conditions are far from encouraging; in fact they are the very reverse. The records for the month of November show imports of a fair quantity of stock. Marketable goods on hand are extremely scarce, and this condition is prevalent elsewhere throughout the country. Some importers are looking into the possibility of buying f.o.b. stock and a moderate number of contracts have been reported as booked. A small quantity of American hardwoods has reached Liverpool recently and has all been sold "ex quay." Some of it has even changed hands immediately, many importers being prepared to take a small profit on a quick turn. These stocks have been reaching Liverpool as dunnage wood. Generally speaking the various parcels have arrived in pretty good condition. At Manchester, the trade in foreign timber continues to dwindle. Bad weather has interfered greatly with the timber trade all over England of late, and the difficulties of haulage have been great. Sawmills generally are busy, but builders are very quiet.

Very little fresh business has developed at Glasgow of late.



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Holidays Slacken Ottawa Trade

Ottawa, December 22 (Special to the Canada Lumberman):—Local and export trade slackened in the Ottawa lumber market during the closing period of December. Dealers attribute the falling off in trade to the Christmas and holiday season. Considering the period of the year they report that inquiries and orders are more numerous than during a corresponding period a year ago. During the last two weeks of the year a few orders and a little new business came in. The lull, it is predicted, will last to January 15th or 20th.

The market is very firm and shows no signs of weakening. Prices on practically all grades (except those used for building) are expected to advance during the late winter or early spring months. The stocks held by wholesalers and retailers are not as large as they were a year ago. A shortage of some grades is expected. The car situation is causing considerable concern. W. C. Edwards, and Shepard and Morse have twelve million feet of lumber on order that they are unable to ship. According to information given the Canada Lumberman from a reliable source there are hopes entertained by the C. P. R., after communication with Washington, that the car situation will improve.

The embargo placed on the export of pork (except under license) from the United States is beginning to cause trouble for at least one lumber company at Ottawa. Food Controller Hanna on behalf of the Canadian lumbermen has made requests to the authorities at Washington to permit pork being brought from the United States to Canadian lumber camps. At the date of writing no license to bring the pork into Canada had been granted by the American Food Controller. A serious situation may ensue as the pork has to be gotten into the woods camps for this and next season's use.

The Canada Lumberman, on inquiry at the Food Controller's office, was informed that the American hog population had decreased nine million head—about three times the entire hog population of Canada. The Food Controller is still working on the situation.

Contracts for 100,000 cordite boxes have been let by the Imperial Munitions Board. The Board states that the G. E. Lindsay Company, of Toronto, and the Nicholson Lumber Company, of Burlington, Ont., each received a contract for 50,000 of these boxes. The contract price has not been made public as yet. Boxes of similar design were made by Ottawa plants, a year ago, at \$1.26 per box. Tenders for other grades of powder boxes closed December 31st.

Gilmour and Company expect a shortage of box spruce and box white pine to develop shortly. These stocks, the firm reports, are hard to obtain and the prices high. "The market is very firm and if the American demand continues through the winter, as in the summer, as the New York market now indicates, there will be heavy shipments of lumber from Canada," says Mr. Gilmour. American orders to Gilmour and Company are keeping up well. The majority of the stock required is for munitions work. Consequently this company has less difficulty in securing cars for shipment than some of the other firms.

W. C. Edwards & Company have 10,000,000 feet of lumber on order at Rockland which it cannot ship. Stocks from the Ottawa yards are moving somewhat faster than at Rockland. The woods labor situation has improved. Two hundred and twenty men went to the Gatineau Valley camps when the Rockland mill closed. The company is experiencing difficulty in securing delivery of a consignment of "pickled" pork from a Chicago packing house. The packing house is unable to obtain a permit to forward it to Canada.

The Hawkesbury Lumber Company has about 2,000,000 feet on order awaiting shipment, but no cars are available. The labor situation in the Hawkesbury camps is improving. About 400 men are in the woods. The season's cut so far is about twenty per cent. behind. The company does not intend to cut as much as last year. Mr. Russell Blackburn reports that orders amounting to upwards of 2,000,000 feet have had to be refused on account of the car situation.

John R. Booth has thirteen camps established and about one thousand men in the woods. His cut this season will be chiefly pulpwood. The Booth camps, so far, have not been affected by the American pork embargo.

The Estate James Davidson commenced its annual shut down for repairs at noon on December 22nd. The plant will remain closed for two weeks. Good progress has been made on the 128,000 shell box order. About 50,000 of the boxes have been completed. Several inquiries for sash and doors have been received from Halifax. This

plant donated a carload of Beaverboard to the Halifax refugees. Woods operations continue favorably.

J. Oliver and Son continue to work above capacity on furniture orders and shell boxes. About one hundred men are engaged. Some lumber for furniture manufacture is being secured from New Brunswick.

Quiet Trade at Montreal

Montréal, December 22 (Special to the Canada Lumberman):—The market presents few features of interest. The car situation continues to be a factor, both as regards domestic and United States trade. Wholesalers who have purchased lumber in the States say that shipments are exceptionally slow, while firms selling to the States report that business is fairly good, but they, too, are handicapped for want of cars. Lumber is difficult to get, and prices are maintained.

Naturally, at this season, local trade is on the slow side. The yards are reported to have very low stocks, buying merely from hand to mouth. There is little or nothing doing in the building line, and so far as can be judged, the outlook is not very promising.

Manufacturers of shell boxes are looking forward to some good orders in the new year, and also hope that prices will be on a more remunerative basis. At present, contracts are taken at prices which show little profit, and for this reason, with a rising lumber market, two or three firms have given up this department.

There has been a falling off in timber sales, which until lately, were brisk, owing in part to the shipbuilding activity. It is reported that Quebec exporters to the United Kingdom are purchasing spruce and birch timber in considerable quantities.

The market for sulphite keeps up, with a fair amount of business passing. The Riordon Pulp and Paper Company are exporting to England and Japan. The ground wood section is quiet, but prices are steady.

Parrsboro Shipments During 1917

The boards, scantling and plank exported from Parrsboro to the United States this season up to November 30th total 9,524,909 superficial feet, valued at \$168,104.95. A cargo of about 350,000 superficial feet has been exported since the date given above and will be the last sent out this season.

The laths exported total 7,058,700, and are valued at \$21,653.75. The exportation of piling amounted to 9,605 pieces, valued \$21,652.50.

One cargo of deals totalling a little over four million feet was shipped in an Imperial transport under sealed orders.

Nine tern schooners aggregating 3,798 tons register and averaging 422 tons each have been added to the registry books of the port of Parrsboro this year.

Eight tern schooners, which will aggregate approximately 3,140 tons register, and three four-masted schooners which will total about 2,200 registered tons are in course of construction along the Parrsboro shore and will be launched next year. Probably others will be added to the list.

England Restricting Honduras Mahogany Trade

A report from British Honduras announces that the British Government has signified its willingness to purchase all the mahogany that can be cut during 1918, provided it measures not less than 10 feet long, net, and not less than 18 inches in diameter in the round. It is understood that the British Admiralty requires the whole of the colony's output of mahogany logs of these sizes, and that none will be allowed to be exported elsewhere without special license. Apparently, the proclamation of the British Government, in this connection, will prevent any mahogany being exported to the United States, where most of it has been going in recent years. It is possible, however, that special licenses for export to the United States will be available.

The Geo. Hall Coal & Transportation Company have purchased the fleet of boats of the Frontier Trading Company of Ogdensburg, N.Y., and the Canada Shipping Company, Montreal. A portion of the 16 boats will be placed in the wood pulp trade between ports on Lake Ontario and the St. Lawrence River.

Further Canadian forestry drafts from Windsor, London, Brockville, Winnipeg, Vancouver, Regina, Quebec, and Sussex, N.B., have arrived in England.

KLIMSPELL IT BACKWARD
PURE SEPARATED MILK
IN POWDER FORM
FOR ALL COOKING
WHERE MILK IS NEEDEDPURE
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WHOLESOME**KLIM**SPELL IT BACKWARD
PURE SEPARATED MILK
IN POWDER FORM
FOR ALL COOKING
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The Best Milk for Your Camp

Klim is all the food value—and nothing else—of pure separated pasteurized milk in powder form. In buying Klim you are paying only for food values because all of the water which adds bulk and weight only has been removed. Klim can be mixed dry with other dry ingredients in cooking or can be dissolved in water and used as liquid. Klim is 100 per cent. body-building food value—the greatest amount at the least cost of any food you can buy.

Order from your Wholesale Grocer or Supply House.

CANADIAN MILK PRODUCTS LIMITED
10 and 12 William Street, TORONTOQuebec Office:
Montreal, P.Q.W. H. Escott Co., Limited,
Winnipeg, Man.Kirkland & Rose,
Vancouver, B.C.

Calgary, Edmonton, Saskatoon, Regina.

Plants: Brownsville, Ont.; Burford, Ont.; Belmont, Ont.; Hickson, Ont.

Maple Leaf Saws

Manufactured in Galt, Canada



We absolutely guarantee every Maple Leaf Saw. The fine Razor Steel used in all our saws is manufactured exclusively for us. Our secret tempering process refines and toughens the raw material to such an extent that Maple Leaf Saws will stand up under the most severe tests and last longer than any other saws on the market.

Write for our catalogue and prices

SHURLY-DIETRICH COMPANY, LIMITED
GALT, - CANADA

WESTERN BRANCH—1642 Pandora St., Vancouver B.C.

EASTERN BRANCH—306-308 Wellington Street, Ottawa, Ont.

The Art of the Salesman

One of the numerous good addresses delivered at the recent Northern Lumbermen's Salesmanship Congress, at Bay City, Mich., was that of Mr. Edward Hines, of Chicago, who devoted most of his time to a discussion of salesmanship. In the course of his remarks Mr. Hines said:

"The world to-day recognizes salesmanship as an art and a profession. The biggest prizes with which success can allure men go to the seller. Upon him depend thousands upon thousands of faithful, conscientious workers who lack initiative, and the populace at large, which needs to be lifted out of indifference and an adherence to the old and worn, to new methods, applications and objects. The discoveries of the centuries upon which we look with pride are not only the work of the intensive mind fired with the flame of genius, but are the reflex results of the world's demands. Sellers as much as inventors stand behind them. It is not merely the personality of the seller which makes things happen, but the selling quality in him that surges beyond him, and we read him in the street cars, we see him coaxing from shop windows, he beckons us from fence and billboard, in the newspaper and daily mail, and we see the night sky electrically flooded with him.

"The standard of excellence in selling is high. All positions in the world which are recognized and honored have had to make their ascent against public antagonism. In exact ratio to the stubbornness of the fight the apparent insurmountableness of the opposition is the place achieved and the world's homage to the conqueror.

"Power, in its many forms dormant in men, awakens under attrition and opposition on the one hand and the urge of enthusiasm and inspiration on the other. Nothing great comes from opposition alone, nor from enthusiasm only. Achievement has paid its price in the overcoming of obstacles; in unwaveringly aligning accomplishment with inspiration. The daring of the human mind is the generative principle of progress. The achiever overcomes inertia and compels opposition to serve his desire. He subdues elements both within him and without, that either are acting in opposition to his best-laid plans, or are not in accord with them.

The Overcoming of Obstacles

"Measuring difficulties is one of the most serious tasks mankind is compelled to perform. If in your organization work you succeed only in demonstrating that troublesome difficulties may be circumvented and turned to useful purposes your progress will be assured and your work abundantly repaid. Scientists told Napoleon it would be impossible to cross the Alps. They proved it theoretically. "There shall be no Alps," was the unqualified answer, which will live as an inspiration for all time. And the spirit that answered thus was the spirit that crossed the Alps. When Grant first proposed the siege of Vicksburg and laid his plans before Sherman, who was admittedly one of the greatest tacticians in the Federal Army, Sherman showed on paper the utter futility of the proposed operations and endeavored to dissuade Grant from his purpose. Events that soon transpired proved that Grant was right. He had measured the difficulties, and contrary to every then known strategy of war, he surmounted them and Vicksburg fell.

"In your every-day life you meet situations that demand your best attention and your most thoughtful consideration. Just how much of each do you give, and how often do you neglect to give the best there is in you? It is a deplorable and a much to be regretted fact that a too lax interest in the vital needs of your problems hinders progress and delays the attainment of results that ought not be subjected to any delay whatsoever.

The Business Letter

"There is one extremely important subject which I trust your conference will not overlook, as it has so much to do with successful salesmanship and cannot—indeed, must not—be neglected. It is the business letter. If there has been one development in the last generation that has contributed more than any other to business growth it has been the development of the business letter. Letters—right letters—are no longer mere stereotype paper mediums of solicitation and acknowledgment. They are living, breathing personalities, with all the capabilities and characteristics of the men behind them.

"Forty years ago the only letters that showed symptoms of red-blooded authorship were impassioned love missives and the opinionated chronicles of statesmanship. Then someone, somewhere, conceived the idea that human interest could be woven into a business letter as well as into a personal message; that a business letter, after all, was but a personal message, and that it was possible to talk to a man a thousand miles away in the same words that you would use if he sat beside your desk.

"Personality is what marks one man among the thousands—what marks the letter we remember among the hundreds it is no effort to forget. Every new machine or process, every novel plan, scheme, or principle, is a tool in the hands of to-day's success builder. And the original thought, the paragraph or letter that abandons yesterday's formalities, that hits straight, that hews to the line of you, is the stone for to-morrow's tower of business.

"Time forbids the discussion of this subject except briefly. I have touched upon it because, to my mind, it occupies a relatively important place in the study you are giving to the subject of salesmanship, and the honest and diligent efforts you are making to gain recognition in a chosen field that offers the highest inducements for your best work. Remember, that the stupid, ill-dressed letter dissuades more buyers than all the errors salesmen make. The neat and self-forgetful sheet brings with it its own welcome motto. Plan your letters logically, but keep one end in view—to crystallize wants, turn desire to decision, get results, the order—now.

Planning Business Letters Effectively

"If you suggest that you can help the reader of your letter you are sure to have his attention. Tell how, and you have his interest. Prove it, and you are likely to have his signature. Vitalize the facts. Let your correspondent know that you have a personal interest in his welfare—a real personal interest that is not measured wholly by his order and his dollar. Talk to him along the purple ribbon, as one man would talk to another—with point, tact and brevity; with keen business sense and clever understanding of his needs. In return you will win the close personal association and active support that builds business. Put into every letter, every paragraph, and every phrase your undivided and focused force. Concentrate your thought upon it, undiluted with the worries of the past, unaffected by anticipations. Give every problem your best—finish it, and then forget it.

"The concentrated centralization of all your best efforts to succeed in the art of selling are spelled in just one word—work. The love of work is the lubricant that keeps the machinery running smoothly and prevents rust and decay. Contrive to keep up your interest and find in your work the needed stimulant to create a desire to do each task just a little better than you performed the preceding one. Have faith and be of good cheer. Build your edifice upon a foundation that is laid with the gems of your industry and add to your structure elements that are safe and enduring. Remember that no matter how well you build, your strength shall always be in proportion to your manifestations of honest and unprejudiced interest. Avoid the pitfalls that are blasted by selfishness and hide-bound policies of self-aggrandizement, and be courageous and unyielding in your adherence to a broad and liberal policy of doing things that are of the greatest good to the greater number of your membership."

Liverpool and Manchester Stocks

The following report upon Liverpool and Manchester stocks for the month ending November 30, 1917, is furnished by H. W. Lightburne & Co., Liverpool, England:

Spruce and Birch									
Liverpool									
	Import.		Consumption.			Stock.			
	1915.	1916.	1917.	1915.	1916.	1917.	1915.	1916.	1917.
N.B. and N.S. spruce									
and pine, stds. . .	1,960	1,330	1,810	2,850	3,890	490	13,680	11,090	4,330
Birch logs, loads.	160	0	0	160	140	60	920	1,000	160
Birch planks, stds.	473	406	0	680	733	0	915	879	79
Manchester									
Spruce, stds.	2,670	750	1,870	4,020	3,720	550	15,430	17,570	5,690
Birch logs, loads .	120	500	0	160	60	20	1,180	940	20
Birch planks, stds.	18	91	0	188	36	18	770	558	91
Stocks in Manchester and Liverpool Combined									
Spruce									
Manchester	1913.	1914.	1915.	1916.	1917.				
Liverpool	20,320	11,010	15,430	17,570	5,690				
	9,140	6,340	13,680	11,090	4,330				
	29,460	17,350	29,113	28,660	10,020	Stds.			
Birch Logs									
Manchester	240	740	1,180	940	20				
Liverpool	400	240	920	1,000	160				
	640	980	2,100	1,940	180	Loads			
Birch Planks									
Manchester	625	740	770	558	91				
Liverpool	818	606	915	879	79				
	1,443	1,346	1,685	1,437	170	Stds.			

The commander-in-chief of the Dutch army has notified the corps commanders that an experiment is to be made with wooden soles for shoes, in consequence of the increasing advance in the price of leather. For the experiment 5,000 pairs of shoes will be made; 2,000 are now ready. The wooden soles will be on new shoes, each pair having an extra set to replace worn-out soles.

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

Telephones:

1391 Long Distance.

400 Private Branch Exchange.

Cables:

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WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

Install a KRAFT SODA MILL

CANADA has another big war opportunity: Great Britain needs more wood pulp. Install a small Soda Pulp Plant and Supply this need by converting your

Slats, Tops, Bottoms and waste wood around the Saw Mill into pulp. We can dispose of any amount. Previous sources of supply in Sweden, etc., have recently been withdrawn and Canada now has a free field in Great Britain to market unlimited quantities of wood pulp. We can arrange contracts for long periods.

The cost of installing plant is small and you make a sure profit from waste material.

Write to-day for further details

Becker & Co., Ltd.

34-40 LUDGATE HILL

LONDON, E. C.

ENGLAND

THE LARGEST IMPORTERS OF WOOD PULP

We have specialized in Canadian Pulp and have imported ninety per cent. of the Pulp supplied to Europe since 1899.

SOLE AGENTS FOR

CHICOUTIMI PULP CO., Chicoutimi, Canadian Hot Ground Spruce.
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MACLEOD PULP COMPANY, Liverpool, Canada.

NOVA SCOTIA WOOD PULP AND PAPER MILLS COMPANY.

RIORDON PULP AND PAPER CO., Montreal. Easy Bleaching Canadian Sulphite Pulp.

ST. LAWRENCE SULPHITE PULP COMPANY.

U.S. Ammunition Box Requirements

Having perfected specifications for standard wooden packing boxes for ordnance equipment for the United States army, Lieut. H. N. Knowlton, of the Ordnance Department of the Army, who was formerly in the United States Forest Service, stationed in the West, is at work with other experts studying wooden ammunition boxes and shell cases with a view of standardizing the specifications for these boxes, of which an endless quantity will be needed.

Lieut. Knowlton says that he could not give a guess how many boxes the United States army will require or what quantity of lumber will be used in making them or what the material will yield the lumbermen. It is known, however, that a single contract for cartridges for the army will require considerably over 10,000,000 feet of lumber to box them, and there is no end to the millions of cartridges, shells, guns, and other ordnance equipment that will require boxing. Officers of the National Association of Box Manufacturers estimate the probable needs of the government at ten billion feet.

At present there is a different kind of ammunition box for each type of ammunition. Generally the specifications have permitted the use of only one or two kinds of wood. The ordnance equipment boxes, for instance, had to be all of white pine. Now, under the new specifications, a great many different kinds of wood, hard and soft, can be utilized and substituted for each other on the basis of their weight.

The woods are grouped according to weight, and Lieut. Knowlton says that it is very important that a box should be nailed correctly, so as to stand handling and shipment. Hence the new specifications are strong on the nailing question. In a great many cases the army contracts require the contractors for the ordnance material and equipment to furnish the boxes to ship them in, but the contractors are required to furnish boxes according to the army specifications.

So great is the demand for boxes and box material getting to be that progressive lumbermen take the position that the government should use every wood that is available. That is the view of J. M. Pritchard, the new manager of the Southern Hardwood Emergency Bureau. Recently Mr. Pritchard was pushing gum for inclusion in the government box specifications. That has been accomplished so far as

the ordnance packing boxes are concerned. Now Mr. Pritchard takes a broader view of the situation, and thinks that all available hardwoods should be utilized. As he concedes the suitability of various softwoods for this purpose, his idea embraces all available woods for box manufacture. Mr. Pritchard believes that an enormous quantity of boxboards will be needed.

Following are the new official specifications, covering lumber, for ordnance packing boxes:

Lumber Specifications

"Lumber entering into boxes must be sound (free from decay and doté) and well seasoned. (An average moisture content of 12 to 18 per cent., based on the weight of the wood after drying.) Lumber must be free from knot holes, loose or rotten knots. Knots whose dimensions measured between the perpendicular to lines touching edges of knots and parallel to the edges of the board exceed one-third width of the board will not be permitted. No knot whose dimension measured in this manner exceeds three inches will be permitted. Knots which interfere with the proper nailing of the box will not be permitted.

"Grouping of species of wood: The principal woods used in boxes are, for the purpose of these specifications, classed in four groups.

"Group 1—White pine, Norway pine, aspen, spruce, Western yellow pine, cottonwood, yellow poplar, balsam fir, chestnut, sugar pine, basswood, cypress, willow, noble fir, magnolia, white fir, buckeye, cedar, redwood, butternut, cucumber, Alpine fir, lodgepole pine.

"Group 2—Southern yellow pine, hemlock, Virginia and Carolina pine, Douglas fir, larch.

"Group 3—White elm, red gum, sycamore, pumpkin ash, black ash, black gum, tupelo, maple, soft or silver.

"Group 4—Hard maple, beech, oak, blackberry, birch, rock elm, white ash.

"Thickness of lumber: Groups 1 and 2 woods—When groups 1 and 2 woods are used the thickness will be $\frac{3}{4}$ in.

"Groups 3 and 4 woods—When groups 3 and 4 woods are used the thickness will be $\frac{5}{8}$ in.

"Widths of lumber: (a) No piece of less than $2\frac{1}{2}$ in. face width shall be used in sides, top, bottom, or ends.

"(b) Not more than one piece less than 5 in. in width shall be used in any one side, top, bottom, or ends, except when side, top, bottom, or end is so narrow that this, together with 'a' above, would necessitate the use of a single piece.

Surfacing: The purchasing officer will in each case specify whether boxboards will be S1S or S2S. When S1S the surfaced side will be the outside.

"S2S should be specified when contents are such as to be damaged by abrasion on rough boards.

"Considerable economy will result from allowing $\frac{5}{8}$ in. material to be S1S, since two thicknesses can be cut from nominal $1\frac{1}{2}$ in. lumber, while $\frac{5}{8}$ in. S2S sometimes requires 1 in. lumber for one thickness. Little, if any, economy will result from allowing $\frac{3}{4}$ in. material to be S1S.

"Joining: All joints between boards shall be tongued and grooved or Lindermann jointed. When tongued and grooved must be tight matched. When Lindermann jointed, the specification requiring not more than one piece less than 5 in. in width in a single side, top, or bottom shall not apply."

Herbert F. Hunter Now in Business for Himself

Mr. Herbert F. Hunter, whose advertisement appears in this issue of the Canada Lumberman, is well known to Canadian manufacturers of lumber, and to hardwood users, as he has been doing business in Canada along these lines for a number of years. Mr. Hunter was formerly with the Palmer-Hunter Company, of Boston, Mass., lumber manufacturers and wholesalers. Recently, however, he went into business entirely for himself. Mr. Hunter has been buying and selling lumber, both northern and southern varieties, for the past twenty years, and operating his own mills in Vermont. He is an extensive buyer of Canadian maple, birch and basswood, and deals extensively in mahogany. Canadian users of mahogany will be interested to learn that Mr. Hunter has ready for immediate shipment large quantities of Philippine mahogany in only the best grades of stock.

The offer of the Lumbermen's Section of the Toronto Board of Trade to furnish a number of carloads of slabs to be distributed among the poor of Toronto, which was made at a recent meeting of the Section, has been readily accepted by the city. Property Commissioner Chisholm is in charge of the distribution of the wood. Already several carloads have been secured and others will be available at the call of the property commissioner. The offer of the Toronto lumbermen was the result of information having been received to the effect that many of the poorer classes in Toronto were in great need of firewood and were even tearing down their fences in some sections of the city.

FOR SALE

Released Equipment

Standard Locomotives

Narrow Gauge Locomotives

Flat and Box Cars

Side Dump Cars, 24" and 36" gauge

F. M. Gasoline R. R. Cars

Lidgerwood Unloader

Ballast Plows

Car Replacers, Jacks, Track Tools
and Miscellaneous Railroad Material

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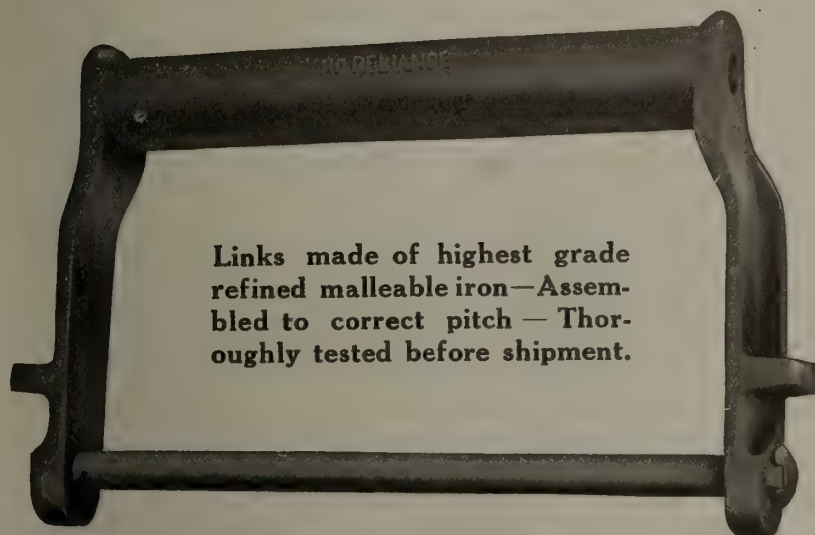
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JEFFREY "RELIANCE" MALLEABLE DRAG CHAIN

HAS THESE SPECIAL FEATURES THAT INSURE A MAXIMUM OF SERVICE



Links made of highest grade refined malleable iron—Assembled to correct pitch—Thoroughly tested before shipment.

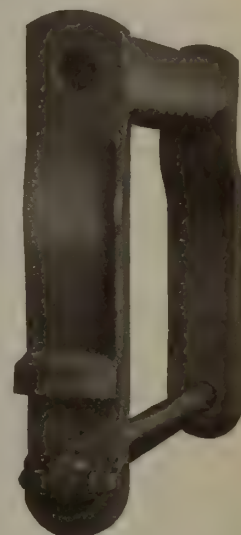
Jeffrey "Reliance" and other types of Chains are a recognized standard for handling Saw Dust, Refuse, Logs, Lumber and other materials in Saw Mills and Wood-Working Plants.

← Long Bearing Surface of pin inside barrel of link.

← Wide Wearing Shoe—gives greater wearing surface, increasing life of chain.

← External Lug—Increases carrying capacity and protects pin head.

← Double Keyed Pin Head—prevents pin from turning. Pins made of high grade steel.



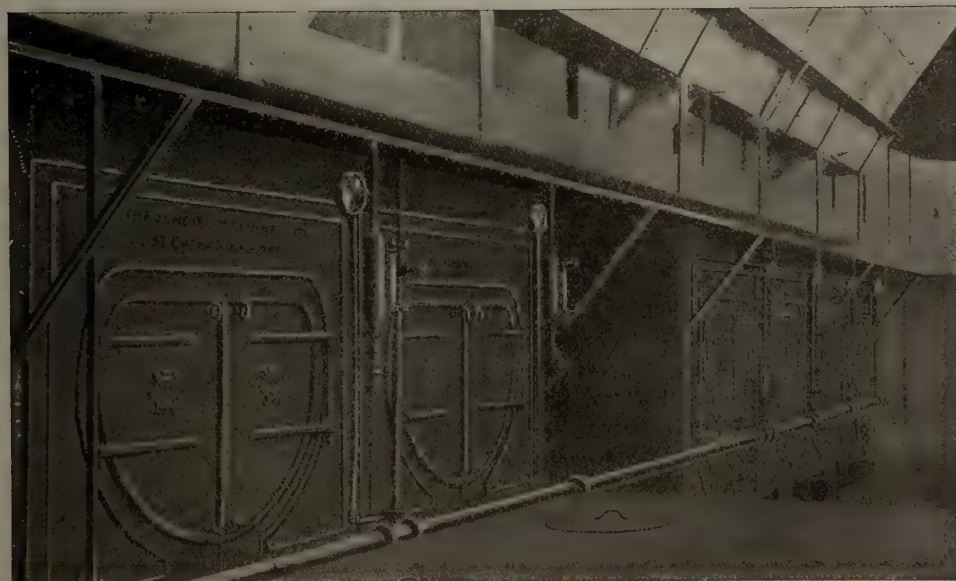
Write for Chain Catalog and Price List No. 211-6, and let us figure on your requirements.

The Jeffrey Manufacturing Company,

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Headquarters for Dependable Chains, Sprockets, Buckets, Gears, Hangers, Bearings, etc.

JENCKES BOILERS



Boiler Room, Dryden Timber and Power Co., Dryden, Ont.
containing six 78 in. x 20 ft. Jenckes Tubular Boilers.

For Prompt Shipment

Subject to Prior Sale

Four 72 in. x 18 ft. Horizontal Tubular Boilers, 125 lbs. working pressure, for Dutch Oven setting if required.

Address nearest Sales Office for full particulars

The Jenckes Machine Co., Limited

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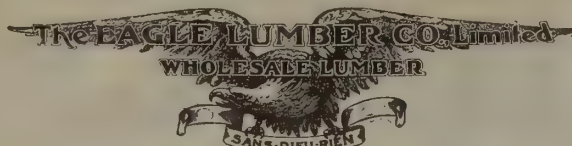
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Works: SHERBROOKE, QUE.; ST. CATHARINES, ONT.



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Northern Office:
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HATTIESBURG, MISS.

Herman H. Hettler Lumber Co.
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*Wishes You A
Prosperous New Year*

Everything in Spruce

Dressed and in the Rough

Campbell, MacLaurin Lumber Co.
Limited
Board of Trade Building, MONTREAL

SPRUCE AND BIRCH

GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

The Union Lumber Company, Ltd., Toronto, Ont., have increased their capital stock from \$50,000 to \$500,000.

Robert J. Harmer, Fullarton, Ont., is rebuilding his sawmill which was recently destroyed by fire. The loss amounted to \$10,000.

The Ontario Government has sold a limit of 80 square miles on the Shibley Reserve to the Port Arthur Pulp and Paper Company, Port Arthur, Ont. The pulpwood was sold at 70c a cord, in addition to dues of 40c on spruce and 20c on other timber.

The Spanish River Pulp and Paper Mills, Espanola, Ont., have completed the erection of a large addition to their ground wood building. Ten new grinders are being added and several new wet machines. The new equipment will increase the output of chemical pulp by nearly 50 per cent. The company have also completed a new store at Espanola.

The Canadian General Lumber Company, Ltd., has been incorporated, with head office at Toronto and an Eastern office at Montreal. The personnel of the company consists of the principals of the firm of Graves, Bigwood & Co., Toronto, together with prominent members of the company's sales force. The new company will distribute Graves, Bigwood & Co.'s stock on their own account, and will also handle the other lines which have formerly been handled by Graves, Bigwood & Co. A more extended notice of this company's plans is published elsewhere in this issue.

The successful tenderers for the pulpwood limits in the Kapuskasing District of Northern Ontario, recently placed on the market by the Ontario Government, were "Spruce Falls Pulp and Paper, Ltd.," head office 84 King Street East, Toronto. The owners will erect a pulp mill, to cost at least \$1,000,000, the daily output of which will be not less than 100 tons of pulp. The limits acquired cover 1,740 square miles. In connection with the pulp mill the owners will erect a large digester house, blow-pits, sulphur storage, acid plant, boiler-house, machine shop, screen room, drying plant, conveyors, etc. They will be ready to consult with general contractors about the end of March, 1918. The company will generate power from several falls on the Kapuskasing River. Dams, power-house, fumes, filler plants, etc., will be erected.

The Mingo Pulp, Paper, and Land Company, which was recently granted a charter and has its headquarters at Toronto, has elected the following officers: W. A. Brodie, Toronto, president; Clarence R. Pope, New York, vice-president and general manager; S. E. Moore, Toronto, secretary-treasurer. The company's capital stock is \$1,000,000. It owns over 20,000 acres of land in the Townships of Borden, Chewett, McGee, Gamey, D'Arcy, and Cochrane. The property is located northwest of Chapleau, and is traversed by the C.P.R. on the south and the C.N.R. on the north. It contains spruce, poplar, cedar, and tamarac. The company will take out 75,000 cords of pulpwood a year, and will establish a large rossing plant at Devon, Ont. The company's output of wood will be sold to pulp and paper mills in Wisconsin. The company estimate that they have 3,000,000 cords of pulpwood on their holdings.

Eastern Canada

The St. Paul Lumber Company, Montreal, P.Q., have been registered. Joseph P. Dupuis and J. S. Prejent are interested.

The International Shipbuilding Corporation, Ltd., at Nordin, near Newcastle, N.B., expect shortly to lay the keel for their first vessel.

A shipbuilding plant is to be created at Catalina, Nfld., at a cost of \$2,000,000. The plant will construct a number of vessels for the government.

Stetson, Cutler & Co., St. John, N.B., are rebuilding their cooper shop at Indiantown, at a cost of \$5,000. The owners will supply all the material and do all the work.

The factory at St. John, N.B., of which Thomas Nagle is manager and which was recently destroyed by fire, is being rebuilt at a cost of \$30,000. The building will be four storeys and of brick construction.

The Tusket Shipbuilding Company, Tusket, N.S., has acquired several old shipyards and is negotiating for a number of others. It has four vessels under construction at Shelburne, N.S., and four at Liverpool, N.S.

A shipbuilding yard is being put into operation at Rexton, N.B. The company is a Montreal concern, and has already started operations. It will employ from 100 to 150 men, and already has contracts for four vessels.

Plans are being prepared for the erection of sulphite and paper mills at Cap de la Madeleine, P.Q., to cost \$1,000,000, by the Belgo-Canadian Pulp and Paper Company, Shawinigan Falls, P.Q. Tenders for the above project will be called next spring.

The Three Rivers Box Company report that the plant they are erecting, together with the site upon which it is located, will cost between \$92,000 and \$95,000. The plant will be equipped with the most modern machinery obtain-

able. All the buildings will be of brick and solid cement, with cement floor and gravel roof. The company will also erect a dry kiln. The whole plant will be protected with automatic sprinklers.

Western Canada

The Sidney Mills, Ltd., near Victoria, B.C., are getting ready for export trade.

J. Coughlan & Sons, 500 Beatty Street, Vancouver, B.C., are building an addition to their shipbuilding plant, at a cost of \$250,000.

Six years ago Dominion timber berth 551, on Squawllits Island, B.C., was put up for sale and failed to find a buyer, the upset price being \$2,150. It has just been sold for \$5,700 to R. C. Morrison, of Blaine.

The Hall Match Company, Ltd., has been incorporated, with head office at Victoria, B.C., and capital stock of \$25,000, to carry on business as match manufacturers, importers and exporters, woodworkers, etc.

The Naysmith Lumber Company, which has a mill near Burnaby Lake, between Vancouver and New Westminster, B.C., has purchased limits near McGuire, on the P.G.E., above Howe Sound, and will move its mill there.

The British American Timber Company, Ltd., has been incorporated, with head office at Victoria, B.C., and capital stock of \$1,200,000, to carry on business as timber merchants, sawmill owners, loggers, and general lumbermen.

J. S. Deschamps, Rossland, B.C., has acquired eight sections of timber lands on Sullivan Creek, having purchased them from the Eastern Trust Company, Spokane, Wash. His intention at present is to take off only the pine and sell it for match stock.

Plans for a sawmill and other works to be erected by the Graham Island Spruce and Cedar Company at Queenston Harbor, Port Clements, B.C., have been filed with the Department of Public Works at Ottawa and with the Land Registry at Prince Rupert.

H. W. Wright, known from his connection with Merrill & Ring, and who has had charge of that company's operations in British Columbia for the past four years, has purchased timber from the provincial government, and will start operations on his own account.

The Nimpkish Timber Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$500,000, to carry on business as timber merchants, sawmill, shingle mill, and pulp mill owners, timber manufacturers, and general lumbermen.

The Merrill-Ring-Moore Company, Ltd., has been incorporated, with capital stock of \$150,000 and head office at Vancouver, B.C., to carry on business as timber merchants, sawmill proprietors, and timber growers, and to manufacture lumber, timber, sash, doors, etc.

The Hillcrest Lumber Company, Ltd., has been incorporated, with head office in the Seymour District, B.C., with capital stock of \$50,000, to carry on business as timber merchants, sawmill, shingle mill, and pulp mill owners and loggers, and as dealers in lath, sash, doors, etc.

Sealed tenders are being received by the Minister of Lands for British Columbia until January 16, 1918, for the purchase of License X395, to cut 1,855,000 feet of fir, cedar, and hemlock on an area situated on the Eagle River, New Westminster District. Two years will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for British Columbia until January 17, 1918, for the purchase of License X1082, to cut 1,300,000 feet of spruce, cedar, hemlock, and balsam on an area situated on Nowish Cove, Susan Island, Range 3, Coast District. One year will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for British Columbia until February 25, 1918, for the purchase of License Z926, to cut 9,655,000 feet of hemlock, spruce, balsam, and cedar on an area situated on Long Lake, Fraser Reach, Range 4, Coast District. Three years will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for British Columbia until January 10, 1918, for the purchase of License X1095, to cut 7,000,000 feet of spruce, hemlock, and cedar on an area situated on Dana Inlet, Queen Charlotte Islands District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Sealed tenders are being received by the Minister of Lands for British Columbia until February 20, 1918, for the purchase of License X894, to cut 12,470,000 feet of spruce, cedar, balsam, and hemlock on an area situated on Nootum River, Burke Channel, Range 3, Coast District. Three years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Montreal lumbermen have contributed freely to the supplies of building material sent to Halifax. The firms include the Riordon Pulp and Paper Company, Campbell-MacLaurin Lumber Company, R. MacFarlane & Co., G. A. Grier & Sons, William Rutherford & Sons Company, and the McLennan Lumber Company.

WHOLESALE LUMBER

1917 SAWING

1	x 3 in., 6 ft. and up	Merchantable Spruce	45 M
1	x 4 in. "	"	350 M
1	x 5 in. "	"	150 M
1	x 6 in. "	"	45 M
1 1/4	x 4 in. "	"	45 M
1 1/4	x 5 in. "	"	105 M
1 1/4	x 6 in. "	"	62 M
1 1/4	x 7 in. "	"	30 M
2	in. Scant by 5 in., 6 ft. and up	"	480 M
"	" 6 in. "	"	650 M
"	" 7 in. "	"	525 M
"	" 8 in. "	"	300 M
"	" 9 in. "	"	150 M
"	" 10 in. "	"	75 M

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Solicit your kind enquiries for

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Prompt shipment. Satisfactory stock. Good service Write for Prices.

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4/4, 6/4, 8/4, 12/4

in 1s and 2nd

No. 1 Common

No. 2 Common

No. 3 Common

Quebec Spruce

2,000,000 Feet

2 in. and 3 in. thick

Merchantable Stock

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202 Board of Trade Building

MONTREAL

How the Cost of Doing Business Has Increased

Hanks & Gregg, the well-known organization experts and industrial economists, have just completed for the retail lumbermen of one of the more important centres of the Middle West a mercantile survey, showing the true conditions existing in that market. This survey developed some very interesting facts, particularly those that had to do with the increased cost of doing business.

This survey demonstrates conclusively the fact that it costs \$7.46 to handle a thousand feet of lumber at retail in this particular market, where a year ago it cost but \$5.58, or, in other words, the cost of doing business where these dealers are concerned shows an increase of close to 34 per cent. during the past twelve months. The survey covered the business of all the dealers in the market, and was made by the method originated by Mr. Hanks when he was engaged in making a similar survey of the entire retail lumber industry of the country for the United States Government some three years ago.

The \$7.46 cost, as developed for the market in question, is divided as follows:

Executives' salaries	\$.768
Office and clerks' salaries .....	.574
Yard labor and teamsters' wages	2.193
Stable expense .....	.127
Truck expense .....	.224
Insurance .....	.195
Taxes .....	.134
Depreciation .....	.455
Fuel, light, and power .....	.038
Rent paid .....	.053
Interest on investment	2.103
Bad accounts .....	.193
Miscellaneous expense .....	.403

\$7.460

This survey is made from the standpoint of practical lumbermen who make it a point to become thoroughly conversant with local conditions before undertaking the work. All records of the individual concerns were checked carefully and items of expense that had been omitted here and there were properly included. Executive salaries for the entire market were standardized under Mr. Hanks' supervision, and depreciation was in all cases figured upon a uniform basis. Close attention to these, as well as other important details, make it possible for these figures to stand entirely unquestioned and as highly authoritative.

Utilizing Waste in Woodworking

Some time ago a trade paper published a short paragraph telling how small waste was being glued up to form cores for veneering. Since then information has come to hand that this process is being used in the manufacture of sewing machine tops in the largest sewing machine cabinet work factory in the country and, inasmuch as this not only effects an important saving of waste, but produces an actually better top than if wide lumber were used in manufacturing the core for it, some further, more exact description of the process used will undoubtedly be of interest to many, says an English exchange.

Waste pieces are utilized as thin as 1/2 inch and as short as 3 inches. This waste is worked into the form of strips of a uniform width, dressed upon both sides and square ended to random lengths. The strips are then glued upon both faces, either by hand or by running through a gluing machine, and are then assembled upon a flat bench with a top of zinc or sheet iron and with a straight ledge at the back. Strips are built up on this in edgewise fashion, lengths being chosen to bring the assembly to the desired length, and this process is continued until the desired width is secured. If the strips have been cut to two inches in width the assembled laminated board will have a thickness of 2 inches. This is clamped and thoroughly dried, after which it is resawed and surfaced on both sides to 7/8 inch thickness and veneered for sewing machine tops. The trimmings from this top are used over again in the same manner, and the trimmings from seven such tops furnish enough material for the core for an eighth one. The reason for covering the assembly bench with metal is to provide a surface to which glue will not readily adhere.

B. C. Lumber Business Good

Reports for the month of November, 1917, show that British Columbia lumber mills have experienced their record in the way of orders. Nearly sixty million feet is the reported total, or approximately twenty million feet increase over the same period of 1916. The major part of this increase is accounted for by the demand from the prairies, while shipbuilding activities within the province also took large quantities. It is believed in lumber circles that providing the labor situation can be effectively handled and the logs secured, the next few months should see still greater increases.



"Living the out door life in comfort."

The Arctic Eiderdown Sleeping Robe

GUARANTEES PERFECT SATISFACTION—ALWAYS.

Of the thousands of these robes sold we have never had one returned, nor in any way condemned.

The Arctic Eiderdown Robe is absolutely wind and moisture proof. Frost cannot penetrate it. It is positively sanitary—the more sun and air it is given the more resilient and thicker it will become.

• Hunters, Motorists, Woodsmen and Lumbermen should never be without one. It can be slept on, in or under.

Its weight is almost nil, while its advantages are many.

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OF THE BEST
FOR THE LEAST**



THE ABOVE SUMS UP, IN A FEW WORDS,
THE SERVICE WE ARE PREPARED TO
GIVE YOU IN REGARD TO CAMP SUP-
PLIES.

Ask us to quote you on any or all of
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Products, Butter, Cheese, Raisins,
Currants, Drained Peel, Figs, Maple
and Table Syrups, Milk Powder,
Condensed Milk, Baking Powder,
Flavoring Extracts, etc., etc.**

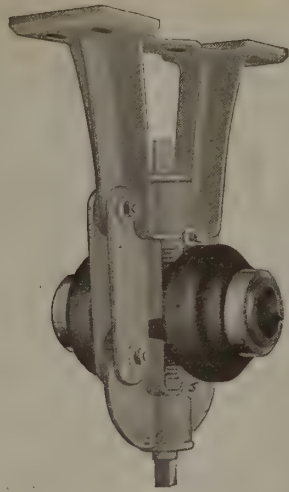
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You have probably invested in Victory Bonds, and contributed to the Red Cross. Perhaps you are economizing in many ways also; but there is still another way to help—save power.

Chapman Double Ball Bearings

save 20 per cent of power by eliminating friction. If you are wasting power in transmission you are wasting coal—one of the articles the government requests us to conserve.

It is not necessary to shut down your plant to install Chapman Bearings. They are interchangeable with self oiling bearings of the same shaft size, and power is not the only thing they save.

Let us tell you more about them



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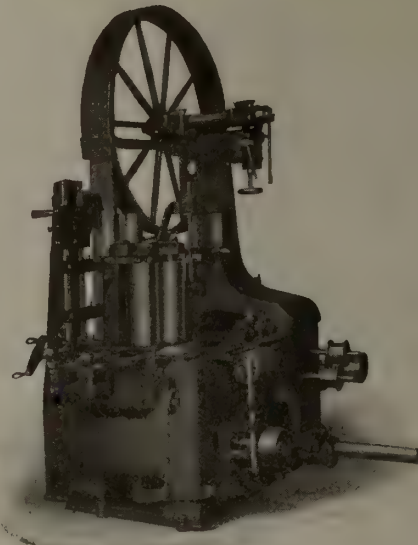
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A Specially - Not a Side Line
BAND RESAWS

New Bern, N.C.,
April 5th, 1917.

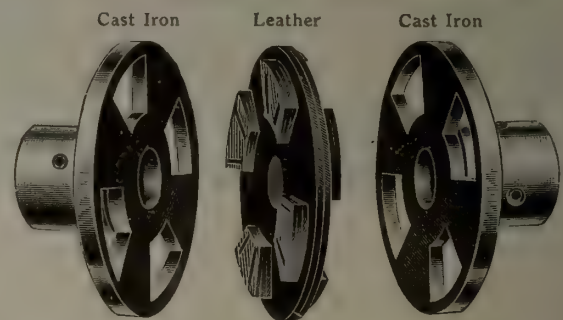


NEW Standard
54-IN. Band Resaw

Gentlemen, — In regard to your New Standard 54-in. Band Resaw. We are running three in our different plants and find them **the best we have ever used and the simplest to keep up.** We wish further to say if we had to replace any of these machines, they would be replaced by your machine.

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Patent, Flexible, Insulated Coupling

is specially adapted for connecting Motors to Pumps, Machine Tools, Sewing Machines, Woodworking Machinery, Printing Machinery, Fans, Blowers, etc.

It is a simple and effective device for connecting the two ends of Shafting where it is difficult to get the bearings in perfect alignment, or where they are liable to get out of adjustment.

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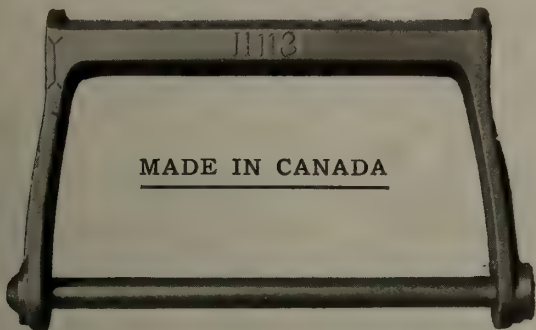
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
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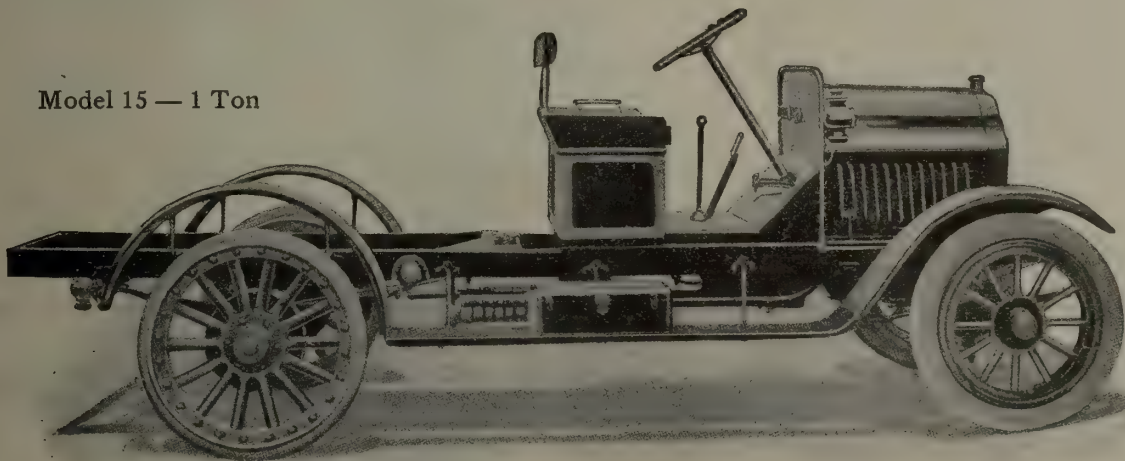
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Model 15 — 1 Ton



Special Features:
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The "Little Giant" Truck

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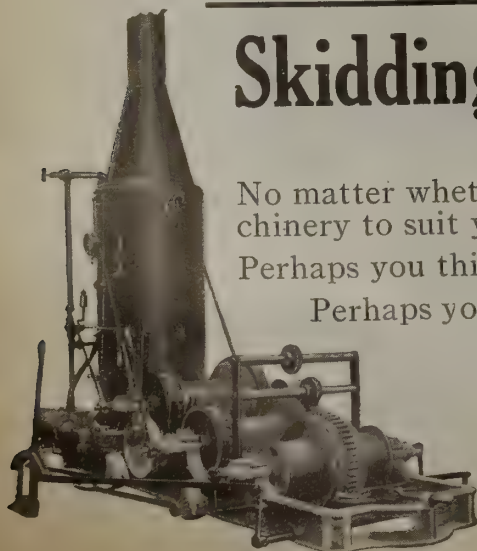
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FOR SMALL CAMPS

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No matter whether your output of logs be large or small, we can supply you with the right machinery to suit your output so you may make a big reduction in your skidding and loading costs.

Perhaps you think your output of logs would not warrant your installing machinery.

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"ACME WATERPROOF" BELT

this belt is especially made for a rough and trying service. It has less stretch than any other belt by 15 to 25 per cent.

When you are overhauling try a Goodhue "Acme Waterproof" belt. Other Goodhue belts are "Extra" and "Standard."

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USE COMPRESSED AIR

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"Compressed air is used in boring all timbers and driving ship spikes. A Little Tugger Hoist is used in placing timbers."

"Two shifts of carpenters are employed, the night shift working by electric light. . . . About 500,000 ft. B.M. of timber will have been used."

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The use of pneumatic tools on construction work has come to stay. Labor is scarce and early production is required from every plant in course of erection in this country. The "Pneumatic Way" has proved to be the best for rapid work at minimum expense.

The "Little David" Wood Borer and the Little Tugger Hoist will be shown in later issues. Watch for them.



"CC-15" Drift Bolt Driver fitted with cross handle for down driving. This tool arranged with telescopic air feed, extension leg, was shown in last issue.

Write for information on "Little David" Pneumatic Tools, Air Compressors, and all equipment necessary to do your work the "Pneumatic Way"

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1½ inch No. 1 cuts and better ..	65 00	67 00
2-in. No. 1 cuts and better ..	67 00	69 00
1½-in. No. 2 C. & B.	53 00	55 00
2-in. No. 2 cuts and better ..	55 00	57 00
4/4 No. 2 and 3 cuts ..	36 00	36 00
5/4 and 6/4 No. 2 and 3 cuts ..	45 00	47 00
8/4 No. 2 and 3 cuts ..	47 00	49 00
1-in. Good Shorts ..	48 00	48 00
1 x 4 and 5 com. and dressing ..	41 00	42 00
1 x 6 common and dressing ..	44 00	45 00
1 x 8 common and dressing ..	45 00	46 00
1 x 10 common and dressing ..	49 00	51 00
1 x 12 common and dressing ..	50 00	52 00
1 x 10 and 12 mill cull stocks ..	37 00	39 00
1-in. mill cull sidings ..	31 00	33 00
5/4 and 6/4 x 4 m.r., m.c. out ..	41 00	43 00
5/4 and 6/4 x 5 m.r., m.c. out ..	41 00	43 00
5/4 and 6/4 x 6 m.r., m.c. out ..	42 00	44 00
5/4 and 6/4 x 8 m.r., m.c. out ..	42 00	44 00
5/4 and 6/4 x 10 m.r., m.c. out ..	49 00	51 00
5/4 and 6/4 x 12 m.r., m.c. out ..	50 00	52 00
2 x 10 common ..	42 00	44 00
2 and 3 x 12 common ..	44 00	46 00
1 x 8 inch box and common ..	38 00	40 00
1 x 10 inch box and common ..	40 00	42 00
1 x 12 inch box and common ..	41 00	43 00
1-in. mill run sidings ..	41 00	43 00
1-in. mill run shorts ..	34 00	36 00
1-in. mill run Norway ..	36 00	38 00
2-in. mill run Norway ..	44 00	46 00
Norway, c. and cf. 1 in.	45 00	47 00
Norway, c. and cf. 1½ in.	45 00	47 00
Norway, c. and cf. 2 in.	35 00	37 00
Spruce mill run 1-in. and 2-in. ..	29 00	31 00
Spruce mill culls ..	29 00	31 00

Hemlock, No. 1:

1 x 4 and 5 in. x 9 to 16 ft. ..	31 00	32 00
1 x 6 in. x 9 to 16 ft.	33 00	34 00
1 x 8 in. x 9 to 16 ft.	33 00	34 00
1 x 10 and 12 in. x 9 to 16 ft. ..	31 00	32 00
1 x 7, 9 and 11 in. x 9 to 16 ft. ..	25 00	26 00
1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 x 4 to 12, 10 and 16 ft.	31 00	32 00
2 x 4 to 12 ft., 12 and 14 ft.	31 00	32 00
2 x 4 to 12 in., 18 ft.	33 00	34 00
2 x 4 to 12 in. 20 ft.	34 00	35 00
2-in. No. 2, 4-in. and up in ..	24 00	25 00
width, 6 to 16 ft.	50 00	55 00
Clear in. B.C. cedar, kiln dried ..	50 00	55 00

Douglas Fir:

Dimension Timber up to 32 feet:		
8x8, 10x10, 10x12, 10x14, 12x12, ..	46 50	
12x14, 14x14, 14x16 up to 32 ft. ..	47 00	
6x10, 6x12, 8x10, 8x12, 10x16, ..	47 00	
12x16, 16x16 ..	47 50	
6x14, 8x14, 12x18, 18x20, up to ..	50 00	
32 ft.	57 00	
6x16, 8x16, 10x18, 12x20, 14x20, ..	52 00	
16x18, 16x20, 18x18, 20x20, up ..	52 00	
to 32 ft.	52 00	
6x18, 8x18, up to 32 ft.	52 00	
6x20, 8x20, up to 32 ft.	52 00	
Timber in lengths over 32 feet subject to ..		
negotiation.	43 50	
Fir flooring, 1 x 3, edge grain ..	46 50	
Fir flooring, 1 x 4, edge grain ..	39 50	
Fir flooring, 1 x 4, flat grain ..	50 75	
No. 1 and 2, 1-in. clear Fir rough ..	56 00	
No. 1 and 2, 1½ and 1½ in.	52 00	
clear Fir rough ..	6 00	
No. 1 and 2, 2-in. clear Fir rough ..	5 70	
1½-in. No. 1, 4-ft. pine lath ..	2 75	
1½-in. No. 2, 4-ft. lath ..	4 50	
1½-in. 32-in. pine ..	4 25	
1½-in. mill run hemlock lath ..	3 20	
XXX B. C. cedar shingles ..	4 20	
XXXX butts to 2 in.	4 80	

Hardwoods—Per M. Feet, Car Lots

Ash, white, 1sts and 2nds, 1½ ..	79 00	
and 2 in.	55 00	
Ash, white, No. 1 common ..	60 00	
Ash, brown, 1sts and 2nds, 4/4 ..	48 00	
Ash, brown, com. and bet.	68 00	
Ash, brown, 1sts and 2nds, 6/4 ..	58 00	
and 8/4 ..	47 00	
Birch, 1st and 2nds, 4/4 ..	64 00	
Birch, No. 1 com. and bet., 4/4 ..	74 00	
Birch, 1st and 2nds, 6/4 and 8/4 ..	82 00	
Birch, 1st & 2nds, 10/4 and 12/4 ..	51 00	
Birch, 1st and 2nds, 16/4 ..	45 00	
Basswood, 1sts and 2nds, 4/4 ..	28 00	
Basswood, No. 1 com. and bet., ..	58 00	
4/4 ..	53 00	
Basswood, No. 2 and 3 common ..	42 00	
Basswood, 6/4 and 8/4, 1sts and ..	47 00	
2nds ..	43 00	
Basswood, 6/4 and 8/4, com. and ..	24 00	
bet.	61 00	
Basswood, 4/4, No. 2 com. and ..	65 00	
bet.	45 00	
Soft elm, 1sts and 2nds, 4/4 ..	48 00	
Soft Elm, No. 1 com. and bet., ..	38 00	
4/4 ..	55 00	
Soft Elm, No. 2 and 3 common ..	51 00	
Soft Elm, 6/4 and 8/4, 1 and 2 ..	43 00	
Rock Elm, 1sts and 2nds, 6/4 ..	72 00	
and 8/4 ..	82 00	
Rock Elm, No. 2 com. and bet., ..	55 00	
6/4 and 8/4 ..	51 00	
Soft Maple, 1sts and 2nds, 4/4 ..	43 00	
Soft Maple, com. and bet., 4/4 ..	43 00	
Soft Maple, 6/4 and 8/4, 1sts ..	65 00	
and 2nds ..	82 00	
Hard Maple, 1sts and 2nds, 4/4 ..	85 00	
Hard Maple, com. and bet., 4/4 ..		
Hard Maple, 12/4, 1sts and 2nds ..		
Hard Maple, 16/4, 1sts and 2nds ..		

Red Oak, plain, 1sts and 2nds, ..	62 00	
4/4 ..	42 00	
Red Oak, plain, No. 1 com., 4/4 ..	32 00	
Red Oak, plain, No. 2 com., 4/4 ..	75 00	
Red Oak, plain, 1sts and 2nds, ..	89 00	
12/4 and 16/4 ..	96 00	
White Oak, plain, 1sts and 2nds, ..	62 00	
4/4 ..	42 00	
White Oak, plain, No. 1 com., 4/4 ..	32 00	
White Oak, plain, No. 2 com., 4/4 ..	69 00	
Red and White Oak, plain, 1sts ..	71 00	
and 2nds, 5/4 and 6/4 ..	46 00	
Red and White Oak, plain, No. ..	35 00	
1 com., 5/4 and 6/4 ..	76 00	
Red and White Oak, plain, 1sts ..	52 00	
and 2nds, 8/4 ..	89 00	
Red and White Oak, plain, No. ..	96 00	
1 com., 8/4 ..	88 00	
White Oak, plain, 1sts and 2nds, ..	91 00	
12/4 and 16/4 ..	57 00	
White Oak, ¼ cut, 1sts and ..	70 00	
2nds, 4/4 ..	77 00	
White Oak, ¼ cut, 5/4 and 6/4 ..	84 00	
1sts and 2nds ..		
White Oak, ¼ cut, No. 1 com.		
Hickory, 1sts and 2nds, 4/4 ..		
Hickory, 6/4, 1sts and 2nds ..		
Hickory, 8/4, 1sts and 2nds ..		

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up ..	\$60 00	70 00
1½-in. and 1½-in. x 8-in. & up ..	70 00	75 00
2-in. x 7-in. and up ..	72 00	76 00
No. 2 cuts 2 x 8-in. and up ..	45 00	50 00
Pine good strips:		
1-in.	45 00	48 00
1½-in. and 1½-in.	55 00	56 00
2-in.	56 00	57 00
Pine good shorts:		
1-in. x 7-in. and up ..	45 00	50 00
1-in. x 4-in. to 6-in.	38 00	
1½-in. and 1½-in.	53 00	55 00
2-in.	54 00	56 00
7-in. to 9-in. A sidings ..	30 00	34 00
Pine, No. 1 dressing sidings ..	42 00	47 00
Pine, No. 1 dressing strips ..	40 00	43 00
Pine, No. 1 dressing shorts ..	34 00	36 00
Pine, 1-in. x 4-in. s.c. strips ..	34 00	36 00
Pine, 1-in. x 5-in. s.c. strips ..	38 00	
Pine, 1-in. x 6-in. s.c. strips ..	40 00	
Pine, 1-in. x 7-in. s.c. strips ..	40 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft. ..	40 00	41 00
Pine, 1-in. x 10-in. M.R.	44 00	
Pine, s.c. sidings, 1½ and 2-in.	42 00	
Pine, s.c. strips 1-in.	37 00	
1½, 1½ and 2-in.	38 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	32 00	
Pine, s.c. and bet., shorts 1 x 5 ..	33 00	
Pine, s.c. and bet., shorts, 1 x 6 ..	35 00	
Pine, s.c. shorts, 6'-11', 1"x10" ..	37 00	
Pine box boards:		
1"x4" and up, 6'-11' ..	28 00	
1"x3", 12'-16' ..	28 00	
Pine, mill culls, strips and sidings:		
1-in. x 4-in. and up, 12- ..	32 00	
ft. and up ..	24 00	26 00
and up, 6-ft. to 11-ft.	25 00	
Mill cull shorts, 1-in. x 4-in.	18 00	20 00
and up, 6-ft. to 11-ft.		
O. culls r & w p ..		
Red Pine, log run:		
mill culls out, 1-in.	28 00	30 00
mill culls out, 1½-in.	32 00	33 00
mill culls out, 1½-in.	32 00	33 00
mill culls out, 2-in.	34 00	36 00
mill culls, white pine, 1"x7" ..	33 00	
and up ..		
Mill run Spruce:		
1"x4" and up, 6'-11' ..	27 00	28 00
1"x4" and up, 12'-16' ..	31 00	
1"x9" and up, 12'-16' ..	36 00	38 00
1"x9" and up, 12'-16' ..	37 00	
1½"x10" and up, 12'-16' ..	40 00	
1½"x10" and up, 12'-16' ..	40 00	
1½"x12" and up, 12'-16' ..	40 00	
Spruce, 1-in. clear (fine dressing ..		
and B) ..	42 00	
Hemlock, 1-in. cull ..	16 00	18 00
Hemlock, 1-in. log run ..	23 00	24 00
Hemlock, 2x4, 6, 8, 10, 12/16' ..	26 00	28 00
Tamarac ..	24 00	26 00
Basswood, log run, dead culls out ..	30 00	40 00
Basswood, log run, mill culls out ..	26 00	28 00
Birch, log run ..	30 00	32 00
Soft Elm, common and better, 1, ..	25 00	30 00
1½, 2-in.	32 00	40 00
Ash, black, log run ..	40 00	45 00
1 x 10 No. 1 barn ..	38 00	40 00
1 x 10 No. 2 barn ..	38 00	40 00
1 x 8 and 9 No. 2 barn ..	38 00	
Lath per M:		
No. 1 white pine, 1½-in. x 4-ft. ..	5 25	5 50
No. 2 white pine ..	5 00	
Mill run white pine ..	5 25	
Spruce, mill run 1½-in.	4 50	
Red pine, mill run ..	4 75	
Hemlock, mill run ..	4 00	
32-in. lath ..	2 00	2 25
White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx ..	2 75	
Spruce logs (pulp) ..	13 00	15 00

QUEBEC, QUE.

Cts.

Per Cubic Foot

White Pine		
First class Ottawa waney, 18-in.	80	90
average, according to lineal.	85	95
19 in. and up average ..		

Spruce Deals

3 in. unsorted, Quebec, 4 in. to ..	22 00	25 00
6 in. thick, per M. ft.		
3 in. unsorted, Quebec, 7 in. to ..	26 00	28 00
8 in. thick, per M. ft.		
3 in. unsorted, Quebec, 9 in.	30 00	35 00
thick, per M. ft.		

Oak

According to average and quality

55 ft. cube ..	75	85
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Elm

According to average and quality,

40 to 45 feet, cube ..

According to average and quality,

30 to 35 feet ..

13 inches and up, according to ..	25	30
average and quality, per cu. ft.	30	40

Ash

14 inch, average ..

15 inch, average ..

16 inch, average ..

18 inch, average ..

Birch

1 to 4 in. thick, per M. ft.

Birch Planks

1 to 4 in. thick, per M. ft.

SARNIA, ONT.

Fine, Common and Better

1 x 6 and 8 in.

1 in., 8 in. and up wide ..

1½ and 1½ in. and up wide ..

2 in. and up wide ..

Cuts and Better

4/4 x 8 and up No. 1 and better ..

6/4 x 8 and up No. 1 and better ..

8/4 x 8 and up No. 1 and better ..

8/4 x 6 and up No. 2 and better ..

8/4 x 6 and up No. 2 and better ..

8/4 x 6 and up No. 3 and better ..

8/4 x 6 and up No. 3 and better ..

No. 1 Cuts

1 in., 8 in. and up wide ..

1½ in., 8 in. and up wide ..

1½ in., 8 in. and up wide ..

2 in., 8 in. and up wide ..

2½ and 3, 8 in. and up wide ..

4 in., 8 in. and up wide ..

No. 2 Cuts

1 in., 6 in. and up wide ..

1½ in., 6 in. and up wide ..

1½ in., 6 in. and up wide ..

2 in., 6 in. and up wide ..

2½, 3 and 4 in., 6-in. and up ..

No. 3 Cuts

1 in., 6-in. and up wide ..

1½ and 1½ in., 6-in. and up wide ..

2 in., 6-in. and up wide ..

2½, 3 and 4-in., 6-in. and up ..

Common and Dressing Mill Run

1-in. x 4-in.

1-in. x 5-in.

1-in. x 6-in.

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CURRENT LUMBER PRICES—Continued

The following quotations on hardwoods represent the jobber buying price at Buffalo and Tonawanda.

MAPLE

	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	43 - 45	25 - 27	15 - 17
5/4 to 8/4	55 - 57	33 - 35	17 - 21
10/4 to 16/4	65 - 67	45 - 47	25 - 27

RED BIRCH

4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26

SAP BIRCH

4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24

SOFT ELM

4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22

BASSWOOD

4/4	44 - 46	34 - 36	22 - 24
Thicker	46 - 48	36 - 38	22 - 24

PLAIN OAK

4/4	55 - 57	33 - 35	19 - 21
5/4 to 8/4	56 - 58	29 - 31	17 - 19

ASH, WHITE AND BROWN

4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	74 - 87	46 - 48	22 - 24

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine as required in the New England market.

White pine uppers, 1 to 2 in.	119 00
White pine uppers, 2½ and 3 in.	134 00
White pine uppers, 4 in.	144 00
Selects, 1 to 2 in.	106 00
Selects, 2½ and 3 in.	124 00
Selects, 4 in.	134 00
Fine common, 1 in., 30 per cent.	80 00
12 in. and up	75 00
Fine common, 1 x 8 to 11 in.	86 00
Fine common, 1¼ to 2 in.	119 00
Fine common, 2½ and 3 in.	59 00
1 in. shaly clear	62 00
1¼ to 2 in. shaly clear	51 00
1 in. No. 2 dressing	57 00
1¼ to 2 in. No. 2 dressing	60 00
No. 1 Cuts, 1 in.	75 00
No. 1 Cuts, 1¼ to 2 in.	77 00
No. 1 Cuts, 2½ and 3 in.	104 00

No. 2 Cuts, 1 in.	49 00
No. 2 Cuts, 1¼ to 2 in.	63 00
Barn Boards, No. 1, 1 x 12	66 00
No. 1, 1 x 10	56 00
No. 1, 1 x 8	52 00
No. 2, 1 x 12	58 00
No. 2, 1 x 10	53 00
No. 2, 1 x 8	50 00
No. 3, 1 x 12	51 00
No. 3, 1 x 10	50 00
No. 3, 1 x 8	48 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00
1 x 10 in.	52 00
No. 1, 1 x 4 to 7 in.	42 00
No. 1, 1 x 8 & 9 in.	44 00
No. 1, 1 x 10 in.	46 00
No. 2, 1 x 4 & 5 in.	35 00
No. 2, 1 x 6 & 7 in.	38 00
No. 2, 1 x 8 & 9 in.	40 00
No. 2, 1 x 10 in.	44 00
No. 2, 1 x 12 in.	45 00
Spruce, 12 in. dimension	46 00
Spruce, 10 in. dimension	44 00
Spruce, 9 in. dimension	43 00
Spruce, 8 in. under dimen.	40 00
10 and 12 in. random lengths,	
8 ft. and up	42 00 43 00

2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7,	34 00
3 x 4 and 4 x 4 in.	38 00
2 x 8 in.	39 00
All other random lengths, 7-in.	
and under, 8 ft. and up	34 00
5-inch and up merchantable	
boards, 8 ft. and up, p 1s	33 00
1 x 2	32 00
1 x 3	30 00
1½ in. spruce lath	4 50
1½ in. spruce lath	4 25

New Brunswick Cedar Shingles

Extras	4 50
Clears	4 15
Second Clears	3 25
Clear whites	2 50
Extra 1s (Clear whites in)	1 75
Extra 1s (Clear whites out)	1 65
Red Cedar Extras, 16-in. 5 butts	4 73
to 2-in.	4 93
Red Cedar Eureka, 18-inch 5	
butts to 2-in.	5 40
Red Cedar Perfections, 5 butts	
to 2¼	6 07
Washington 16-in. 5 butts to 2-	
in. extra red cedar	4 80

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H. W. BLANCHARD, Treas.

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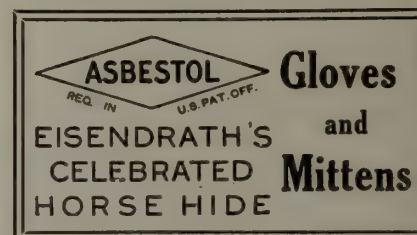
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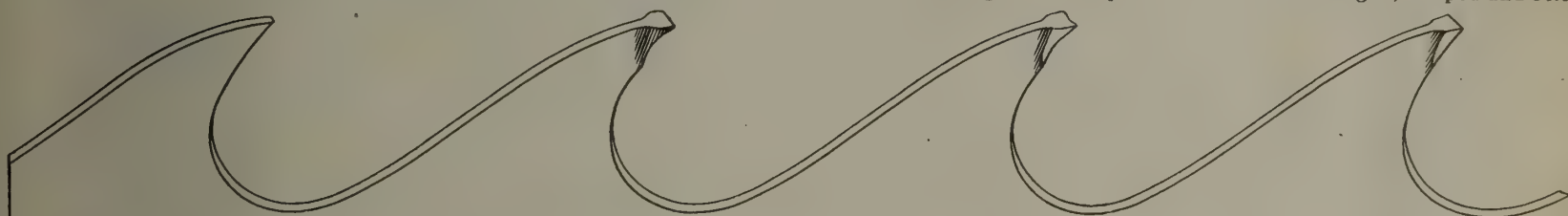
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Eagle Lumber Company.
Edgar Lumber Company.
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Fordyce Lumber Company.
Gates Lumber Company.
Mason, Gordon & Co.
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McLennan Lumber Company.
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(Continued on page 62.)

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Standardized Series LEATHER BELTING

Tanned by us for belting use

A Belting Catechism

What are the Advantages of Leather as belting?

Leather is the standard belting material. When properly tanned for belting, its surface will grip the pulley in the most effective manner. Good leather belting is economical and reliable. It will transmit power with 98 per cent. efficiency.

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The manufacturer must first set up definite standards of quality—and strictly adhere to them. As he cannot secure belting leather in the open market of uniform quality, he must tan his own hides. He must tan them in sufficient quantity to enable him to select for each belt, pieces up to his standard. These pieces must be uniform in weight, stretch, texture, and quality.

Why should belts be rigidly graded?

A belt is no stronger than its poorest part. The quality of leather varies, and unless each belt is carefully graded, dissimilar qualities get into the same belt. Rigid grading is uniformity. Grading should be done by expert judges of belt leather quality, according to fixed standards.

Why is there such confusion in leather belting grades?

Because many belt makers have not standardized their belts, but give the buyer any kind of belt he demands. The result is chaotic.

What is Standardized Leather Belting?

Simply belting that is standardized to meet the needs of the different classes of power transmission—instead of being made to meet theoretical specifications. Transmission requirements can be classified into a comparatively few groups, and there is a standardized belt to fit each one. Standardization can be applied to belting just as to any other type of machine part or product. It is common sense in belting.

How does Standardized Leather Belting help the belt buyer?

It insures the selection of the proper belt required to speed up machines, to maintain production, to reduce operating expenses, which cannot be accomplished unless the belt user gets the maximum power through his belts. Standardized leather belting effects this for him and enables him to know that he is getting the right brand for highest efficiency and greatest economy—maximum service from every belt and every drive.

How does it work?

Let a Graton & Knight representative make an analysis of your belting requirements. Then get the standardized belt for your work, ordering your belting by work to be done rather than by specification. There is no obligation—there may be a great saving for you.

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on difficult quarter turn drive
in large woodworking plant.

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(Continued on page 64.)

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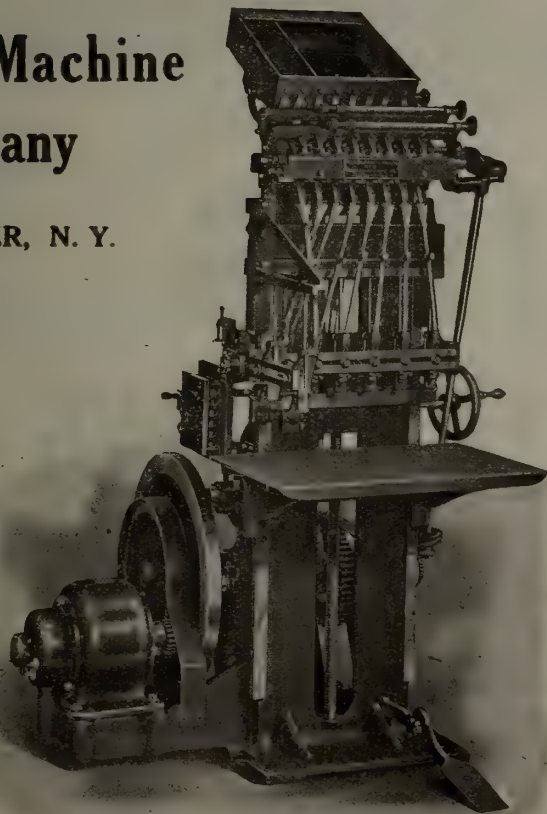
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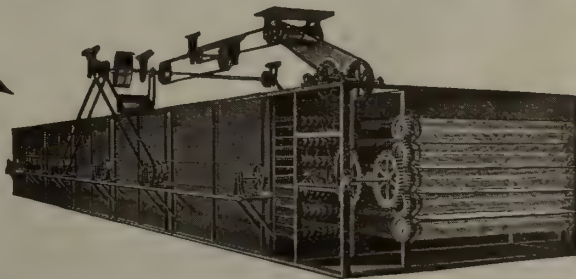
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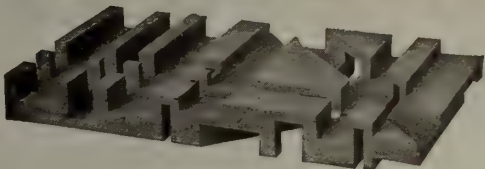
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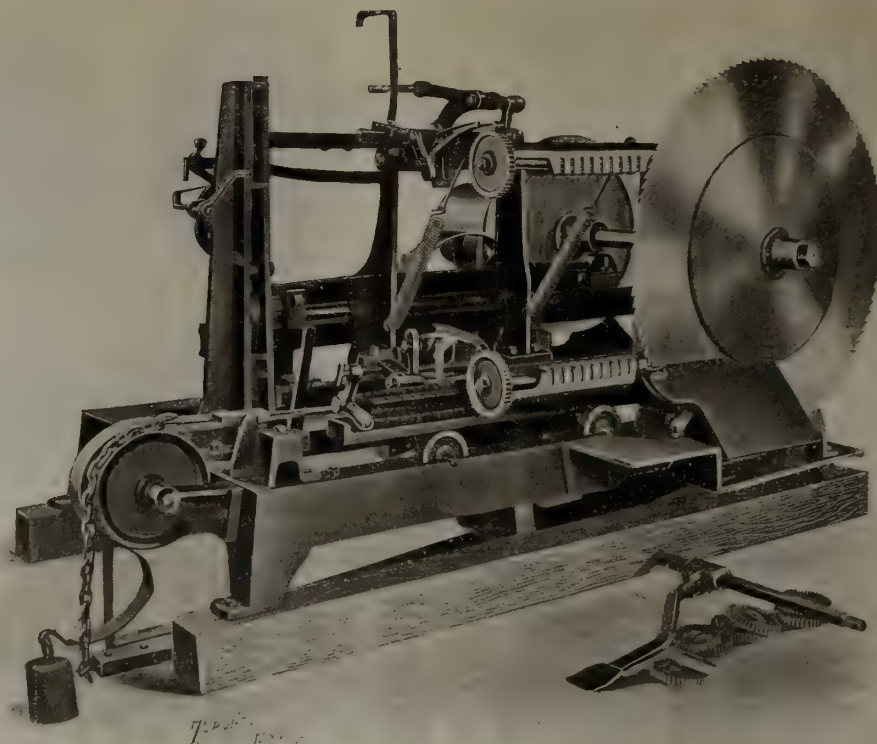
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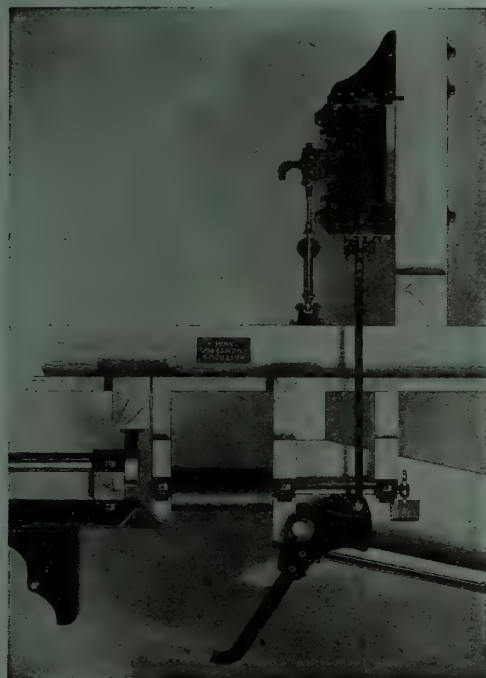
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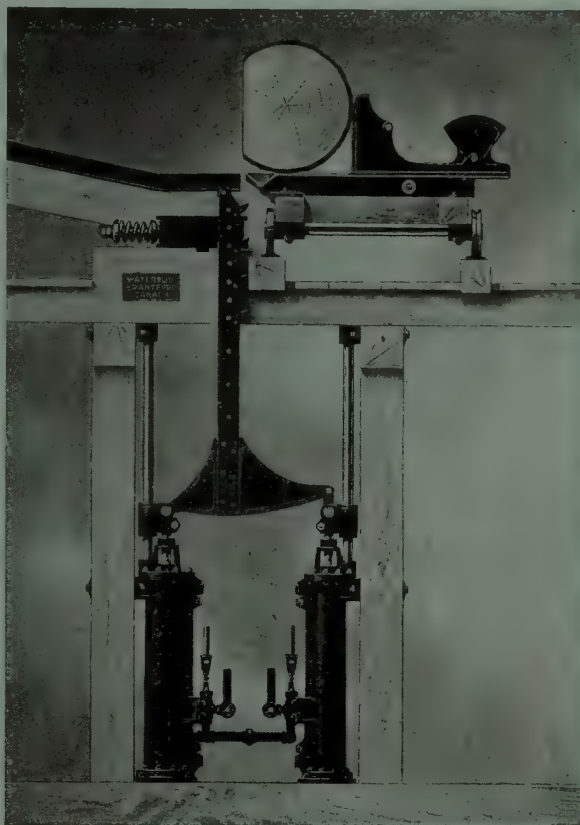


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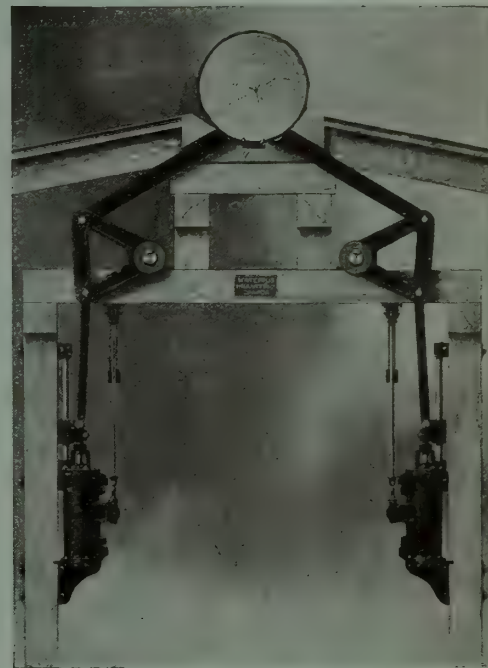
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BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 30c per lb., Fort William and East; West of Fort William 35c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 65c per lb.; West of Fort William, 70c, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00

worth of mixed metal
sold annually.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

New York, N. Y.

London, Eng.

St. Louis, Mo.

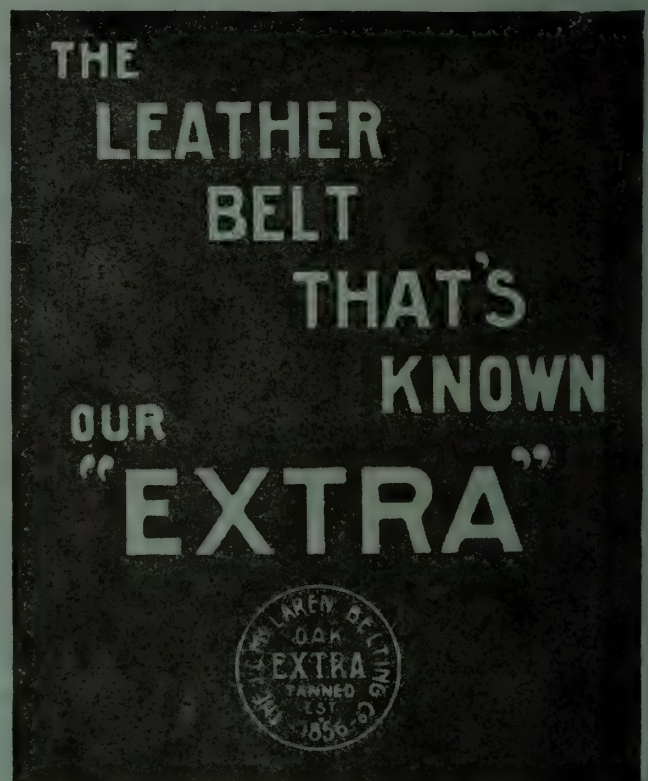


Not altogether what we
say but what users say

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



Montreal

Toronto

Winnipeg

The J. C. McLaren Belting Co.

Limited

General Mill Supplies

MONTREAL

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO



It's a Pink
anyway, you
take it, and
it's the best
Peavey
made.

Canada Lumberman

& Wood Worker

THE CYCLONE SAW MILL BLOWER

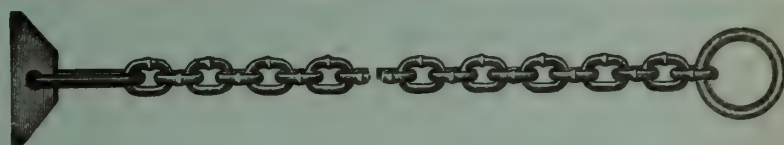
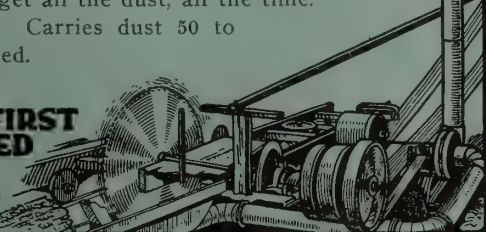
SAVES ONE MAN'S WORK

REDUCE YOUR LABOR WORRIES by installing a Cyclone Saw Mill Blower. Proper sizes for any make of mill, portable or stationary. Is guaranteed to get all the dust, all the time. Guaranteed against breakage. Carries dust 50 to 100 feet in any direction desired.

Won't clog, choke or gum.

PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

The Ramey Mfg. Co.,
Columbus, Ohio.



Made in all styles

Electric-Welded Boom Chain

We also specialize

Log Chains and "Dreadnaught" Loading Chain

Made in Canada

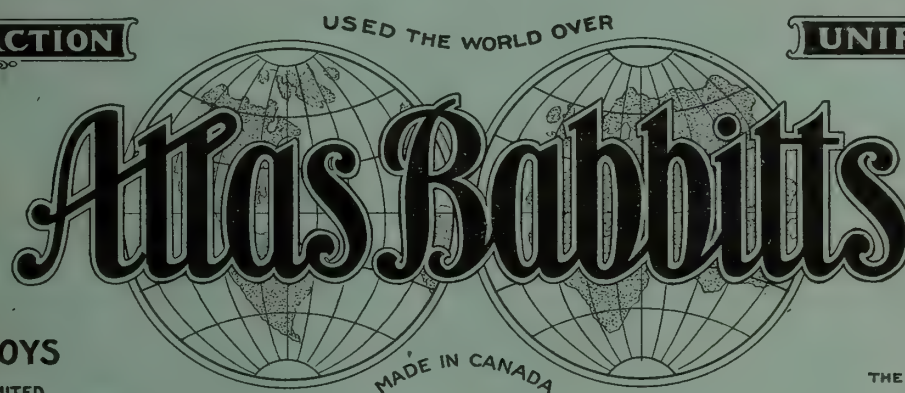
Write to

Fully Guaranteed

McKinnon Chain Co., St. Catharines, Ont.

SATISFACTION

AMACOL
TENAXAS
TIN TOUGHENED
ATLAS
MASCOT
W.E.W. BABBIT



UNIFORMITY

A BRAND TO MEET
ANY OF YOUR
REQUIREMENTS
AND
SATISFY
YOU

ATLAS METAL AND ALLOYS
COMPANY OF CANADA LIMITED
MONTREAL

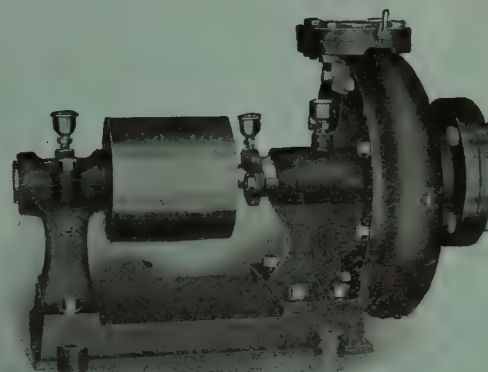
SALES AGENTS
THE CANADIAN B.K. MORTON CO., LIMITED
MONTREAL 49 COMMON STREET | TORONTO 86 RICHMOND ST. E.

GENUINE "TURBROS"

Balata Belting

*Waterproof and Stretchless.
The best belt for sawmills.*

Atlas Asbestos Co., Limited
MONTREAL



PUMPS

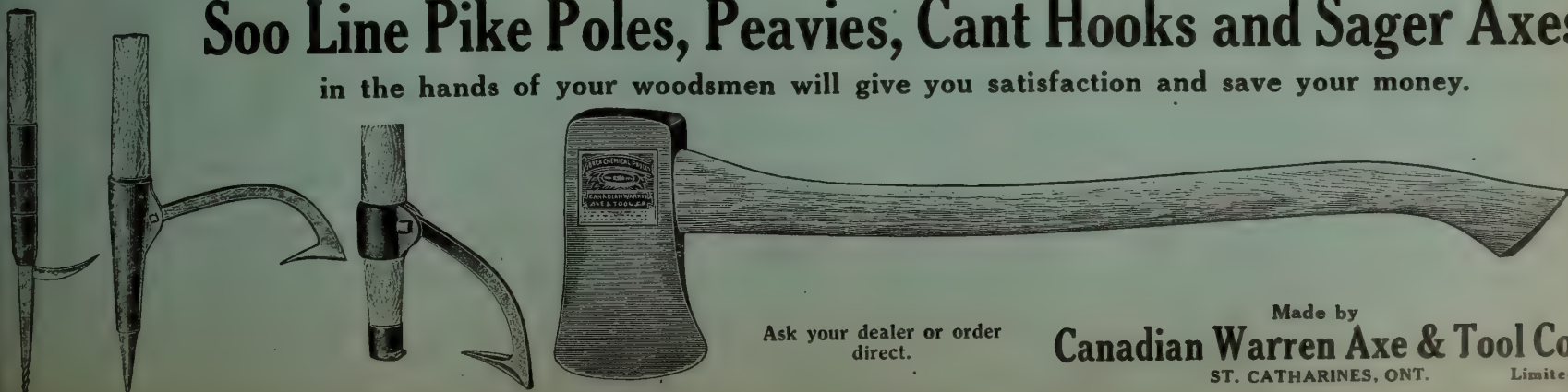
for every
Service

Ask for Catalogue

The
Smart-Turner
Machine Co., Ltd.
Hamilton, Canada

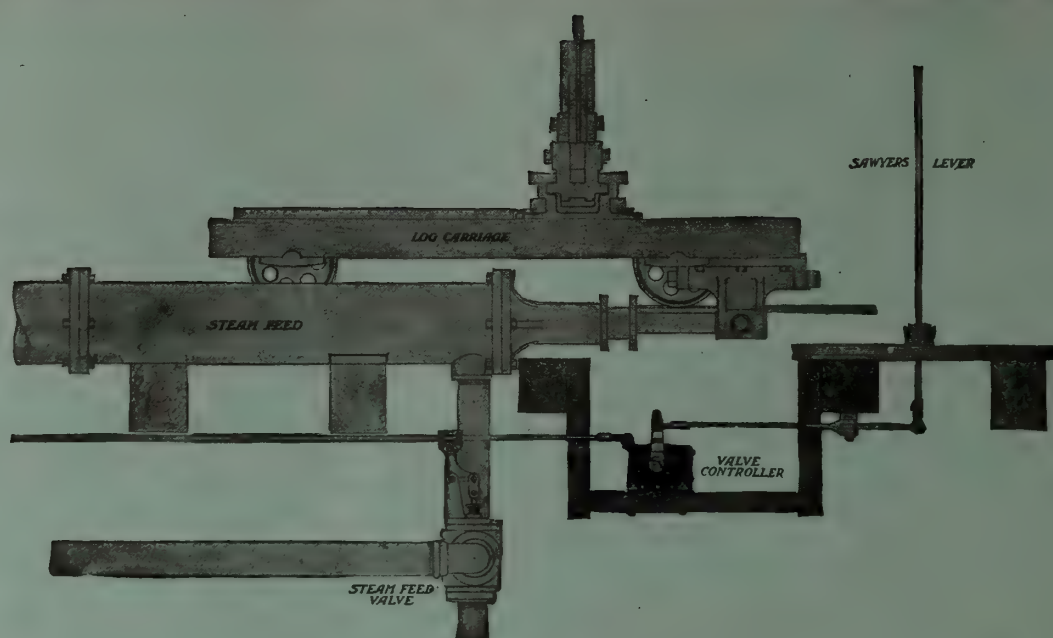
Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
direct.

Made by
Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT. Limited



Prescott's Valve Controller

Patented June 8, 1915.

The Machine You Have Been Waiting for.

To eliminate every trouble with your Steam Feed Valves install one of these machines.

Six Real Reasons for Doing So :

- 1—Gives the sawyer the easiest kind of control of valve.
- 2—Hand lever stays put, making them safe against any jerk or kick of valve.
- 3—Gives the sawyer every confidence in handling valve.
- 4—Will prevent accidents—is easier on the nerves and carriage runs steadier.
- 5—Water flowing into valves from foaming boilers does not fret the sawyer.
- 6—This relief from all troubles of which sawyers have complained enables them to give closer attention to the logs they are cutting and a better inspection of the lumber they produce.

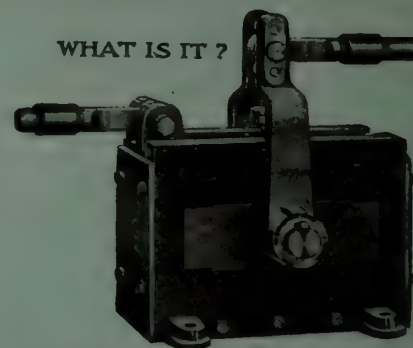
Read what one of the largest lumber companies on the north shore has to say about it.

We are sole Canadian manufacturers of these machines.

Pamphlets with full description and prices on application.

Let us quote you also on our new "Hamilton" Vertical Steam Feed Valves.

WHAT IS IT ?



PRESCOTT'S VALVE CONTROLLER

Waubushene, Ont., Sept. 11, 1917.
Messrs. Wm. Hamilton Co.,
Peterborough, Ont.

Gentlemen:—

Replying to your inquiry re Prescott Valve Controller, which you sent us last spring to try out: I beg to say that we installed this machine early in April, just previous to starting the mills, selecting the most difficult valve we have to handle, the steam having to travel through nearly three hundred lineal feet of pipe to reach this valve, and noting the fact that the pipes are well covered, there is necessarily considerable condensation, and every sawyer knows the annoyance caused by water passing through the valves which violently jars or jerks the lever, sometimes wrenching it from the hand and thereby inflicting serious damage to the machinery of the mill. And now after nearly five months of daily use, I am pleased to tell you that this device has put up all that is claimed for it. There is not the slightest jar or vibration to be felt, no matter where the lever is held. It is very easily attached and does not interfere in any way with the free movement of the lever, and the Sawyer, Mr. George Botting, also our Foreman, Mr. W. A. Gill, both speak of your controller in the most glowing terms. I can, therefore, congratulate you on securing an article that will fill many a long felt want.

Yours truly,
(Signed) D. B. Anderson,
Chief Engineer,
The Georgian Bay Lumber Co., Ltd.

William Hamilton Co., Limited

Peterborough, Ontario

SPRUCE

1 x 3 and up x 6/10	Merchantable
1 x 3 x 10/16	"
1 x 4 x 10/16	"
2 x 4 x 8/16	"
2 x 5 x 8/16	"
2 x 6 x 8/16	"
2 x 7 x 8/16	"
2 x 8 x 8/16	"
2 x 9 and up x 8/16	"
2 x 4 and up x 6/16	Cull
3 x 6 and up x 6/16	"

32" LATH 4 ft.

NOTE—On orders placed now we can make prompt shipment

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough or Dressed

Timbers in Transit

10 cars 10 x 12 and 12 x 12—
lengths 24 to 60 ft.

10 cars, sizes up to 18 x 18—
lengths up to 60 feet.



Dressed Stock in Transit

1 car Flooring
2 cars Ceiling
10 cars Ship Decking
1 car Cedar Bevel Siding

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, 511 St. Catherine St., Montreal, Que.

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 X 8-10/16	20,000 ft.	10 X 12-12/16	10,000 ft.
8 X 8	35,000 ft.	12 X 12-12/22	185,000 ft.
10 X 10-12/20	70,000 ft.		

Write for prices.

PLANING MILL

DRY KILN

Logging By Rail Enables Us To Run
Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.

MILL CULLS

500,000 1 x 10 & 12, No. 1 Mill Culls
 200,000 1 x 10 & 12, " 2 " "
 100,000 1 x 4 & up, " 1 " "

WRITE FOR PRICES

The Long Lumber Company
 Hamilton
 Ontario

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

Manufacturers of
Douglas Fir Timbers
 All sizes up to 94 ft.

Eastern Sales Office :
 701 Excelsior Life Bldg.
TORONTO, ONT.

Representatives---CHAS. PLANT
 C. J. BROOKS

Shipbuilding Timbers

"Lest You Forget"

**Specially Selected Spruce
and Pine**

Choice White Cedar Shingles

**Good Lumber is Best
and Cheapest Always**

When buying Lumber and Shingles buy them from the Bathurst Lumber Company, Limited.

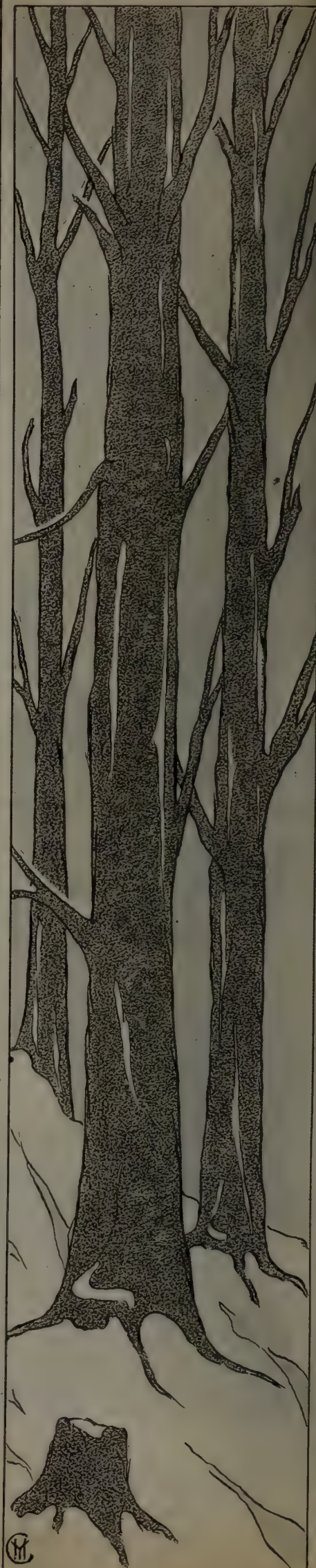
While our stocks are reduced to an unusually low point by recent large sales, inquiries and orders are always welcome. Our sincere advice to our customers is to buy early in anticipation of your requirements.

*Write for List A 1, which
tells the prices.*



Bathurst Lumber Co., Limited

Bathurst, New Brunswick



F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES - - - QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

Railway Ties and
Pulpwood
PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

SPECIAL!

N. B. WHITE CEDAR SHINGLES

13 CARS No. 1 (Cull) 12 CARS EXTRA No. 1 6 CARS CLEAR WALLS

Very attractive prices will be quoted on the above for quick shipment.

TERRY & GORDON, Wholesale Lumber Merchants

Head Office: 703 & 704 Confederation Life Bldg., TORONTO, ONT.

Phone Adelaide 187 and 188

Vancouver Branch
625 Birks Bldg.

F. W. Gordon, Mgr.

Ontario Representatives of

The British Columbia Mills Timber & Trading Company

VANCOUVER, B. C.

Montreal, P.Q., Branch
23 La Patrie Bldg.

Leon Gagne, Jr., Mgr.

Watson & Todd Limited OTTAWA

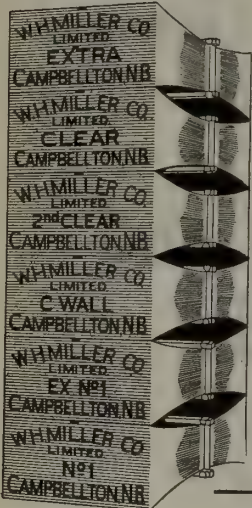
WHITE PINE NORWAY

The Harris Tie & Timber Co. Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Let us quote on your requirements for

Spruce and Pine Lumber



We manufacture and export all kinds of it.

WE ALSO MANUFACTURE

LATHS and TIES PULPWOOD

Shipments by rail and water

Prompt--reliable--carefully handled

We Specialize in
New Brunswick White Cedar Shingles

LET US QUOTE YOU

W. H. Miller Co., Limited
Campbellton, N.B.

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelison Ave.

JERSEY CITY, U.S.A.

Dry Stock—Hemlock

Phone or wire us for quotations on high grade Hemlock. Our facilities are the best in Ontario for this product and our drying yards are well stocked. All stock matched or sized, if required.

McGibbon Lumber Co.
Penetanguishene, Ont.

Crescent Lumber Company
Cincinnati, Ohio

YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

British America Mills and Timber Co. Limited

Manufacturers of Pacific Coast Timber Products

FIR TIMBERS

"SHAMROCK" BRAND RED CEDAR SHINGLES

General Offices

VANCOUVER, B.C.

Quebec and Maritime Provinces:

F. H. STEARNS & CO, 402 MacKay St., MONTREAL. Que.

EASTERN SALES REPRESENTATIVES:

D. WILLIAMS, 30 Brunswick Ave., TORONTO, Ont.

Ontario:

The Glue Book

What it Contains:

Chapter 1—Historical Notes.

Chapter 2—Manufacture of Glue.

Chapter 3—Testing and Grading.

Chapter 4—Methods in the Glue Room.

Chapter 5—Glue Room Equipment.

Chapter 6—Selection of Glue.

Price 50 cents

Canada Lumberman & Woodworker
347 Adelaide St. West, Toronto



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively

Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Co., Montreal.

Head Office and Mills, Port Moody, B.C.

Main 5324

Hillcrest 6054

Lauder, Spears & Howland

502 Kent Building - TORONTO

Manufacturers and Dealers in

Pine, Hemlock and Hardwood Lumber Lath, Posts and Ties

We have for Immediate Shipment :

8 cars	5/4 x 4/12"	M. R. W. Pine
1 "	2 x 4	" "
3 "	2 x 6	" "
5 "	2 x 8	" "
3 "	3 x 6/12"	" "
3 "	5/4	M. C. "
3 "	6/4	" "
2 "	8/4	" "
6 "	2"	M. R. Spruce

We want to move this lumber before Feb. 1st

PRICES ON APPLICATION



Mill Yard.

Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mill

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

RICH CLAY LOAM LANDS FOR SALE—Townships of Haggart and Kendry. District of Temiskaming. Excellent opportunities for the settler. Write for particulars.

New Ontario Colonization Company, Limited
Sales Office, BUFFALO, N.Y.

Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

Standing Timber

in Large or Small Blocks

FOR SALE

Special Prices

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Plant of The Stearns Salt and Lumber Co.

Stearns Quality

Michigan Forest Products
Hardwood, Hemlock, White Pine
LUMBER and TIMBER

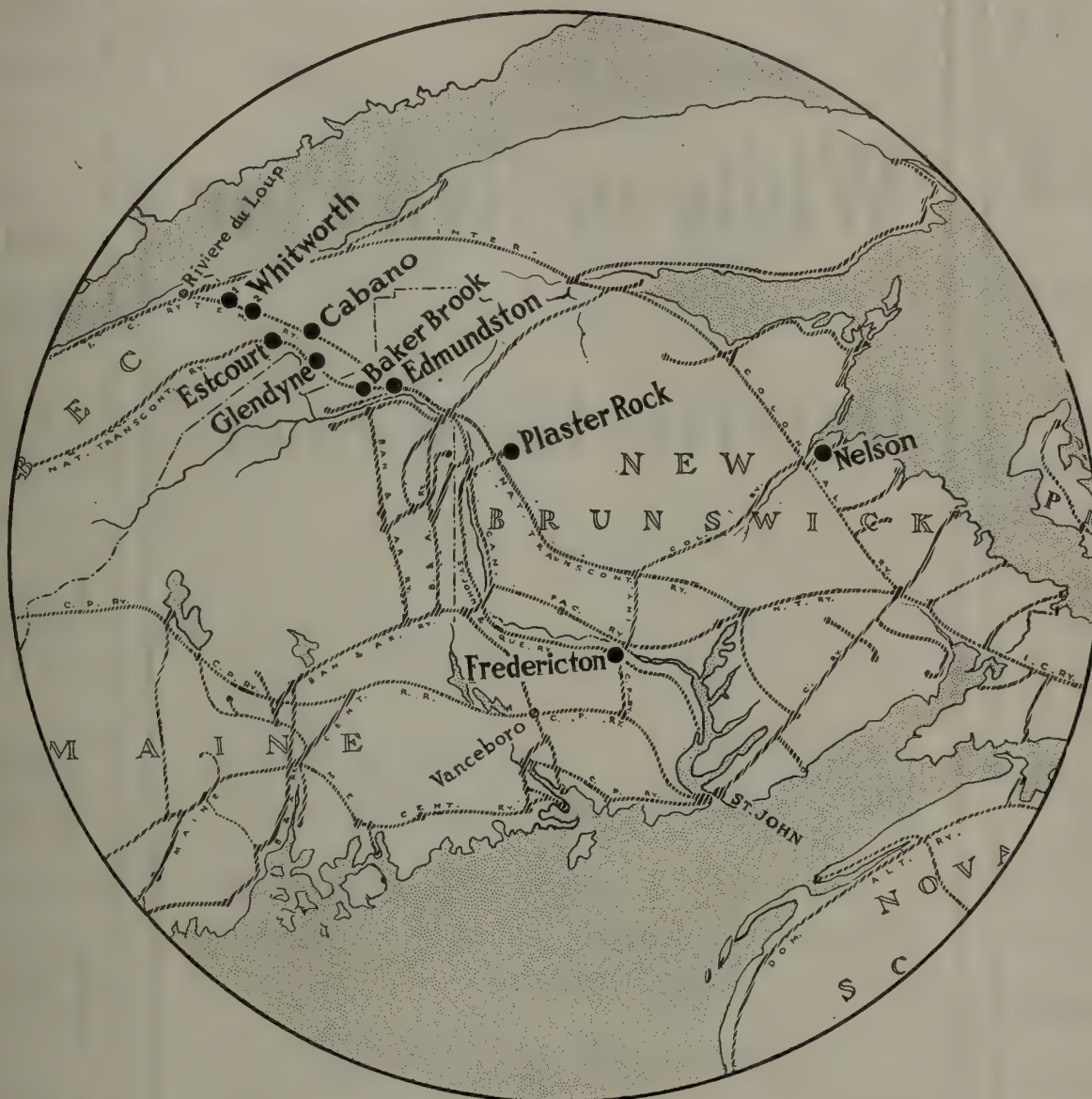
40 Million Feet Dry Stock
in pile containing a complete
assortment for rush shipment.

Grades— **GUARANTEED** —Quality

Hardwood Specialists

The
Stearns Salt & Lumber Co.
Ludington, Mich.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	"	C. P. R.
Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	"	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

JOHN MCKERGOW, W. K. GRAFFTEY,
President Managing-Director

**The Montreal Lumber
Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St. Montreal Office: 759 Notre Dame St., W.

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.

New Glasgow, N. S.

FOR SALE

100 M. ft. 2x6x10/16' M.R. White Pine
100 M. ft. 2x8x10/16' M.R. White Pine
50 M. ft. 3x8x10/16' M.R. White Pine
50 M. ft. 1x8 Box & Com. White Pine
50 M. ft. 1x10 Box & Com. White Pine
50 M. ft. 1x10 No. 1 Mill Cull W. Pine
100 M. ft. 1x12 No. 1 Mill Cull W. Pine
500 M. ft. 1x4/up Cull Jackpine

Also Hemlock and Lath.

JAMES R. SUMMERS

Wholesale Lumber Merchant
95 King St. East TORONTO

WE ARE BUYERS OF
**Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.

Limited

Bootle, Liverpool, England

London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

When in the market for

White or Red Pine

or for

Ontario Hardwoods

Let Us Quote You

We have a full line of White
Pine and Spruce.

We are ready to contract for
Output of mills in any Ontario
Soft or Hardwoods.

Highest cash prices paid, and
would advance money for oper-
ations.

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

**If Woodsmanship
Counts**

hire us to do your
timber estimating
and surveying

James W. Sewall
OLD TOWN. - MAINE

WHOLESALE DEALERS

**Eastern and
Southern Lumber**

We are at all times in the market for dry
WHITE PINE, DIMENSION SPRUCE,
SPRUCE BOARDS, HEMLOCK BOARDS,
LATH and CLAPBOARDS.

Advise us of your Market
Prices and Stocks

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

**FARNWORTH
& JARDINE**

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

Wanted for 1918

I am in the market for:
100,000 ft. 1½, 2, 2½, 3, 3½, 4 in.
Maple Squares, 2 feet and long-
er, clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1¼, 1½, 2, 2½, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with $\frac{3}{4}$ round and flat chain, 128 ft. centres.
- 2—Waterous log kickers, 3 arms, 10 in. cylinder.
- 2—Waterous log loaders, 3 arms, 10 in. cylinders.
- 1—Waterous left-hand double cutting band mill for 13 in. saws; 8 ft. wheel with 3-block carriage, 40 in. opening; Payette set works and dogs; 10 in. x 36 ft. steam feed.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger; 20 in. saws; lever.
- 1—Payette double edger; lever shifters.
- 1—5 saw slasher, 88 chain, 44' centres.
- 1—2 saw trimmer, live rolls to stops.
- 1—3 strand chain sorter outfit, 142 ft. centres, long live rolls, gear and friction drives.
- 1—outfit lumber loading rolls, power driven, for 16 cars; no waits for cars.
- 20—high cars with roller tops, 24 in. wheel, standard gauge and heavy pattern.
- 1—Payette picket machine for shade roller stock, also sorting table for same; chain top.
- 1—Mitts and Merrill hog.
- 1—Rogers Iron Works circular slab resaw for box stock.
- 1—Payette edger, box and short stock.
- 1—Rogers twin circular or tie maker.
- 1—Giddings & Lewis heavy horizontal slab band resaw, 6 ft. wheel, 10 in. saws.
- 1—Payette lath bolter.
- 1—Payette lath machine.
- 1—pair lath trimmers.
- 1—picket trimmer; 1 saw.
- Live rolls and drives.
- Conveyor irons, chains and drives.
- Pulleys, gears, line shafting and counter shafting. Large stock of double and triple leather belting in good condition. Saws and emery wheels.

Power House Equipment

- 3—Return tubular boilers, Galt make, 60 in. x 16 ft., with smoke fronts for dutch oven setting; breeching and 50 in. stack newly painted; 600 ft. new $\frac{1}{2}$ in. guys and plate for brick pier; stack door.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction.
- 1—Pair Polson "Brown" type Engines, coupled 22 x 50, 16 ft. x 48 in. wheel.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Waterous band saw grinder for double cutting band saws, with stands, etc.
- 1—Baldwin retootheer for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

- Rails and frogs for yard.
- Booms and boom chains, $\frac{1}{2}$, $\frac{3}{4}$ & $\frac{7}{8}$.
- Winches and other mill supplies.
- Small shunting locomotive.
- Double carts and waggons.
- Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

We begin 1918—a new organization with an old experience.

We will distribute Graves, Bigwood & Co.'s

products and other well
known lines as presented
in this space heretofore.

We will offer regularly hereunder varied and interesting items. As a statement of our position please read this extract from the Canada Lumberman:

Old Wine in New Bottles

The incorporation of the Canadian General Lumber Company, Limited, formed to deal in lumber and other forest products, with its head office in Toronto and an eastern office at Montreal, is one of the latest announcements of interest to the trade. While this is a new concern, its personnel is of long acquaintance in the lumber business. It constitutes rather a realignment and extension of efforts and undertakings that are not new. In a sense, its reputation is established.

When in 1908 the Canadian Pacific Railway opened its Toronto-Sudbury line, Graves, Bigwood & Company, in the rail access given to their mills at Byng Inlet, seized the opportunity to develop a car business direct from the mills and to increase the intimacy of their acquaintance with the retail trade of Eastern Canada and the Northeastern States. To successfully serve, they established large sorting facilities and a well-equipped planing mill. To utilize their lower grades and trimmings they installed a modern box shook factory. These facilities, their splendid manufacture, careful grading and service, brought speedy recognition by purchasers and each year an increased clientele.

The allied interests of Graves, Bigwood & Company had long been known as purchasers of mill cuts in Canada and the Michigan and Minnesota sections. It followed as a natural sequence to meet the activities of their sales force that Graves, Bigwood & Company should supplement their own stock with well-known lines to which they had entree. As a result, they have drawn on all the sawmill sections of Ontario, Quebec, and New Brunswick. In 1910 they started an operation at Deer Lake, Ont., on the C.N.O. Railway, to cut hardwoods. Thus they joined themselves to that field, and hardwoods have become a feature in their business.

All of this history is antecedent to and explanatory of the new organization. In order to give increased scope to the selling force and extend the merchandising features it has been decided to divorce the sales from the manufacturing end of the business. The Canadian General Lumber Company, Limited, has therefore been organized. Its personnel is well known, and in addition to certain of the principals of Graves, Bigwood & Company, includes the prominent members of that company's sales force. The directors are: A. C. Manbert, president; W. E. Bigwood, vice-president; H. I. George, treasurer; J. L. Macfarlane, secretary; F. H. Bigwood, general sales; F. V. Wilson, Ontario sales; C. Villiers, eastern sales.

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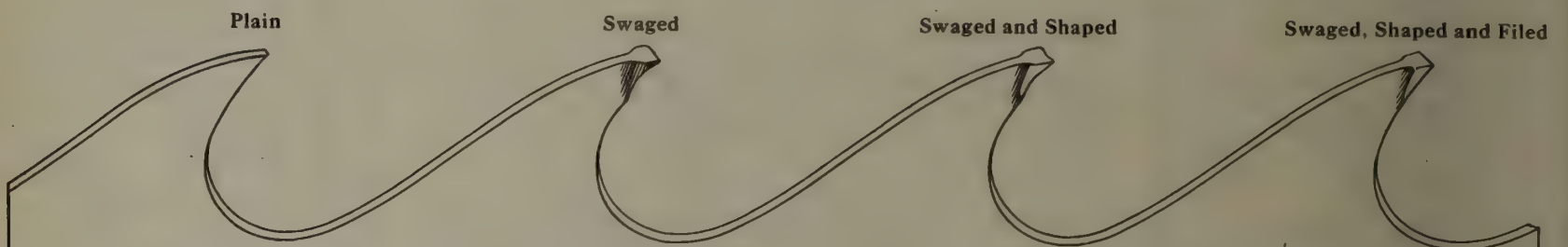
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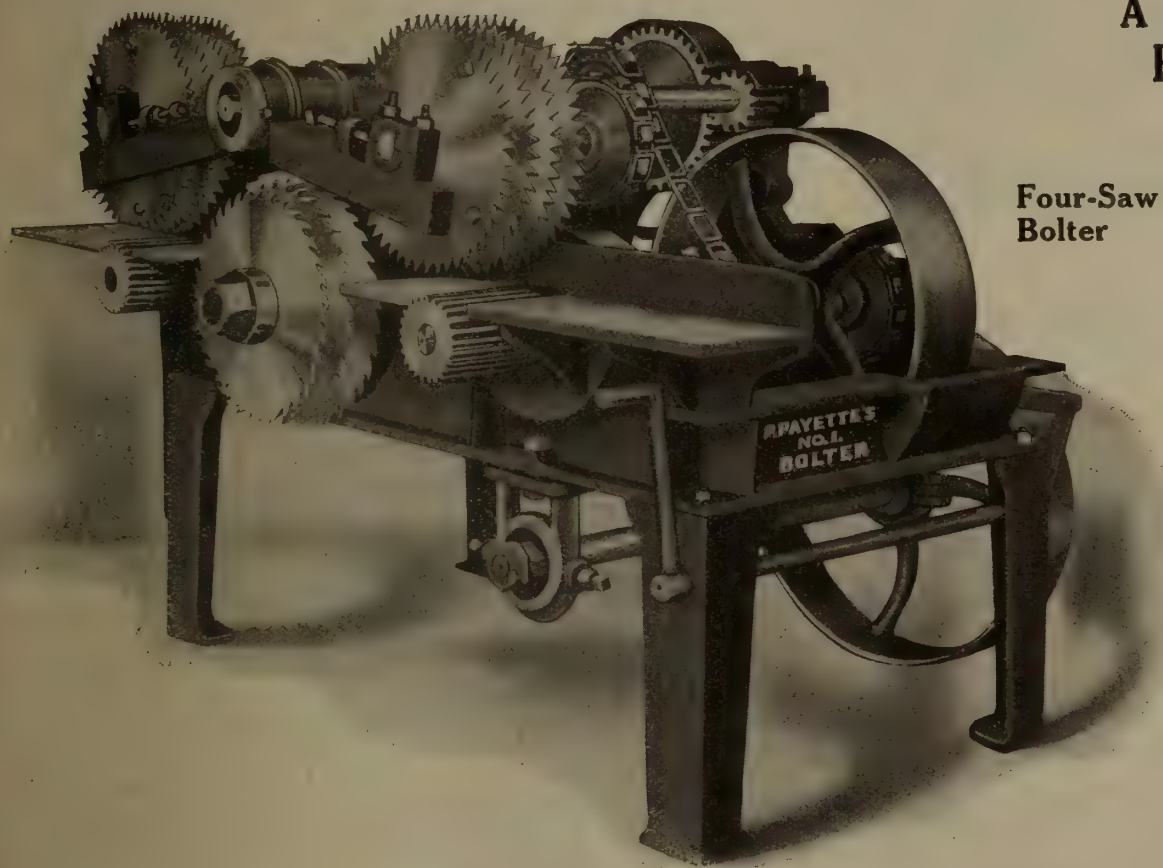


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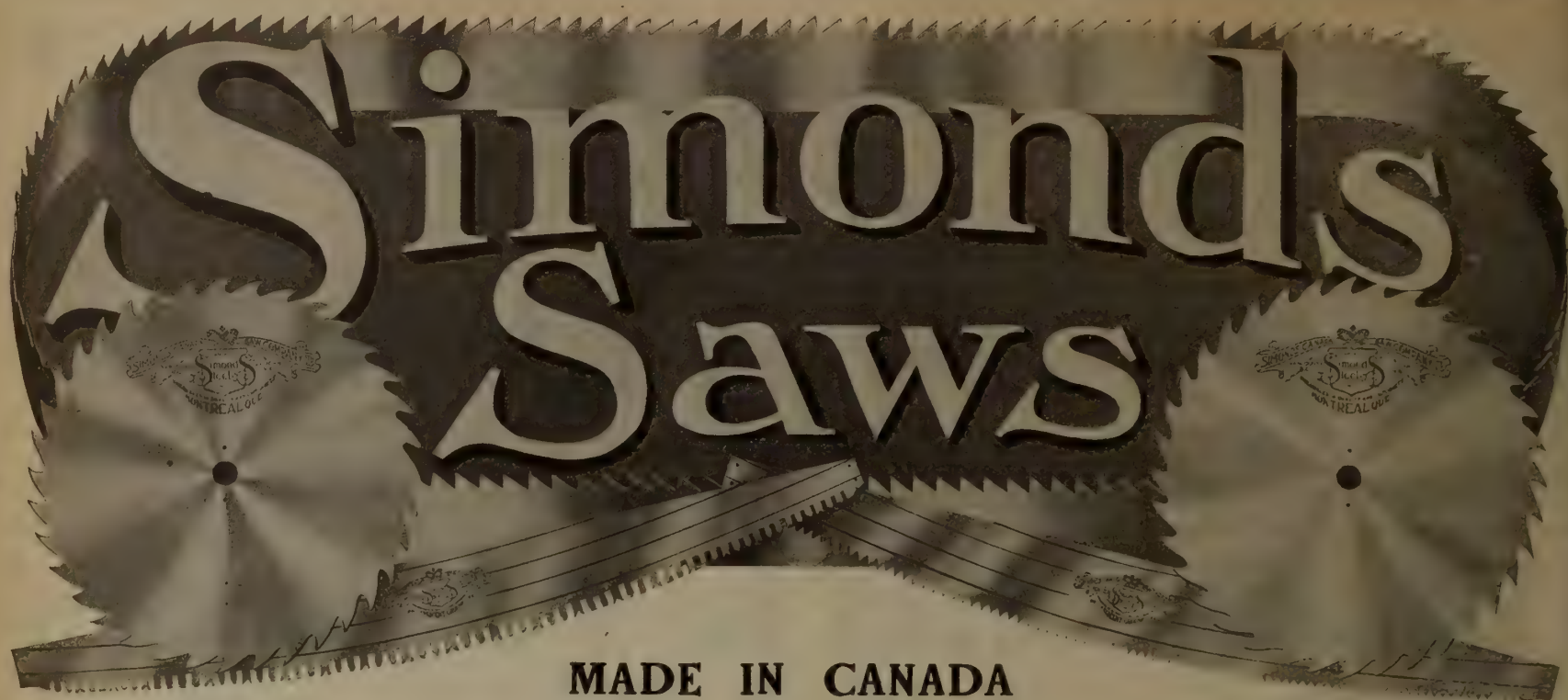
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Canada Lumberman & Wood Worker

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Vol. 38

Toronto, January 15, 1918

No. 2

The U.S. Three Per Cent. Freight Tax

One of the measures adopted a few months ago by the United States Government for raising special revenues to meet the expenses of the war was the imposition of a tax of 3 per cent. upon freight bills. The measure is so worded that on all shipments between two points in the United States a 3 per cent. tax is collected upon the amount of the freight bill. There was some uncertainty at first in regard to the effect of this tax upon shipments of United States lumber to Canada and vice versa. Shippers and consignees were in doubt whether this would involve a tax upon United States stocks coming to Canada, and, if the tax were imposed, whether it would cover only the freight charges to the international border or the whole of the freight charges to destination in Canada or vice versa. That this uncertainty existed not only in the minds of shippers and consignees, but also in the minds of railway officials is shown by the fact that bills for freight charges upon shipments from Canada to United States points have been presented which included the 3 per cent. tax upon the whole freight charges from the shipping point in Canada to the destination in the United States. Canadian firms naturally felt that the United States authorities were overstepping their rights in imposing a tax upon the portion of the freight bill earned by Canadian roads in Canada, and they made enquiries. It has now been ruled by the Treasury Department at Washington that such charges had been made improperly. The ruling, indeed, goes much further than exempting the Canadian portion of the freight charge, as it provides specifically that on shipments made on through bill of lading between a point in Canada and a point in the United States, travelling in either direction, the 3 per cent. tax cannot be imposed.

This ruling has been reported to Canadian firms by the National Wholesale Lumber Dealers' Association of the United States, and it will be welcome information to all who are engaged in the trade in lumber between the two countries. There is still another important and interesting point in connection with this matter. Although a shipment from a United States point to a Canadian point on through

bill of lading will escape the tax, a shipment passing through Canada on a United States line of railway, from one United States point to another United States point, will be subject to the tax on the complete freight charge, including that which is earned by the United States railway while running over its lines in Canada.

Organized Co-operation Produces Results

The value of organized co-operation among members of the lumber trade has been strikingly illustrated during the past year by the developments which have taken place in Toronto, a number of which have been connected in one way or another with the work of the Lumbermen's Section of the Toronto Board of Trade. Those who were responsible for the formation of the Lumbermen's Section a few years ago had in mind developments of a nature somewhat similar to those which have actually taken place. The interesting fact, however, is that out of the simple getting together in the first place for the purpose of holding weekly luncheons, there has grown up among the trade in Toronto not only a degree of co-operation and confidence which could not have been accomplished in any other way, but also constructive organization of the various elements of the trade, which can now work in harmony with one another in pressing for reforms and adjustments of trade grievances, with a feeling that there is a fair possibility of obtaining their object whenever they have a good case to present. This is a long way to have travelled in the course of two or three years, and it holds out encouraging promise of greater results in the future.

At the annual meeting of the Lumbermen's Section of the Toronto Board of Trade, which took place recently, these points were dwelt upon at some length by two speakers, who have been privileged to represent the section during the past year. One of these—Mr. J. L. Campbell, representative of the section upon the council of the board—impressed upon the members the fact that they had actually become an important force in the work of the board, and had assisted materially in dealing with matters which the board took up from time to time. In addition to this, as a section, they had had all the moral and material support of the board behind them in pressing their own claims for improvements in legislation regarding freight over-charges, and in opposing the proposal of the railway companies to increase the minimum freight rates upon carloads of lumber. In other days the lumbermen, working individually, would have been unable to effect anything along these lines, and it is no exaggeration to assert that the increased minimum freight rates proposed by the railway companies would have been imposed upon the lumber shippers. The influence of the Board of Trade in supporting the claims of the lumbermen relating to these matters had been of the greatest possible service to them, and had combined with the influence of other organizations of lumbermen so effectively that there had been nothing for the railway commissioners or the government to do but comply with their suggestions. The securing of the new minimum freight rates was, in fact, a victory for organized lumbermen in Toronto, Ottawa, Montreal, and elsewhere, and was in itself of sufficient importance to justify all the efforts of the various organizations in the direction of bringing about co-operation.

Regarding the Board of Trade itself, Mr. Campbell, after serving upon its council for one year, has had his eyes opened to the great value of such an organization, and has not been backward in impressing this fact upon his fellow-lumbermen. Like many individuals who had not previously been in close touch with the interior workings of the board, he had not been impressed by his effectiveness in looking after the interests of the public. No blame for this is to be attached to the board itself. It is an inherent characteristic of such bodies that they should to some extent hide their light beneath a bushel. It seems, in fact, like the censorship in connection with the reports of military affairs, to have some justification in actual results, as the board is thereby enabled to work out its plans quietly and effectively, and probably with greater prospect of success. As a member of the council of the board, Mr. Campbell was struck with the good results secured

and with the wide field of work covered. His report upon it is that the Council of the Board of Trade, while working pre-eminently for the promotion of the interests of its own members, becomes a factor in the promotion of the interests of the general public, not only of Toronto, but of the province and the whole Dominion. It is on account of this wide field of influence that the moral backing of the board is of such value to the Lumbermen's Section, and the members of that section have during the past year had definite reason for appreciating their good fortune in becoming an integral part of the board, a body which, as Mr. Campbell remarked, owes much of its success and influence to the fact that its members work in the public interest from a sense of duty, entirely without remuneration, demonstrating in this manner the truth of the fact that good service can be more certainly secured from the unpaid efforts of public-spirited citizens than from the work of paid officials.

The scheme of organization in the lumber trade of Toronto may now be considered to have been satisfactorily rounded out upon a working basis, and better results even than those of the past two years may be expected in future. This scheme includes representative bodies to deal with matters of interest to each section of the trade and a general body to attend to matters of general interest to all members of the trade; this general body—the Lumbermen's Section of the Board of Trade—being backed up by the influence of the board itself. It is beyond question that the continued co-operation of the members of the trade in the work of these separate organizations is all that is necessary to protect and develop the interests of the whole trade.

Cost Accounting a Big Association Problem

It is interesting to note how closely the lumber trade association developments in Canada are following upon those which are taking place in the United States, and even in some cases preceding them. There seems to have grown up among the branches of the trade during the past few years a great wave of organization, which is covering all the practical fields of importance and which may be accounted for to a large extent by the trade conditions which have arisen out of the war. These conditions have demonstrated to the trade that in the past they have been neglecting many opportunities for doing themselves important benefits by associating together. Whatever may be at the bottom of the progress that has been made, the striking fact is that it is of a widespread nature, covering the trade in all its branches and extending practically over the whole of North America. In some matters the associations in the United States are showing the way to those of Canada, and in other matters the reverse is the case.

One of those matters in which we have yet to follow the lead which is being given us in the United States is that of cost accounting. Take the retail trade, for instance. Nearly every retail lumber dealers' association in the United States to-day is, in one form or another, studying this all-important question. Some of the associations have reached the stage of having worked out practical methods of cost accounting based upon individual results from long experience and are already applying these methods. Others are still in the preliminary stage of study, gathering statistics which will lead up to the adoption of uniform cost accounting systems. While it is probably not practical to harmonize all these systems so as to establish one which will apply in all parts of the country, it is already becoming apparent that there is an underlying principle common to them all, which, with variations, is the foundation for the working out of each.

Reference to this is made with the object of impressing it upon retail lumber dealers' associations in Canada, so that, in those cases in which the cost accounting problem has not yet been taken up as an association matter it may be made the subject of investigation as soon as possible. Cost accounting is probably on the same footing as credit regulation, so far as its importance to successful business is concerned. These two problems are the outstanding ones which should be taken up by associations and kept before them continually. Upon them will depend the success of the associations and the prosperity of their members. We hope that the association of retailers recently formed in

Ontario will lose no time in making a thorough study of both cost accounting and credit regulation. So far as credits are concerned, the method of operation has already been worked out by other organizations, and it is only necessary to adopt the standard methods. The cost accounting problem, however, is one that will require the study of dealers of long experience for a considerable length of time and over a wide field. Therefore, it should be dealt with immediately, in order that the principles found to be practical and necessary may be put into effect as soon as possible.

Perhaps it is not necessary to dwell at length upon the importance of this matter, as everyone knows that cost accounting must be responsible in large measure for his business success or failure. It is necessary, however, to educate the trade to a full appreciation of the fact that this is a matter for an association to deal with, in order that methods may be standardized, thus clearing the way for the adoption of a system which will make it possible for each dealer to study his results in comparison with those of others, and to know the effect of each detail of his business upon the progress of the whole. The old days of slipshod cost accounting methods are past. Operating costs are so high to-day and competition is so thorough that it is not safe to imagine that one's business is successful just because stock is being sold for more than it seems to have cost. What it has actually cost the dealer when it has been delivered to the customer is the thing which, above all other things, must be known.

The delivered cost, of course, is quite another thing from the delivered price. Between these two lies the dealer's profit, and it is upon the delivered price, not the delivered cost, that the percentage of profit should be calculated. In other words, a man should know how much of the delivered price is profit, not what per cent. added to the cost is profit. This is one of the elementary truths that have been developed of late years by associations, and it is being hammered home by all retail lumber dealers' associations which are making a study of cost accounting. Once a dealer has got this fact clearly fixed in his mind much of the battle has been won, and he may be counted upon in future to be a convert to the belief that uniform cost accounting methods can be worked out among members of the trade, and should be worked out and adopted in order to promote the best interests of all dealers. Modern business is based upon the survival of the fittest, and the fittest man in any business is the one who figures his selling price upon a definite knowledge of cost and a scientific understanding of the amount of profit required in order to be safe. The spread of knowledge on this subject is the only sure means of putting an end to cut-throat competition which leads inevitably to bankruptcy. A number of dealers who know how much their goods and their work cost may be counted upon never to cut prices below the margin of safety. There is no need to go beyond this. Combination in order to maintain prices is both unsafe and unjust, but co-operation to prevent prices from sinking below the known cost is quite another matter, and is being recognized by individuals and governments as the great safeguard of national prosperity.

For these reasons it is important that the retail lumber associations in Canada should give their thought to this matter and go through with this study to the end. In order to do this they must have the largest possible measure of backing from the members of the trade. Those who already belong to the associations can be counted upon to give their co-operation to a large extent. But those who, in the past, have not co-operated in association work should realize that they benefit from the improved conditions brought about by associations, and that it is their duty, as progressive business men, to cast in their lot with the associations and help them in all their problems.

The Minister of Lands and Forests of the Province of Quebec has under consideration the organization of a permanent museum of the various forest products of the province, with a view to making the public more familiar with the importance of the lumber industry. This will include all products that manufacturers obtain from their raw material. In addition to the permanent museum, several exhibits will be prepared for show in parts of the province at local exhibitions.

Annual Meeting of Toronto Trade

Lumbermen's Section of Board of Trade Reports Successful Year—Officers Re-elected

The annual meeting of the Lumbermen's Section of the Toronto Board of Trade was held on Friday, January 4th, Mr. J. B. Reid occupied the chair and there was a good attendance.

On motion of Mr. A. E. Gordon, seconded by Mr. C. W. Wilkinson, it was decided that the Section should hold its annual dinner on Friday, January 25th, and that the committee, consisting of Messrs. A. E. Clark, W. F. Oliver, A. K. Johnson and H. Boulton, which had charge of the dinner last year should be re-appointed for this year's dinner, with power to add to their numbers.

On motion of Mr. W. J. Lovering, seconded by Mr. C. W. Wilkinson, it was decided to re-elect last year's officers for 1918. These consist of the following:—Chairman, J. B. Reid; vice-chairman, A. C. Manbert; secretary-treasurer, H. Boulton; committee, A. E. Clark, A. K. Johnson, W. F. Oliver, H. J. Terry and Hugh A. Rose. The election of representatives of the Section in connection with the annual elections of the Board of Trade was then held, and resulted as follows:—For representative upon the Council, Mr. J. L. Campbell; for representative to the Canadian National Exhibition, Mr. J. B. Reid; for representative on the Board of Arbitration, Mr. A. E. Eckardt. The same members were nominated a year ago and successfully elected at the Board of Trade elections. It is hoped that all members of the Section will work hard for these representatives at the approaching elections of the Board, which takes place on January 24th.

Mr. J. L. Campbell, after being re-elected as representative for election to the Council of the Board, expressed his appreciation of the honor. He believed that the Lumbermen's Section of the Board of Trade, during the past year had been a force in the work of the Board, and had assisted materially in dealing with matters taken up by the Board from time to time. As an instance of this he referred to the matter of repayment of freight charges illegally collected by the railway companies. This question had been brought up by the Lumbermen's Section and pushed as far as possible. The Section had made its representations to the Board and the Transportation Committee of the Board had taken the matter up at Ottawa, and succeeded in securing a proposed amendment to the general railway act which seemed to cover the particular point the lumbermen were fighting for. Unfortunately the House of Commons had prorogued before the railway act could be taken up.

Another matter which the Section had dealt with was that of minimum carload weights. He had been informed that the new minimum weights recently ordered by the Board of Railway Commissioners for Canada had gone into effect on January 1st. The securing of these new minimum weights was a victory for the shippers. The Lumbermen's Section of the Board of Trade, and the Board of Trade itself, while they did not claim exclusive credit for this success, had had a great deal to do with bringing it about. He did not know that any single body could have accomplished what was accomplished, but the united efforts of the several bodies interested had brought about what could not have been effected otherwise.

In regard to the business that is brought up before the Board of Trade, Mr. Campbell said he had been astonished beyond measure to learn of the great variety and the multifarious nature of the business brought before that body. They seemed to him to be the watchdog for the public interest, not of Toronto alone, nor even of the province of Ontario alone, but of the whole Dominion of Canada. The men composing the Board of Directors gave their time and thought to promoting the welfare of the people of Canada, without any remuneration whatever beyond the knowledge that they were working for the interests of the people. No one outside of the Board could appreciate the amount of energy and deep thought that the members of the Board gave to all their problems. It was a striking example of the fact that if you wanted public business done properly you could get it done better, more efficiently and more honestly by men who served for the honor of the position, than if they were serving for the payment attached to it. In conclusion Mr. Campbell reaffirmed his appreciation of the confidence placed in him by the members of the Section.

Mr. J. B. Reid, re-elected chairman, of the Section, also expressed his appreciation of the honor the members had done him and of the assistance they had given him during 1917. The Section had now arrived at a stage which he thought was very near perfection for a lumber Section of the Board of Trade. It had been instrumental in bringing about the formation of the wholesalers into an organization to deal definitely with their own problems. The retailers also had been gathered together in a similar manner, and in future the Section would probably not meet so often as formerly, but would always be ready, at the call of the chair, to discuss any matters of general importance that might turn up.

On motion of Mr. W. J. Lovering, seconded by Mr. A. E. Clark,

it was decided that the Section should hold monthly meetings in future, unless special meetings were required.

Western Retailers Planning a Fine Meeting

The twenty-seventh annual meeting of the Western Retail Lumbermen's Association will be held at Winnipeg, January 23, 24 and 25. The Coast, mountain and northern mills will have representatives at the meeting. Between 400 and 500 delegates are expected to be present, among the prominent speakers being Tom Whitten, of Trenton, Mo.; W. B. Lanigan, of the Canadian Pacific Railway, Winnipeg; and representatives from the National Lumber Manufacturers' Association. A representative from the West Coast Lumbermen's Association—J. S. Williams, its secretary, who has charge of the "Rite-Grade" shingle inspection in both Washington and British Columbia—will give a demonstration of the fire-retarding qualities of cedar shingles as compared with composition roofing. There will also be a movie dealing with the manufacture of shingles, and Mr. Williams will deal fully with the manufacture, handling, advertising and sale of shingles. Other important subjects to be discussed at the convention are: "Barn Ventilation as Selling Proposition," "Community Development," "Co-operation a Necessity, Not a Fad," "How to Reduce the Cost of Lumber to the Consumer," and "Conditions in Manitoba." President F. J. Carpenter, of Yorkton, Sask., and Secretary N. G. Neill, of Winnipeg, will present their annual reports on work of the association. The Fire Insurance Company of the association will also hold its annual meeting during the third day of the convention. The Retail Lumbermen's Purchasing Agency will also meet.

Opposing the Freight Rate Increases

The Winnipeg Board of Trade has appealed direct to the Dominion Cabinet against the decision of the Board of Railway Commissioners for Canada in the matter of granting the increased freight and passenger rates to the railroad companies. According to A. E. Boyle, secretary of the Winnipeg Board of Trade, the new decision, if allowed to stand, will compel the public to pay from \$30,000,000 to \$40,000,000 per annum more to the railroads. The Winnipeg Board of Trade has already wired a protest to the Acting Premier and other members of the Dominion Cabinet. The Shippers' Section of the Regina Board of Trade, after discussing the increase, decided to wire to the Winnipeg Board of Trade suggesting that pressure be brought to bear upon the Dominion Government to induce it to take over the railways of Canada as has been done in the United States.

Annual Meeting of C. L. A. on February Fifth

The tenth annual meeting and banquet of the Canadian Lumbermen's Association will be held in Montreal, P.Q., on Tuesday, February 5th, 1918. The Windsor Hotel will be headquarters, and the convention will commence there at 10 a.m. The following is the committee on arrangements, and matters are well in hand: Mr. W. T. Mason, Montreal, chairman; Mr. W. Gerard Power, St. Pacome, P.Q.; Mr. Arthur H. Campbell, Mr. Geo. W. Grier, Mr. E. H. Lemay, Mr. D. M. McLennan, Mr. W. G. Rutherford, and Mr. Geo. C. Goodfellow, Montreal.

The present indications are that there will be a large attendance and a splendid meeting.

Death of Mr. Jesse Tilley

The death took place at Hamilton on December 27th of Mr. Jesse Tilley, of the Patterson-Tilley Company, retail lumber dealers. Mr. Tilley, who had been ill for about three months, had been associated with Mr. Patterson, first as bookkeeper, and latterly as partner, for thirty years. By his death the lumber trade of Hamilton and of Ontario loses one of its most respected members.

B. C. Statistics for 1915 and 1916

Comparisons of the value of lumber sales in British Columbia as between 1915 and 1916, as submitted under the provisions of the Timber Royalty Act, show a large increase, the figures being \$9,307,408 and \$15,012,050, respectively. Lumber cut in 1915 totalled 1,017,683,000 feet, board measurement, while in 1916 the total was 1,280,263,000 feet. While there was a great difference in the output, sales were greater, the total for 1915 being 747,096,170 feet, as against 1,010,427,819 feet in 1916. Prices were also higher in 1916, the increase being \$2.40 per thousand feet in 1916 as compared with the year previous, the respective prices being \$14.86 and \$12.46.

A report received by the Canada Lumberman from a wholesale firm in Buffalo, N.Y., states that the New York Central has placed an embargo on all shipments into Buffalo until further advice.

The Enquiry Corner

Answers to Questions by Readers
Can We Help You?

Switching Charges at Toronto

Editor, Canada Lumberman:—

Boston, Mass.

In your issue of May 15, 1917, you published an article regarding the C. P. R. making new switching charges at Toronto. Can you advise us if the Board of Railway Commissioners for Canada has held a hearing on the question involved, and if so, if it has rendered a decision?—The Atlantic Lumber Company.

The C. P. R. regulation referred to in our issue of May 15th regarding switching charges at Toronto, is still in effect. Under this regulation, Toronto, West Toronto, Parkdale, North Toronto, etc., are considered as separate billing stations. Traffic consigned to one of these so-called terminal stations and then ordered to be placed for delivery elsewhere in Toronto is assessed, reshipped or reconsigned, switching charges ranging from \$2 to \$6 per car. A protest against this was made at the time, to the Board of Railway Commissioners for Canada, but nothing has yet been done by the Board in this connection.

Machinery for Barking Railroad Ties

Editor, Canada Lumberman:—

Toronto, Ont.

We want to get some information with reference to machinery for use in barking pole cross ties, that is, ties which have been sawn on two sides, leaving bark on the two edges. We will appreciate any information you can give us regarding the makers of such machinery.—The Canada Creosoting Company, Limited.

Enquiries have been made by the Canada Lumberman upon this question. Machinery at present on the market seems to be solely for use in the pulpwood industry. The best information obtained is from the Waterous Engine Works Company, Limited, Brantford, Ont., who say that they have made considerable investigation to find out where such machinery is being used. All they found was that the barking of such ties is done by hand. "Machines which were tried for this purpose," they say, "were an utter failure. The only success which we know of is to bark the tree in its entire length and then cut the ties. The barking of the entire tree is done on a machine which is patented by the Brown Corporation, of La Tuque, P.Q. If you mark your logs before cutting, the slabs are then ready to be used for sulphite chips. As far as we know, there is no other machine on the market for barking 16 ft. logs. There is one machine being built in Sweden for small logs about 4 or 8 ft. long and 3 to 4 inches in diameter, but this machine would not be suitable for your purpose."

The Wm. Hamilton Company, Limited, Peterboro, Ont., who are extensive manufacturers of barking drums, have also furnished information regarding some of their barkers, which they believe will meet the requirements of the Canada Creosoting Company. They state that the longest log that they have barked in any of their drums is 48 inches.

Naval Lumber Specifications

The Editor of the Canada Lumberman recently received a request for assistance in revising the schedules for lumber and timber used by the Canadian Department of Naval Service. The specifications at present used are based chiefly on British Admiralty schedules and are rather fragmentary and unsuited for the Canadian trade.

After submitting the schedules to a number of lumbermen of wide experience, the Editor of the Canada Lumberman has written to the Department of Naval Service, giving them the following quotations from letters received:—

"We would suggest having the pine specifications read as follows:—

"The timber to be cut from green logs and the lumber manufactured to be cut from green logs and the lumber manufactured from same to be properly seasoned, to be well manufactured and of a merchantable grade free from bad knots, shakes, wane and stain. Thickness to be not less than the sizes given, to be supplied in lengths of 10 feet and upwards, averaging 14 feet, the widths to be as specified in the inquiry.

"Specification for pine and white wood for pattern making:—Lumber to be known as a grade of good sidings and be free from shake; to be 8 ins. and wider, 10 ft. and longer; the inch lumber to average at least 9½ ins.; the 1½ in. and 2 in. to average 10½ ins. or more, and say 3 in. lumber to average 12½ ins. or more.

"Specification for Spruce:—The spruce timber to be sound quality,

well manufactured, free from injurious knots and of a merchantable grade, not to include red heart, splits or barkey edge.

"Clear spruce to be practically a clear and clear face; that is, the lumber to show one clear face which might include one pencil knot.

"No. 1 or merchantable spruce to be free from large or unsound knots, rot, wormholes and wane, to be sawn fully to the sizes named; warped, twisted or badly manufactured stock will not be accepted. Sound knots not exceeding 1¼ in. in diameter in boards 1 inch to 2 inch in thickness and not exceeding 2½ inches in diameter in deal, 3 inches in thickness and up, the thickness to be not less than the sizes given in the order, to be cut square, supplied 10 feet in length and upwards and widths as specified in inquiry."

"Specifications for Birch:—We would suggest that this be made to read Canadian Birch, Yellow, Black or Red Birch, to be six feet and up long, purchases to be made on standard grades of inspection as outlined by the National Hardwood Lumber Association, and that copies of this inspection be furnished to the Department.

"These remarks in regard to the question of birch would also apply with regard to elm.

"As to the question of oak, mahogany and teak, of course, these woods could not be called Canadian, but we would suggest that the specification of the National Hardwood Lumber Association Rules should also apply on these items.

"As to the specification for fir, we would suggest that this specification read as follows:—Timber to be good live stock, free from rot or unsound knots and shakes and to be known as the quality which is handled by the trade in Canada under the caption of merchantable grade."

Inasmuch as the Department has this subject under consideration, the Canada Lumberman will be pleased to hear from any other lumbermen who can give useful advice upon this matter.

Wholesale Lumber Dealers' Association Incorporated

The Wholesale Lumber Dealers' Association, Incorporated, which has been organized at Toronto, completed its arrangements for commencing work at a meeting held at the Albany Club on January 11. The provisional board of directors reported that they had secured the charter incorporating the association from the Secretary of State at Ottawa. This cleared the way for the election of officers and the commencement of business. The officers were then elected as follows: Chairman, A. E. Clark, of Edward Clark & Son, Toronto; directors, A. C. Manbert, of the Canadian General Lumber Company; H. J. Terry, of Terry & Gordon; C. W. Wilkinson, of the Union Lumber Company, and A. E. Eckardt, of the R. Laidlaw Lumber Company. The board of directors subsequently appointed Mr. H. Boulton secretary-treasurer.

The various operating details of the association were thoroughly discussed, and arrangements were completed for commencing operations immediately. A more complete report upon the plans of the association will be available for a subsequent issue of the Canada Lumberman.

Already a sufficient number of firms have agreed to become members to ensure the success of the association, and the indications point strongly to its covering the wholesale trade of Ontario thoroughly and including a number of firms in other parts of Canada and in the United States which sell to the trade in Ontario and Quebec.

Lumbermen's Credit Bureau Annual Meeting

The Lumbermen's Credit Bureau, Incorporated, held its annual meeting at Toronto on January 11. The business consisted chiefly of the election of officers. Last year's officers were all re-elected. The bureau has now increased its membership to 33, which includes 18 retail lumber firms and 15 builders' supply firms. A successful year's work was reported, all members being well pleased with the service the bureau had given them.

Von Alvensleben's Timber to be Sold

The case of the Red Cliff Land & Lumber Company vs. Alvo von Alvensleben has been before the British Columbia courts for almost two years, but the end is now in sight. Alvensleben, a German of high lineage, who was in business in Vancouver, is now interned at Salt Lake City, having been located at Seattle for many months immediately previous to the United States entering the war. In 1911 he bought a large area of timber from the plaintiff company, the purchase price of which was in the neighborhood of \$2,200,000. At the outbreak of the war there had been paid \$1,700,000, and the original action was for foreclosure because of the final amounts owing under the agreement and also for interest. The application for foreclosure was abandoned because it would have been in the nature of a forfeiture, and the action just decided was for a declaration of amounts due as a first lien against the property; that the property should be sold and that the plaintiffs should be permitted to bid on it at the sale. This the court allowed.

Spruce Cut-up Plant for Airplane Timbers

The United States Government has decided to build a cut-up plant at Vancouver, Wash., for the purpose of working flitches of spruce to the sizes and forms required by the aircraft-production industry. The practice up to date has been to ship the heavy timber to the aircraft plants. This involved much useless correspondence, freight bills and wasteful conversion of the spruce at the aircraft plant. The decision to operate a cut-up plant was reached recently and has been announced by Col. B. P. Disque, who is in charge of the Spruce Production Division of the United States Army's Aviation Section. Flitches will be sent to the plant by lumber manufacturers, and the plant will ship the stock east to the factories ready for use. The portions that do not come up to requirements will be used to advantage in other ways, so that the clear spruce will be an asset on the Pacific Coast end instead of an accumulation of spoiled material on which heavy freight charges have been paid in order to ship it to the factory in the east. Col. Disque expects that instead of getting 167 feet of airplane stock out of each thousand feet of spruce, as in the past, the present programme will produce at least 500 feet out of each thousand. The new plant will be 350 feet x 400 feet, and will use between 800 and 1,000 h.p. secured from nearby power lines. Thin gauge double circular pony saws with motor attached to each saw arbor will be used in preference to bands, and twelve special rigged carriages will be installed. The spruce will pass along from machine to machine of different types to get out the parts of the airplanes for which it is best adapted. The plant will work 300,000 feet per day, using three or four shifts, as may be decided upon later. Labor will be furnished from the ranks of the Signal Corps enlisted men, many of whom have been brought from the east. The plant is to be ready for operation early in February. Its cost is estimated at about \$200,000.

The United States Wooden Vessel Programme

A number of reports have appeared in the press recently regarding the action being taken at Washington, D.C., by the United States Shipping Board, in connection with the programme for the construction of wooden vessels. The reports at present available are somewhat of a contradictory nature, but they indicate that there has been much delay in carrying out the wooden shipbuilding programme, as a result of labor disturbances. One report from Washington states that more than half a million working days have been lost to the government shipbuilding programme through strikes and lockouts. This report is credited to R. B. Stevens, of the Shipping Board. Mr. Stevens reported, however, to the Senate investigating committee, that the situation was now much improved, and that the Shipping Board had put into effect a uniform wage scale on the Pacific Coast and was arranging a similar scale in the east. In order to make the wooden shipbuilding programme a success, Mr. Stevens said, the Shipping Board must double the number of men engaged at present. He reports that there are about 150,000 workers in the various United States shipbuilding yards. Mr. Stevens believes that it will be possible to obtain the necessary additional number of men and reports that active steps are being taken in that direction now.

Efforts to Produce Paper in Australia

At a conference of the Country Press Association, recently held at Sydney, the executives of the various states were urged to take action for a reduction in the number of issues per week of newspapers and other periodicals and a reduction in the size of newspapers. The normal annual consumption of paper in the Commonwealth for these publications is about 100,000 tons. During the first year of the war 70,000 tons were imported; the second year, 60,000 tons; and the third year, 50,000 tons.

Before the war the wholesale price of news-print paper was \$45.41 per ton. The supply came largely from Canada and Norway. American capitalists, however, are largely interested in Canadian mills. The present price of news-print paper, delivered in Sydney, is about \$175 to \$185 per ton. Paper measurement is 80 cubic feet to the ton, instead of 40.

An investigation of the claims of Mr. Campbell, of Queensland, Australia, as to making paper from certain weeds or grasses found in Queensland was suggested at the conference. Mr. Campbell estimates that paper pulp can be reduced for \$34.60 per ton, making it possible to market the paper at Sydney for \$63.26 per ton. Some experienced paper dealers who have been interviewed maintain that such estimates are entirely too low. They say that raw material, if found in sufficient quantities, which they seriously doubt, could not be harvested and transported to the mills and the paper shipped to Sydney at a price that would warrant competition with the imported article. Whatever may be possible under normal conditions, it is stated that the high price necessarily paid for labor and the inaccessibility of supplies, would make the scheme impracticable at present. Two bales

of pulp from Queensland grasses were sent to America recently for a practical test.

A daily paper in Sydney gives an account of paper-making in the State of Queensland. The article states in part: Mr. Joseph Campbell, of Queensland, says that with the necessary plant and the right to make use of the grass products of the Northern Territory, he could guarantee that there would not be another paper shortage in Australia. He says he is convinced, after test under trade conditions of production, that he can turn out paper as good as anything imported, at a little under the present charge for freight alone. The shortage of paper for all purposes—more particularly for the purposes of the printers—is a fact within the knowledge of the trade. In his report to the Country Press Conference, the secretary said that unless there were a speedy end to the war, news-print paper would be very scarce in the Commonwealth after next April. Mr. Campbell, when in Sydney last year, gave some information as to his experiments in the direction of paper production from the native grasses. He was convinced then that he was on the track of a trade success in manufacture, but at the time had not advanced his work far enough to justify him in putting out a business proposition. In the time that has elapsed he has erected a small plant and is producing good quality trade paper. While experimenting for this result he worked along other lines for the discovery of vegetable dyes for the purposes of the printer and for other purposes. He can produce any color of paper that may be required, and the dyes are warranted to stand the tests.

Making a Success of Collecting Accounts

One of the most successful collection managers and credit men that I know gave me the following advice: "If you're really in earnest about gathering in some of those outstanding accounts, constant repetition is the answer."

Little drops of water wear away the hardest stone, and regular systematic billing of your delinquent accounts will sooner or later bring in the "hardest nuts" in the basket. Be diplomatic, use letters or rubber stamps or just plain statements, but—keep them going regularly every week or ten days.

What if your debtor hardly has time to pay before he receives another bill from you? It shows you're in earnest, doesn't it? You don't have to threaten; you can say all the pleasant things you choose so that he can't be offended, but if he receives every week, as regularly as clockwork, your statement, he will be positively assured of two things: First, that you haven't lost the record of his account, and, second, that you're in dead earnest about collecting and he might just as well pay now as later.

What is more, if these bills are sent out under first-class postage you are pretty certain to learn promptly of any change in address, and thus protect yourself against loss by the moving of the debtor.

A great majority of losses can be attributed to the lack of understanding of this principle. Especially is this true of small concerns who do not employ a bookkeeper and who also are least able to stand the loss. As soon as you let the "slow payer" grow "cold" he becomes confident that he can eventually do you out of the money he owes you.

On the other hand, the man who really means to pay his just debts promptly will not be offended at this method of procedure, provided you make it clear that no discrimination is shown and that bills go out regularly every ten days to every man on your books who owes you anything.

Individual cases will differ as to the best method of proceeding and judgment will have to be used as to whether it is best to send the bill every week or ten days apart or a month apart, but whatever you do, make it regular and systematic.

An Indication of Confidence in Canada

A new corporation with capital stock of \$2,000,000, has been formed to take over and operate the business and Canadian plants of the International Time Recording Company, Limited, the Dayton Computing Machine Company, Limited, and the Hollerith Tabulating Machine Company of Montreal. The new company will be known as the International Business Machines Company, Limited, and will have Mr. Thos. J. Watson as president, and Mr. Frank E. Mutton as vice-president and general manager. The incorporation of the new company is an evidence of the confidence which capitalists in the United States have in the industrial future of Canada. All the company's business will be conducted in future under one central management in Toronto, but the branch offices of each company will be continued under central direction in every important city of Canada. The company will employ about 500 people. The combined field force will number 63. The company intends not only to cater to the Canadian business, but to develop an export trade with Australia, New Zealand, South Africa, and South America. The sales managers will be L. A. Davidson for the scale division, and St. George Bond for the tabulator division.

Large New Plant at Prince Rupert

Saw, Shingle and Planing Mills Nearing Completion—Daily Capacity 125,000 Feet and 150,000 Shingles

The plant which is nearing completion at Prince Rupert, B.C., for the Prince Rupert Lumber Company has been designed by the best talent available, and particular attention has been given to efficiency and low operating costs. When completed the plant will include a sawmill, shingle mill, planing mill, dry kiln, and storage sheds, with the possible addition of a box plant later, and will have a daily capacity of 125,000 feet of lumber and 150,000 shingles.

The sawmill is of extra strong construction, 46 feet by 250 feet, two storeys high, and is equipped with machinery of the heavy Pacific Coast type. A log lift is employed for taking the logs into the mill instead of the old type jack ladder, and this particular lift is an innovation, in that it is a double lift, having two sets of cables, the one delivering the logs to the sawmill and the other throwing the logs to the shingle mill deck. A reversible engine of the twin feed type supplies power for the lift, and is entirely independent of the other machinery in the mill.

On the log deck there is a heavy four-arm steam stop and loader down against which the logs are rolled from the lift, and which, in turn, passes them on the Simondson turner. The Simondson turner is of the standard type in use on the Coast, with the addition of an independent skid lift, making it much more flexible than the old type. In addition, a heavy canting gear was installed, to be used in emergencies.

Electrically Driven Set Works

The 40-foot carriage is equipped with four steel head blocks, opening 66 inches, and is mounted on heavy three-wheeled cast steel trucks, running on 90-pound rails, two flat and one V'd. Here on the carriage we find another of the many distinguishing features of this plant—that is, an electrically-driven set works, one of the latest developments in sawmill machinery. In this piece of equipment an electric motor of the ordinary type, by means of an assembly of gears and clutches, transmits its power directly to the set shaft on the head blocks. The whole arrangement forms a self-contained and compact unit, which is quick, powerful, and positive in its action.

This machine is so constructed as to eliminate any possibility of an overthrow in setting out and contains many other distinguishing features that can be appreciated only by seeing it in actual operation. This is the first set works of its kind to be installed in British Columbia.

A 10-foot band mill carrying 16-inch saws was installed to break down the timber for the gang, the edger, and the roller band resaw. Provision has been made for a large gang saw, but this machine will not be put in place until the balance of the plant is in operation.

A set of power transfers will carry the cants across to the gang, and the lumber will deliver from the gang direct to the trimmer table over live rolls.

The edger is 10 by 60 inches, with steam lift on the press rolls and carries five 32-inch movable saws. Here we find another departure from the usual installation in the employment of a mechanical spotter for lining up the lumber in front of the edger. The mechanical or automobile spotter eliminates the heavy lifting or "armstrong" work usually required to get lumber through an edger.

All stock of smaller dimensions (that is, stock up to six inches thick) and up to 40 feet in length passes over a 21-saw air lift trimmer and thence on to the sorting chains, the heavier timbers going down the main line of rolls to the timber trimmer, which is a power feed saw of the steam swing up type.

The sorting arrangement for the green lumber was designed to meet special conditions and requirements, and consists of two lines of sorting chains, extending at right angles to the mill building, and between which is located the re-manufacturing plant. The sorting chains are 200 feet in length, and the re-manufacturing plant extends practically the entire length of these tables. After passing through the automatic trimmer the lumber drops onto a set of live rolls and delivers to the first set of sorting chains. Such lumber as is stocked in the rough is pulled off along the outside of this line of chains and made into units, to be taken to storage or delivered to the cars or boat, as the case may be.

Along the opposite side of this sorting table or between the two tables, in the space designated as the re-manufacturing plant, are located the 10-inch horizontal roller band resaw, the pony edger, the shiplap machine, and the ready sizer, each equipped with steam jump rolls and power transfers for delivering the stock to the respective machines. The roller band resaw has transfers on both sides of the feed table, making it very convenient to feed both sides of the band resaw at the same time. The pony edger is the next machine in the re-manufacturing plant, and is located just beyond the resaw, where

split or waney stock or any de-grades developing in resawing may be properly edged and returned to the table. Both the resaw and the pony edger deliver the stock back to the rough sorter, where it is grade-marked and segregated for further manufacture or for distribution to storage or shipping platform.

Dimension and Shiplap Machinery

Both the dimension and the shiplap are manufactured directly from the chains and by machines that will handle the stock in random widths. For making the shiplap, a fast feed, round cylinder machine is being installed, which is equipped with a side-head set works, affording almost instantaneous adjustment of the sideheads to varying widths of stock. This machine handles random width shiplap at 200 feet per minute. Beyond the shiplap machine and at the outer end of the re-manufacturing room is the ready sizer, a machine of well-known make, and one that is usually used where dimension is manufactured random from the sorting table. Both of these machines deliver across to a line of chains on the opposite side of the re-manufacturing room, or to what is known as the dressed lumber sorter. These chains are running in the opposite direction to the first set of chains, and terminate at the charging end of the kilns. All dressed lumber stocked or shipped green is pulled off along the outside of this dressed lumber sorter, while such stock as is to be kiln-dried passes on down the chains to the kiln stackers. All clear stock that requires kiln-drying before dressing passes down the rough sorter to the outer end, where it drops onto a moving belt and is carried across to the second sorter, thence on to the kilns.

The dry kilns will be of crib construction, double tracked, and will be three in number at the start, with ample room for increasing the number. Two of the kilns will handle lumber, while the third will be used for drying shingles.

The lumber will be edge-stacked and run into the kilns lengthwise, which system makes for rapid drying with a minimum deterioration of stock. Edge-stacked lumber comes from the kiln uniformly dry and practically free from checks, warps, and twists, and shows a comparatively small loss in dressing. Ample trackage is provided at both ends of the kilns for storage of lumber on kiln cars, a system of transfers being used to distribute the cars to the different kilns.

Dry lumber coming from the kilns is taken from the kiln trucks by means of a mechanical un-stacker and passed over a system of conveyor or transfer chains to the third (or dry) sorter, where it receives the final grading and sorting. Segregations are here made on both sides of the table, and the units are made up beneath the monorail, where they may be picked up by the hoist and taken to the storage sheds or to the shipping platform.

The storage shed consists of what is known as a four-track monorail shed, and is 90 feet wide by 400 feet long and 40 feet high, being entirely under roof and sided in, so that the lumber is protected from the elements at all times, and is so constructed as to increase the natural draft, thus constituting a rapid air drier. Here the lumber is stored in the original packages or units until it is wanted for shipment, when it is again picked up by the hoist and taken to the shipping platform. This system affords an expeditious and economical method of handling, and makes possible the storage of a very large quantity of lumber on a small ground space.

The monorail is employed throughout the plant for handling and transporting the lumber, a system having been evolved to meet the particular conditions presented. After a thorough investigation and study of the systems in use at the various mills on the Coast, a combination of the monorail and transfer crane was adopted as the best suited to the requirements of this plant. Along the outside of each sorting table is a monorail track, which extends the entire length of the sorters and terminates in a transfer bridge running across the entire plant and yard at right angles to the monorail tracks. Mounted on the bridge is a 30-foot transfer crane, with a monorail suspended beneath, which comes into exact alignment with the stub ends of the various monorails throughout the plant and enables the hoist to pass from one track to another via this transfer crane without releasing its load. This system gives access to any and all parts of the plant and storage with one hoist and without the employment of switches or curves.

Power Plant

A combination of steam and electric power will drive the plant. The sawmill and the shingle mill is each driven by a separate twin engine, while the re-manufacturing machinery, sorting chains, and all other outlying drives are electric. Steam is generated by a battery of four 72 x 18 high pressure boilers, and the electrical energy is fur-

nished by the city of Prince Rupert at extremely satisfactory rates.

In connection with the steam plant is another feature worthy of mention—the fuel storage. The fuel house is adjacent to the boiler-house, and here all sawdust and shavings are collected and thoroughly mixed in the process. A separate conveyor from the fuel bin, passing over the feed holes in the Dutch ovens, feeds the furnaces during the day as well as at night. Mixing the sawdust and shavings in this manner affords a uniform fuel both day and night, and insures an even and constant supply at all times.

The conveyor system over the boilers makes it possible for one man to handle the entire boiler plant on either day or night shift, and does away with the drudgery of shoveling fuel into the furnaces.

Consistent efficiency was the chief aim of the designers of this plant, and successful performance should be their reward. The unlimited supply of virgin spruce, the ample log storage, and the excellent facilities for manufacturing, handling, and shipping make it eminently possible for this mill to produce lumber at a minimum cost.

Mr. J. S. Emerson and Mr. E. F. Duby, who have had long experience in the Pacific Coast lumber business, both in Canada and the United States, are the chief persons interested in the company. The mill has excellent water shipping facilities, and, being at the terminus of the Grand Trunk Pacific Railway, has access to all the inland markets of North America. For the information in the above article we are indebted to the Timberman, of Portland, Ore.

Concrete Vessels Coming to the Fore

Wood and steel are not the only materials making a bid for the construction of ships to meet the world's shortage of tonnage. Cement has its enthusiastic advocates, who are pointing out many points of advantage, such as the unlimited supply, rapidity of construction, economy, durability, etc. We have no space to go into this subject fully, but by way of making suitable reference to an important competitor of wood, publish the following interesting material, kindly furnished by the Portland Cement Association:

The pressing need for ships and the existing congestion in American shipyards have led to a consideration of the possibility of utilizing other materials than wood and steel for shipbuilding. The most promising alternative is undoubtedly reinforced concrete, and already several prominent engineers have turned their attention to its application to the construction of ships.

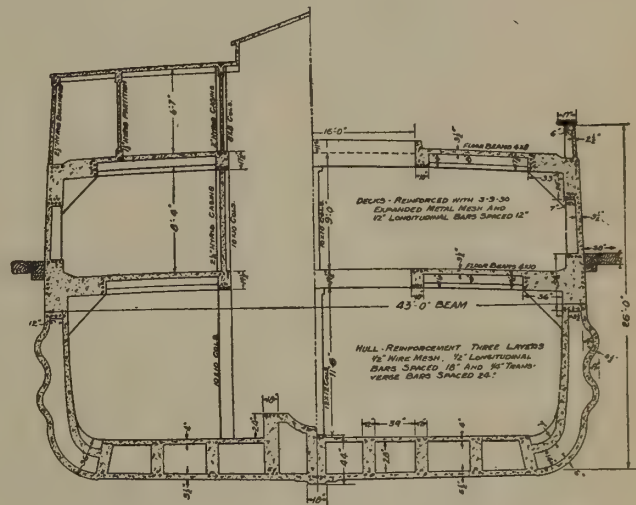
Reinforced concrete ships are not a novelty. In San Francisco a firm of engineers is designing a ship with a length of 330 feet, a beam of 44 feet, and a depth of 31 feet, with a capacity of 4,500 tons, to be built of reinforced concrete. As far back as 1898 a concrete schooner was employed for some years in the North Atlantic coasting trade. The London Times recently mentioned a small boat of reinforced concrete built by a Frenchman in 1849, which is still in service after a period of sixty-eight years. Concrete lighters have been used for the past six years on Chesapeake Bay, supplying coal and water to dredges carrying loads of sand and gravel, etc. A concrete barge has been in service on the Welland Canal since 1910, and has seen very hard usage. It has a length of 80 feet, a beam of 24 feet, and a depth of 7 feet. The walls of the barge, which were constructed between forms, are 2½ inches thick, reinforced with steel rods. The barge has been used for carrying loads of stone, etc., with conspicuous success. Since 1910 reinforced concrete barges have been built for use on various sections of the Panama Canal, and their experience has enabled the engineers to develop a very efficient type of vessel. Recently concrete pontoons were constructed for service as landing stages for boats up to 65 feet in length. These pontoons have a length of 120 feet, a beam of 28 feet, and a depth of 8 feet. They are very thoroughly reinforced.

Vessels which are much more like ships than barges have been built of reinforced concrete in Norway. A report from the American consul-general at Christiania describes a plant at Moss, Norway, where vessels of 3,000 tons displacement are being constructed. At this place a concrete lighter having a displacement of 3,000 tons, which is being built for a mining company at Sydvaranger for the oversea export of iron ore and the import of coal, will be completed before the end of the current year. Two other lighters are now on the stocks, and a large slip for a 4,000-ton craft is nearly completed. More than 200 men are now working in the new yards, and five lighters have been contracted for, in addition to the one completed and the two on the slips.



Front view of the barge "Pioneer" on the Welland Canal.

In view of such examples, proving the usefulness of concrete vessels of this character, the possibilities of constructing seagoing barges or other smaller craft suitable for inland waterway traffic should be carefully investigated, for the substitution of such vessels for existing tonnage would in a short time release for other purposes many ships now used in domestic service. The presence of the necessary materials for building concrete vessels at so many convenient locations, and the ease and rapidity with which they can be built by unskilled labor would



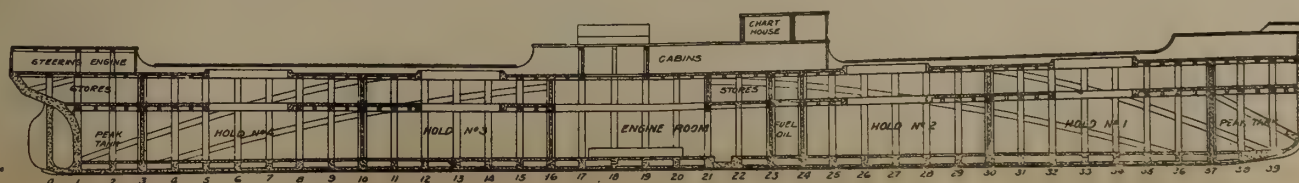
Transverse section of reinforced concrete freighter

seemingly make it possible to provide a large tonnage of such craft in a relatively short time.

Progress in the development of seagoing concrete steamships must necessarily be slow at first, as real information is lacking as to how such vessels will stand up under shocks. Seafaring men who have handled vessels in North Atlantic winter storms or in West Indian hurricanes realize that such information cannot be gained from laboratory experiments. The behavior of actual concrete ships under power in a seaway must be studied.

The Coal Creek Lumber Company

Elsewhere in this issue will be found the advertisement of the Coal Creek Lumber Company, Port Alberni, B.C. R. L. Fraser, owner and manager, is a practical millman and logger, and has operated a small mill successfully for four or five years at Alberni, Vancouver Island, where the finest timber in the province is available. The mill has now been enlarged to 50,000 feet daily capacity, and Eastern Canada buyers who place their orders with Mr. Fraser may depend on fair treatment and reliable grades.



View showing longitudinal section of proposed reinforced concrete freighter 330 feet long.

What Will the Future Bring Forth?

Elimination of Inefficiency—Co-operation Among Competitors to Reduce Waste—
Secretiveness to be Thrown Aside

By J. R. Moorehead*

The war is teaching us that co-operation produces greater efficiency than unrestricted competition. Unrestricted competition means only, in the end, the destruction of the weak. If unrestricted competition is to succeed and to be the will of the people and the policy of the government, then there is no opportunity for the success of co-operation, and small business, especially, cannot survive.

The foresighted business men of the country have, for a long time, believed that co-operation, along proper lines, would be not only a benefit to the public, but the salvation of business.

Governments happily are beginning to find this out. The war has furnished the occasion and opportunity for trying out the plan of co-operation, such as could not have been possible under any other condition. The government has found business willing to be supervised, if not absolutely regulated. In truth, the government has become the largest advocate of co-operation in the country. They are leading us in this direction, instead of driving us to unrestricted competition.

Organization Has Come to Stay

Organization has come to stay. The individual is passing. These two facts stand out in every department of activity; the individual cannot stand up against organization.

Something should be done to get the greatest amount of efficiency, through co-operation, injected into the lumber industry. The time will come when the government will say to the business man: "You must make a reasonable profit in your business," and it will not be considered a violation of the law for men even to combine to get this reasonable profit, and the proof that such a profit only is obtained should be guaranteed to the public through supervision by government authorities. It is just as much a crime to sell an article worth \$1 for 69 cents as it is for business men to combine to sell the dollar article for \$2.

We believe this principle is going to be firmly established through the experience the government is now going through in the enormous purchase of supplies for the conduct of the war. Out of this new order of things should come a straight path of procedure and conduct that will not only receive the approval of business men in general, but the government authorities and the great consuming public. It is time for us not only to take the government into our confidence, but the public as well.

I recently heard a retail merchant addressing a section of the Associated Ad Clubs of the World use this expression: "I run my business the way the public wants it run, and I charge them for it."

If there is any one thing the matter with our business it has been that we have been too secretive. If there is anything wrong with my business I want to know it.

Gentlemen, in these days of high prices, in these days of war prices, we, as a class, including the manufacturer of lumber and millwork and the retailer, are selling the cheapest merchandise offered to the consumer, for to-day it costs us 50 per cent. more to mail a letter than it did yesterday, and so far as I can recall, up to this very hour, postage stamps are the only things which have increased in price to the public a less degree than lumber, and now lumber has no competitor.

Recent government reports upon the retail lumber industry showed in the Southwest an average net profit of only 7.2 per cent. I am not quite sure but what the public generally has been led to believe that our profits have been at least ten times that much, and this leads us to another suggestion of co-operation, that those engaged in a particular method of distribution be prohibited from casting upon those who are selling possibly 99 per cent. of the merchandise in our line of trade unjust aspersions, reflections, and misrepresentations, wholly misleading and untruthful, and, we believe, unfair competition in the extreme.

In my judgment, the policy of certain well-known distributors, in their attitude towards the ordinary retailer, as seen in their advertising and correspondence, has done more to curtail the consumption of lumber, and hence millwork, than all other forces combined, simply by poisoning the public mind against lumber in general.

We are up against a prejudiced and wrongly-informed public mind. Here it would appear to me to be a wide field for co-operation on the part of the retailer and the manufacturer of millwork, sash and doors. But we have not only to solve some of the problems that have vexed our industry in the past, but the new problems that will grow out of this war are going to tax the ingenuity of the business man beyond anything possibly heretofore conceived.

*Extract from an address before the Wholesale Sash and Door Association at Chicago.

Within the past ten days I heard an address by Lord Northcliffe, chairman of the British War Commission in this country. Some of the statements and suggestions which he made are nothing less than startling. We cannot begin to see or conceive the revolution that is going to take place in the business of the country. May we not ask, What will be the attitude and demands of labor when this war is over? Is it possible to conceive what will be the growth, the outcome, and how much of socialistic doctrines will be injected into our laws and into business when this conflict is brought to an end? I am going to quote some of Lord Northcliffe's statements. He said:

"It will be a very much happier world than this world has ever been. It will be hell for those who did not go to the war and help to bring it about, when these forty million soldiers, who did go, come back to the land for which they fought."

"How difficult for us, in this room, to put ourselves in the mental attitude of a man who has sacrificed his business, everything, and who has crouched for three years under high explosive shells."

"Those will be different men, when they come back. Out there they have forgotten the dollar. They are bound together in bonds of common fellowship. They have got the idea that they have not had their fair share of this world's goods. When they come back they are going to demand a fair share, and somehow, I imagine, they are going to get it. Already they have formed their organizations in France and England. They have a well-defined program of what they will do when they return, and they have chosen the leaders they shall have when they have come back."

"One of the constituent parts of the program they have laid out is they will expel from the farm land any farmer who does not produce on his farm the maximum amount that farm will produce. Already they have seized all the wholesale and retail stores in our country. You people didn't even know these facts."

"I have talked to the French soldiers and to the Belgian soldiers. I have talked to the British and to the Italian soldiers. This prophesy of mine may be a dream, but my dream of this war of which I told you Americans in 1908 came true."

"When those boys come back, after months and years in the open, they can't even live in houses. They can't sleep in beds. They are going to demand as their just reward that the state give them enough land to sustain them; not land on which merely to scratch ground, but to cultivate it intensively, as they have learned from the French it can be cultivated."

"We have had much discussion of the question whether or not large fortunes are good for our country. I happen to have a large fortune, but I don't believe large fortunes are good for countries, and we are taking a practical means in our country to see that they don't grow any more. We have an 80 per cent. war tax."

"Occupations which men followed before the war and thought they were manly will be considered effeminate. Already in England you will not find a man running an elevator. Positions of clerks in banks and railroad offices are being filled with women. When it was first suggested that women be put into these clerkships the managers held up their hands in horror, but they are there, and are doing their work as creditably as the men did."

"What surprised the Canadians more than anything else was the amount of wheat per acre a Frenchman can get from his land. Out there they are inventing their own language, their own habits; they are laying out their program."

And then Lord Northcliffe suggested that when these soldiers of ours come back to this country they will be the men who will control the political destinies of the country, and in support of that suggestion he referred to the fact that most of us possibly could remember that the Grand Army of the Republic, for a generation, absolutely controlled the political destinies of the country.

I am wondering how many here to-night would want to pit your political ambitions against a general, a captain, a lieutenant, or even, a private who shall have done his bit in "going over the top" and bringing this war to a successful conclusion. Yet I believe these soldiers will be our balance-wheel, our safeguard, and our salvation.

In my judgment, the suggestion made by Lord Northcliffe, as applied to a movement of "back to the land" will come nearer being a practical possibility than anything ever before suggested. As he has said, these people are not going to live in houses. He did not mean that. He meant that they were not going to live in layers—in flats; that they are going to get out in the wide, wide country of fresh air;

and that they are going to get away from the humdrum and strife of our great cities.

I have never had any faith in the slogan of "Back to the farm." A man who has lived in a city for five or ten years will never adapt himself to farm life, but the soldier who has lived and dwelt in the rich and wonderfully cultivated fields of Northern France and other European countries will catch a vision that will result in a desire to remain in the open that will not be resisted.

A New Era of Small Home-Owners

This is a suggestion to you and those engaged in the building material business. The manufacturer of lumber and millwork is going to have a look for his field of consumption to the small home-owner. It will be a long time before any substitutes will be devised, from the standpoint of economy, that will take the place of wood for that purpose.

We have recently had occasion to present to the National Lumber Manufacturers' Association a plan of co-operation whereby the wage-earner and man of small means can obtain his own home through the establishment of building and loan associations. That organization has approved of the plan, and is now looking for the man, or men, to inaugurate a propaganda that will make a success of this slogan—"A home for every family."

Here is another opportunity for co-operation. It means business to you. It means business possibly under conditions that will remunerate you far greater than heretofore. But there are some things that are not going to happen when this war is over.

This little retailer, scattered in every hamlet, as well as in the great cities throughout this land, is going to remain in business, and building material, on account of its bulk, weight, and comparative cheapness, will be distributed by him. Eighty per cent. of his business is sold in wagonload lots or less. No other agency can take his place. There is no more economic reason why lumber, millwork and building material should be redistributed from our large centers by the mail order house, even in carloads, much less by local freight, than that coal and cement should be distributed in a like manner. The addition of freight, the government report has shown, is the largest factor in the production and distribution of lumber. It may not be, and it will not be, that a community will support more lumber yards than is necessary, but we believe that out of the co-operation and out of the supervision of business on the part of the government the inefficient and the uncapitalized and the unnecessary will be eliminated. There is no more reason why there should be more lumber yards or more planing mills located in our cities or in our country towns than are necessary than that there should be more postoffices in each of these same communities.

The Elimination of Inefficiency

We have arrived at a time when inefficiency is going to be eliminated, and he who is not alive to the situation is going down and out in a business way.

The retailer, therefore, as well as yourselves, being necessary to production and distribution of building material, what can be done to promote the interests of all? Here is the first sign of a beginning. I never sit around a board of this kind but what I gather an idea of value to my business. I never went away from a place of this kind without having a better feeling towards my competitor and towards those with whom it is my privilege to have business relations, and I take it that this occasion is but the beginning of a new relation between two great factors in our trade; and, in conclusion, I can only say—here is the hand of the retailer—shake! Let us sit down and take counsel together, calling in to sit with us both the public and the governmental authorities.

Gentlemen, getting back to my text, if lumbermen have one universal sin it is giving too much thought to the present, grabbing the bill in sight, frequently at a loss, rather than looking to the future.

Let us look to the future of our business, if it is to have a future, in order that our business may be worth handing over to our sons—our successors.

National Hardwood Issues New Hand Book

The National Hardwood Manufacturers' Association have issued a new edition of their Official Hand Book, to supersede that of May, 1917. Eighty new members have been admitted since that date. The present membership of the Association is the largest in its history and covers more territory than ever before. The Canadian list includes 25 members, 14 of whom are in Toronto, 4 in Montreal, 2 in Owen Sound, and the others in Midland, Ont., Holland Centre, Ont., Hamilton, St. John, N.B., and Winnipeg. The Handbook contains an outline of the objects of the association, a complete list of members, and information regarding the working of the inspection service, as well as a copy of the constitution and by-laws.

Brush Disposal

Practical Methods of Piling and Burning so as to Reduce the Fire Danger

The disposal of brush, in order to remove the danger of fire after logging operations, is discussed in a bulletin (No. 544), entitled "The Red Spruce: Its Growth and Management," by L. S. Murphy, which has been published by the Forest Service of the United States. On this subject the bulletin says:

One of the most potent sources of danger to spruce forests in general is the brush, and, more particularly, the tops or branch wood which litter the ground after logging. The culled logs and tops from which the branches have been lopped do not of themselves constitute a material source of danger, provided they are brought into contact with the soil and rapid decay thus induced. Spruce branch wood, however, on account of its resinous character, is particularly inflammable and resistant to decay, and constitutes a fire menace for several years when unlopped and from seven to ten years when lopped. In the forests where spruce is the predominating species, and particularly in the dense second-growth woods, an enormous quantity of such branch wood litters the cutting area. The ground is likewise covered with a dense mantle several inches in depth of dry needle litter, small twigs, and old cones. All this debris, when exposed to the action of sun and wind with the cutting off of the forest cover, is quickly dried out, and remains for several years an acute fire menace. The excessive branch-wood litter following lumbering and the deep humus cover also greatly hinder spruce reproduction on such areas and help the hardwoods and balsam to take possession through their superior ability to force their way to mineral soil.

When the selection system or other partial clearance cuttings are used, or where the present age of spruce to be cut is not great, and where also a subsequent cut is dependent upon the maturing of seedlings or small trees which are on the ground at the time of the first cutting, the disposal of brush by burning is ordinarily not necessary unless the cut-over area is one on which there is special danger of fire getting a start.

Branch Wood Lopped and Scattered or Piled

If only a little brush is produced and the fire danger is remote, the brush from the carefully lopped tops may be scattered about over the ground, thus hastening its decay. This method has given satisfaction where it has been tried in certain instances in the Adirondacks, at a cost of from 15 to 25 cents per thousand board feet of lumber cut. When more brush is produced than can safely be disposed of in this manner, the tops should be lopped and the branch wood piled. This will bring the larger material in contact with the soil, thus hastening decay. The segregation of the more inflammable material in compact bodies will reduce to a minimum the hindrance to reproduction, and will effect a corresponding reduction in the danger from a rapid spread of fire should one start on the area.

Brush Burned as Logging Proceeds

Excessive amounts of brush, such as arise from the clean cutting of dense, pure stands, should be disposed of by burning. The most economical means of doing this is to burn the brush as the logging progresses. This is feasible when the ground is covered with snow or is damp so as to prevent the spread of fire. Small fires are started near each cutting crew and as the trees are felled the branches are lopped by the swampers and thrown into the fire. As the cutting recedes from a fire and it is impracticable to build a new one, the whole top is hauled near the fire by the skidders before being trimmed.

The advantages of the method are several. The brush is disposed of as the logging proceeds, leaving the ground free for skidding. The cost of handling is kept to a minimum, since the branch wood is handled only once and does not require to be cut up small to insure being completely destroyed, since the tops burn readily, even on the snow or in stormy weather. The time of logging in these forests, particularly those in the Northeastern States and New York, is generally the late fall or early winter, when the weather is damp or snowy, and the danger of the fire spreading is almost negligible. By this method a minimum of area is burned over, which is of importance when there is young growth on the ground to be protected. A too dense young growth or deep snow at the time of logging makes the method impracticable, but for the stands here considered these hindrances will seldom be encountered.

Brush Piled for Burning

Where cutting is done in the spring for peeled pulpwood the weather conditions may not be favorable for the use of the method just described. In this case the brush would be piled when convenient and the burning deferred until subsequent damp weather or until after the first snow of the succeeding winter. Brush piling is best carried on in conjunction with the cutting and skidding operations. It is then only

necessary to employ one extra man, who cuts up and piles the branches as they are lopped from the stem. The brush is thus immediately cleared away for the skidding of the logs and a second handling avoided, which means a considerable saving in expense. Then, too, more efficient work results when the men who trim the pile work together. Supervision is also less costly when the brush piling is made a part of the logging work than when it is a separate operation.

Brush piles should be small, not over 10 feet across and 6 feet high, with the branch wood closely and systematically piled, tops of the branches toward the centre of the pile, the small branches in the bottom to facilitate the firing of the pile, and the piles well isolated from one another, from down logs, lopped tops, reproduction, and the trees to be left standing. Trimmed sticks leaned against the pile hold it in shape, keep it from being blown over, and render it more compact for burning. Compactness in piling is the key to efficient, clean burning. Loosely-piled brush requires repiling or constant tending when burning to ensure complete destruction, both of which operations are expensive. The cost of piling and burning varies with the condition of the stand between 10 and 50 cents per thousand board feet of timber cut.

Burning the Piled Brush

Careful organization of the work should precede the burning of piled brush. A sufficient force of men equipped with fire-fighting implements should be on hand to prevent the fire from getting beyond control. Burning should not be attempted in windy or dry weather. The most opportune time is after the first snow of winter. The piles are then dry enough to burn well except for the outer snow-covered layer. There is little or no danger of the fire running along the ground, and the snow cover on the branches of the standing trees affords the necessary protection against their injury by the rising flames. In the absence of snow, damp weather is essential to ensure the ground being wet enough to prevent the spread of the fire. With a slight wind, other things being favorable, burning may take place, provided the fires are started on the leeward side of the area and progress against the wind. Likewise when brush is being burned on a slope the uppermost piles should be started first, the progress being from the upper to the lower level of the slopes. A further precaution is necessary where the piles are close, namely, that only every other or every third pile be fired at first and these allowed to burn down before the remaining ones are started. If all the piles are fired together, a strong, uninterrupted upward current of heated air will inevitably cause injury to the remaining standing trees, even if they have short crowns, well up from the ground. The alternate unburned piles act as a check by interposing cool air spaces, thus isolating separate fires.

Broadcast Burning

Broadcast burning has been previously mentioned in connection with the clean cutting in strips of even-aged spruce stands. Here the object is not only to get rid of the large amount of brush which cuttings of this sort yield, but to eliminate as well the deep accumulation of undecomposed litter which greatly hinders the coming in of spruce seedlings and also constitutes a menace to what seedlings do succeed in getting established by endangering their future destruction by fire. It is also cheaper than piling and burning. In using this method the logging is conducted in the ordinary way, except that the tops are lopped to allow the mass a better opportunity to settle and thus facilitate clean burning.

The same or greater care must be exercised in using this method to ensure its complete control. Favorable climatic conditions must be chosen and a well-equipped force of men provided. The slash should be fired at a time when it is dry enough to burn well, but not so dry as to endanger the adjoining timber and allow the fire to get beyond control. The brush in the open area will dry out more rapidly after a drenching rain or moderate fall of snow than will the timbered area, so that, if the fire is properly timed, the brush can be burned while the timbered area is still too damp to burn freely.

Isolating and Subdividing Burning Area

The area to be burned over must first be isolated from the contiguous uncut areas by the clearing of all inflammable matter from wide strips on all sides. This may be accomplished by throwing all tops and lops for a distance of from 20 to 40 feet from the edge in toward the centre of the cleared area. It would be preferable, though, to clear away, pile, and burn all brush on such strips in the manner previously described before attempting to burn the remainder. If the cleared area is of considerable extent, a wise precaution would be to pile and burn similar fire lines through the middle, thus dividing the area into halves or quarters. If the area is small, the logging roads will serve as intermediate fire lines.

With the necessary control lines cleared and burned, the general burning would begin at the leeward side or along the upper end if the cleared strip is on a hillside. The plots between logging roads would serve as units for burning. Only alternate plots along the leeward or

uphill front should be kindled, and these should be allowed to burn down before another set is fired.

The method is unquestionably more dangerous than burning in piles, demanding a larger force to handle it. Careful judgment in the choice of time for burning is essential. The method should never be employed where the mineral soil is thin or nearly lacking, as is the case on many of the steep, boulder-strewn upper slopes in both New Hampshire and the Adirondacks. Under such circumstances, the main purpose would be defeated and the slopes rendered barren and unproductive.

Light Burning

Under certain conditions the annual or periodic burning of the litter under growing stands might be advisable. Where there are dense, even-aged, planted, or natural stands in which thinnings are not to be made, and therefore humus disintegrations cannot be controlled, an occasional light burning would afford protection from damage by an uncontrolled ground fire during a drought. The soil would also be put in a more receptive condition for reproduction when the final cutting was made. The operation requires extreme care, otherwise its purpose will be defeated.

The recommendation for the use of this means of fire protection and soil improvement is qualified and made contingent upon the adoption of the following precautions:

The stand to be thus treated must be established on moderately deep mineral soil.

Except where the slope is very gentle, any accumulation of litter should be removed from the upslope side of the trees before burning.

The burning should not be undertaken until the trees are sufficiently large to have developed a suitable thickness of corky bark to afford the necessary protection from injury, and are sufficiently cleared of their lower branches to afford opportunity for the fire tenders to get about easily and to control the fire.

In the absence of roads or other cleared areas which might be used for fire control, ground-cleared fire lines should be provided around the border and possibly at intervals within the stand, particularly if a hillside is to be burned.

Burning should be restricted to a time, preferably early spring, when the loose top litter is dry but the under layers and soil are damp. The burning must not be allowed to reach to mineral soil.

A sufficient force of men properly equipped for fire-fighting should be in attendance to check a too deep burning and prevent the fire getting beyond control.

The plan of burning in strips along a well-defined and protected front, with gradual progress away from it, should be followed. All other precautions mentioned elsewhere should be carefully observed.

Light burning is not advisable in selection stands where the reproduction and young growth form a distinct asset, since they would inevitably be injured or destroyed. It has a place where dense, even-aged stands are to be cut clean and reproduced by natural regeneration methods, although too much emphasis cannot be laid on the danger of fire escaping and the taking of every precaution necessary to prevent it.

Brompton Pulp and Paper Had a Good Year

The first annual report of the Brompton Pulp and Paper Company states that earnings totalled \$1,073,562. After deducting \$176,670 for depreciation, \$87,066 for bond interest, and \$140,000 for preferred stock dividend, there is a net surplus of \$669,826 available for the common stock, an amount equal to 9.6 per cent., earned on the \$7,000,000 issue. After distributing 5 per cent. to shareholders for the year, a surplus of \$319,825 is carried forward to surplus account. Mr. F. N. McCrea, the president, states that great difficulties confronted the directors during the past year, owing to the abnormal conditions prevailing, which in most measure mitigated against the operations of the plants. Nevertheless, the directors felt that the shareholders should have every reason to be satisfied with the results of the company's operations. The outlook for the present year's operations is satisfactory.

A Valuable Valve Controller

The advertisement of the Wm. Hamilton Company, Limited, Peterborough, Ont., appearing in this issue of the Canada Lumberman, is of particular interest to all lumber manufacturers. It refers to the work of "Prescott's Valve Controller," which this company is putting on the market. The work of Prescott's Valve Controller is to eliminate trouble with steam feed valves. According to a letter received from an important Ontario lumber manufacturing firm who used this valve during 1917, it has done away with all the trouble experienced in connection with violent jars and jerks of the sawyer's lever, which so frequently results from water condensation in the steam pipes. We recommend manufacturers to turn up this advertisement and study the claims made for this valve controller, feeling sure that the matter is of sufficient importance for them to enquire into the application of this equipment in their own plants.

The Douglas Fir Ship Knee Industry

Methods of Obtaining and Manufacturing an Important Part of a Wooden Ship's Timbers

One of the most interesting of the minor industries connected with the building of wooden ships is that of supplying the ship knees. Briefly defined, a ship knee is a natural crook formed by a shallow horizontal root and a section of a tree trunk. The function of a ship knee is to lend strength to a right-angle brace in a frame member of a vessel. These knees or crooks derive their great strength from the nature of the root fibres, which are exceedingly tough and twisted.

The knee consists of the following elements: stem, arm, toe, heel and throat. The stem is the vertical element formed by the section of the tree trunk; the arm is the horizontal member formed by the root; the toe is the extreme portion of the arm or root; the heel is formed by the intersection of the stem and arm; the throat is the depth measured diagonally from what corresponds to the instep of the human foot to the tip of the heel. All these elements are clearly marked on the drawing herewith.

One of the very best timbers for ship knees is second-growth Douglas fir, found growing on shallow soil, underlaid with clay or soapstone. In such timber the roots are shallow and turn off at right angles to the trunk, thus giving the correct shape to the crook. Having found the desirable class of timber, a locator then makes a survey of the tract and with a shovel and mattock prospects around the roots of the tree which he believes will yield a ship knee. After this preliminary examination such trees as believed possible of yielding knees are carefully marked for the falling crew. A tract of timber that will produce five to seven knees per acre is considered a good location for a knee camp.

In preparing a knee tree for felling the crew uses an ordinary shovel and mattock to uncover the desirable root. After the root is bared, all small roots adhering thereto are severed and the perfect root is either sawed or chopped off at a distance of two or more feet from a point in line with the body of the tree. The next step is to cut all the remaining surface roots and tap roots at the base of the trunk. By this time the tree will be inclined to fall, and if not it is wedged over by hand. When the tree is down the stump is bucked off at a distance of six to seven feet from the root and is then ready for the milling operation or hand hewing.

Milling the Knee

There is one sawmill in Oregon designed for the exclusive milling of ship knees. A specially constructed saw carriage necessarily had to be installed for this purpose. The stump is placed on the carriage and after being lined up properly, is given four cuts with a double circular saw rig, after which the knee is ready for the pile. The sawing of ship knees is a severe ordeal for saw steel. In most cases it is almost impossible to remove all gravel adhering to the stump, and often the saw will encounter stones that are completely encased in the twisted fibers of the root. Eliminating the source of difficulty imposed by the gravel and grit, there still remains for the

saw a severe test in cutting through the tough fibers of the stump.

There are two distinct methods of turning out ship knees by hand hewing. In one method the exact process of preparing the stump for milling is carried out. When the stump is cut the axeman lines it up according to the size of the knee the tree will produce. After lining up the stump, the first operation is to trim the root or tie. Then the stump is laid on its side and scored and the axeman then proceeds to hew to the line determined upon. The same operation is then repeated on the other side. The next step is to take the final measurement called for in the specifications and lay off this distance on the arm to determine the exact point of the heel. Having done this the back of the knee is scored and hewed to the predetermined line. The knee is then laid on its back and the bottom, or what is sometimes termed the breech, is taken off. The bark is then peeled from the knee and the operation is complete. A day and a half to two days is usually required for a man to hew a 12-inch knee. An expert knee hewer, however, will grub, fall, buck, score and hew a knee of this size in one day.

The second and newer method of hewing ship knees, which is now being practiced by many operators, is that of shaping the knee almost completely before the tree is felled. In this method of procedure the root is exposed and trimmed to whatever size it will make. It is then lined up on the stem or trunk of the tree and hewed to size while standing. The tree is felled when the last side cut is made.

How the Knee is Measured

Most knees run from six to 14 inches in size. The knee is measured across its face, taken at the tip of the toe, across the face of throat and across the face of the tip of the stem. Payment is rated in inches of diameter. The price of ship knees varies from 65 cents per inch to \$1.50 per inch, according to the size. Large knees for stem and stern construction are sometimes sold on a lump sum basis which may range from \$90 to \$100. A tree 24 inches in diameter will yield one knee that measures approximately 12 inches across its face. This shows roughly a ratio of 2:1, which works out in most cases.

There are no grades of ship knees. The knee is either accepted or rejected. The following constitutes a perfect knee:

1. No rotten or forked toes are permissible
2. No holes in the toe extending clear through the root are acceptable.
3. The knee must contain no deep gouges or wane.
4. Knees must be about square at the toe, i.e., the stem and toe must join at approximately right angles.
5. The sides of the stem must be lined up to conform to the side of the root.
6. All bark must be removed and the knee finished in a workmanlike manner.

Knees Required in Hough Hull

The following is the list of knees, with their sizes, required in the construction of a wooden hull of the Hough type:

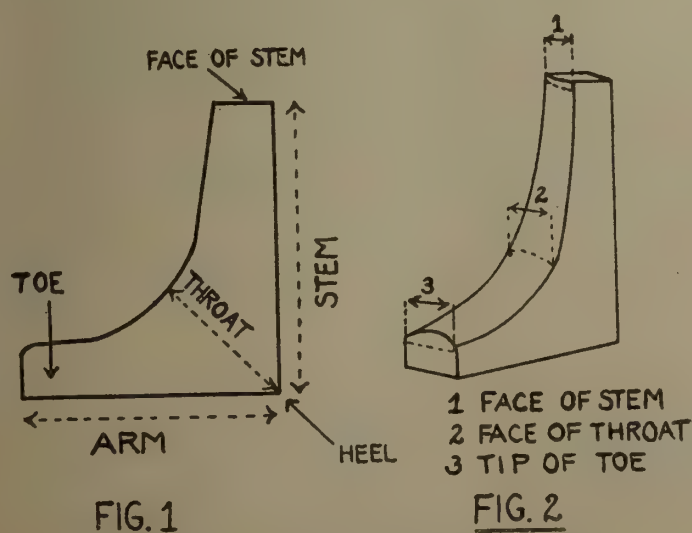
Pieces	Size	Length of Stem	Length of Arm
2	18"	10'	6'
22	12"	5'	4'
10	12"	6'	4'
32	8"	5'	4'
10	8"	3'	2'6"
4	8"	6'	3'6"
16	7"	4'	4'
8	6"	4'	4'
24	7"	2'6"	2'
4	6"	2'6"	2'
34	6"	4'	3'

It will be seen that the Hough type requires 166 knees, principally the 6, 7, and 8-inch sizes.

The knee schedule for vessels of the Ferris type is as follows:

Pieces	Size	Length of Stem	Length of Arm
20	4"	6'	4'
40	6"	6'	4'
80	8"	6'	4'
58	9"	6'	4'
4	12"	6'	4'
2	20"	8'	4'

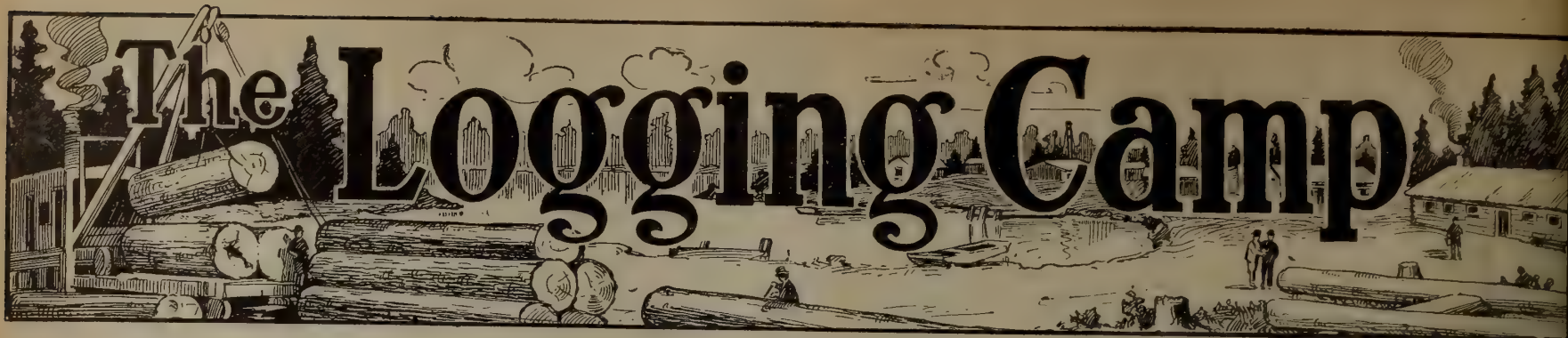
The total requirements of the Ferris-type aggregate 204 knees, chiefly of the sizes from 4 to 9 inches, nearly all of which are of the same stem and arm measurement.—The Timberman.



Diagrams illustrating elements of a ship knee.

Fig. 1—Sectional view of ship knee showing relation and nomenclature of principal elements.

Fig. 2—This sketch shows how a ship knee is measured. The diameter through the three points 1, 2, 3 determines the size and value of the knee.



Riving Spruce for Airplane Stock

By B. L. Grondal

In the camps of operators now engaged in riving, the writer has found that the average crew is composed of seven or eight men. Good men are absolutely necessary, and to obtain such men wages of \$5 per day and board are usually paid. The foreman of the crew selects the trees to be rived. The splitting qualities of a tree are tested before the tree is felled by chopping a liberal niche into the tree and noting the manner in which the wood splits. The average man after a week of such testing can determine very accurately the difficulty of riving a standing tree. After the trees have been selected by the foreman, a pair of fallers fall and buck the trees. Two men can fall and buck more timber than the rest of the crew can rive, and their spare time is spent in riving. After the tree has been bucked into logs of the most economical lengths, depending upon defects in the tree, the logs are rolled clear from the cuts upon rough skids through the use of hand timber jacks of the usual type. Two or three timber jacks should be provided for each crew.

The logs are then split into halves. Two methods of accomplishing this are in general use. The original method consisted of splitting the log by driving ordinary steel wedges into the end of the log with mauls until a split began to open. Larger iron-bound oak wedges were then substituted. The splitting of the log through the action of the wedges in the end was assisted by wedges driven into the longitudinal surface as soon as the split appeared.

The splitting of five or six-foot logs with mauls and wedges is, as one can imagine, no small job. The splitting of the logs with the use of explosives has been found to be more economical in time and labor, while the cost of powder is trifling. Low-grade blasting powder (20 per cent.) should be used, to avoid the shattering of timber in the log. When properly handled, two and a half sticks of such powder will split the average five-foot log twenty-six feet long. High-grade powder, which has great shocking but low rending power, should be avoided. Black powder is much superior to other forms of blasting powder.

The methods used in blowing the logs are similar to those commonly used in blowing redwood logs. When a short log is to be split, a hole about eighteen inches deep and a little larger in diameter than the stick of powder is bored in a radial direction into the log halfway from the ends, with a ship augur. The powder and fuse are then introduced, and the hole is filled with clay and securely tamped. Where only one charge is placed in the log, ordinary fuse and caps are used. The resulting explosion will usually split the log fairly into halves. In boring the hole, advantage should be taken of natural splits in the ends of the log, so that material will not be wasted. Two or three shots in a long log, five or eight feet apart, and exploded electrically, will shatter less timber than one large single shot. When properly handled, powder shatters only a very little timber. While there has been some discussion upon the probable effect on the strength of the spruce for airplane construction obtained from logs that have been split with

(Reproduced from the West Coast Lumberman.)

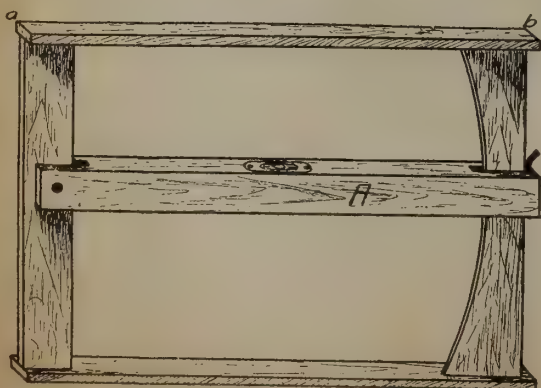
powder, the writer feels that this is unfounded. Due to the high cost of powder, there is a natural tendency to use as little as possible.

When there is sufficient room, the splitting of a log by means of wedges can be accomplished quite readily through the use of an improvised battering ram made up of a log section suspended in a tripod. This method of splitting is not, however, in general use. The halves of the log are, in turn, split into halves by means of wedges. Timber jacks are used to turn these sections into positions on the skids favorable for splitting. Large logs are split into as many as six sections.

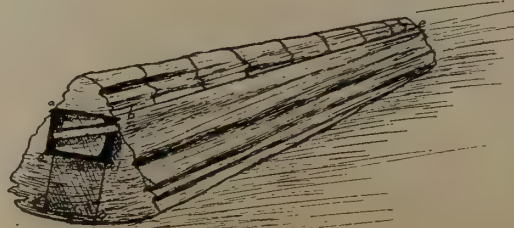
The sections are then ready for riving into dimension timbers. A rectangle including the greatest possible cross-section of squared timber that can be cut from the cant or section is then laid off on each end of the section. While the laying-off of these rectangles offers no difficulties for the skilled timber worker, the writer has devised a simple little instrument that will enable any unskilled operator to lay off the timber so as to produce a timber that will be free from wind. This is shown in one of the accompanying illustrations. As will be noted, the instrument consists of a common carpenter's wooden level, placed in a frame so that it can be rotated on a fixed axis at one end. The upper edge of the instrument is a straightedge. The straightedge is placed upon the timber in the manner illustrated, and the level is swung until the level bubble is in the center of the glass. The level is then clamped to the frame. A line is then drawn along the straightedge on the section, and the instrument is then carried to the other end of the timber, where side "A" of the instrument is placed against the section and another line drawn on the end of the section. The rectangle can then be completed on each end of the timber by means of a common carpenter's steel square. A board is then lightly tacked against the end of the section, with its upper end on the line first drawn, on each end of the timber. A marking line or chalk line is then stretched from the upper edge of the boards on each side of the timber, and the upper edges of the timber that is to be hewn from the cant are sketched with crayon on the rough sides of the log section, following the chalk lines.

After the upper face of the timber that is to be hewed has thus been laid out, the triangular section left above the plane of the upper edge of the timber is removed in short sections. This is done by making saw cuts spaced about twelve to eighteen inches apart to the depth of the crayon marks on each side of the timber, as is illustrated. The blocks of wood thus separated are then split off with axes, the axemen adzing the surface of the timber with the same axes that are used in splitting off the short blocks or bolts. Occasionally, especially on the heart side of a timber, it becomes necessary to split off the blocks by means of wedges. When one face has been completed, the timber is rolled over on the skids with timber jacks, and the other faces are hewn. The completely rived timber is then thrust aside and the next section is hewn, and so on until all of the sections have been rived.

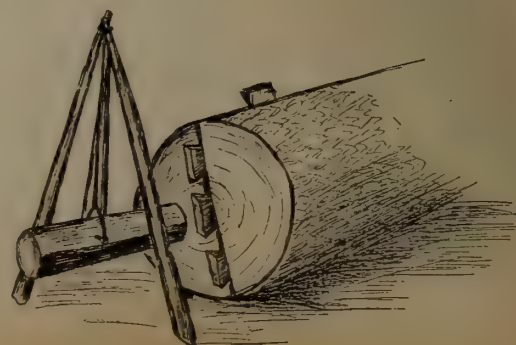
It is common practice to leave the rived material in place until the logs from one tree have all been rived before they are removed from the woods. When a sufficient supply of rived material has been accumulated, roads to each store of timber are swamped out, and the



Simple laying-off instrument



Laying off flitch for squaring.



Battering ram for first split.

timber is removed with horses and the aid of common go-devils, in the same manner as piling is ordinarily handled.

Inefficient handling of the crew should be avoided. For instance, the building of roads with men who are paid \$5 per day and board is rather uncalled for, and even though the business leaves a considerable margin for profit, such a procedure is far too expensive. An attempt should also be made to co-ordinate the work so that one crew building roads can be kept busy with no slack time, while the fallers can fall and buck timber for several crews. Men should also be kept at blowing and splitting, while others should be trained in laying out and squaring the timbers. The most efficient operation will, therefore, include from twelve to fourteen men per camp.

The waste of material in riving spruce is very great. Care should be taken to avoid trees that have rotten and hollow butts, for the best material for riving is in the butt log. Usually only forty or fifty feet of the trunk can be rived, as the cost of riving material that contains a few knots is too great, while the quality is also so much lower that a profitable price cannot be obtained for such material.

Only about 25 to 30 per cent. of the merchantable timber in a spruce tree can be rived out. The remainder is wasted in the woods. While conservation enthusiasts will no doubt hold up their hands in horror at this waste, it is better to waste spruce in the woods than to waste American lives at the front. Under present conditions closer utilization is not possible, due to the cost of removing the less valuable material from the woods. A large amount of the material that is removed from the timber sections in squaring out the rived material is of the most excellent quality for box boards and similar purposes, and it would be very possible to remove it by means of wedges in four or five-foot sections instead of in the short blocks, but as the price that can be obtained for such bolts with the prevailing stumpage prices for spruce is too low, the saving of this material will be possible only in special cases.

The establishing of a cutting up mill at Vancouver Barracks, Wash., by the United States army offers a splendid opportunity to provide closer utilization of spruce in riving operations. There seems to be no reason why the spruce should necessarily be rived out into rectangular form. The squaring of the timbers is an expensive operation. It is true that such squared material is more easily removed from the woods, but the removal of the rived spruce in rough triangular sections should offer no insurmountable difficulties. The average operator engaged in getting out rived spruce would, no doubt, be willing to sell such material on the scale that it would produce if squared up, and the result would be a marked increase in the amount of material available for airplane construction.

Operators now engaged in riving spruce report that with an eight-man crew a daily average production of 200 to 250 feet of spruce per man can be maintained. This figure will no doubt increase considerably as the men become skilled in the various operations. Actual profits cannot, however, be very definitely predicted, as the location and character of the timber and the expense of building roads and transportation to railroads or tidewater will influence the final profits very much. Sawn spruce commands a price of \$105 per thousand. Before the spruce production was commandeered by the United States Government rived spruce was occasionally sold for as much as \$250 per thousand. Rived spruce, being straight grained and free from defects, will sometimes produce as much as 85 per cent. of beam stock, the most expensive wooden part entering into the construction of an airplane, while sawn spruce will often produce only 15 to 20 per cent. of similar material. At the present time the government is paying as much as \$130 per thousand for rived spruce, f.o.b. point of shipment, the price varying with the point of shipment. It is possible that prices paid in the future will be adjusted to meet the cost of production, which will vary in different localities.

According to A. F. Peterson, of Aberdeen, Wash., a pioneer in the riving industry, the outlay for a riving camp is very small, and the little operators are able to split up scattered trees that would not be available for a steam logging operation.

A splitting crew consists usually of five men. An outlay of \$200 to \$300 will provide the necessary tools, which are as follows: Plentiful supply of wedges, both steel and wooden; mauls; one ten-pound sledge; two logging jacks; a crosscut saw; one felling saw; two axes; one steel splitting bar with four-inch face; one horse; one "go-devil" or wooden sled with natural crook runners; chain, rope, and peavies.

A spruce tree, after being felled by the riving crew, is bucked into the prescribed lengths, and with wedges and sledges is split into six or eight segments, much as one would lay open an orange. The bark and slab is taken off each segment and the wedge hewn away to square up the cant. An extra inch in width and thickness is allowed on each cant to take care of irregularities in splitting. Four inches over length is also allowed in finishing the cants.

A five-man crew will produce from 800 to 1,000 feet per day. The price received for this material is \$105 per thousand feet. There are at present about ten crews getting out rived spruce in Gray's Harbor County, Wash.

How Many Logs Are Lost by Sinking?

One of the questions asked of the paper manufacturers of Canada in the course of the Government "probe" into news print paper prices recently has had to do with the percentage of loss due to sinking of logs between the timber limit and the boom. This loss, if determinable, affects the costs of operations and must be included in any thorough-going compilation of production figures.

An interesting reference occurs in the well-known text book, "Logging," by Prof. Ralph Bryant, of Yale Forest School, as follows:

"A very appreciable loss in driving timber is due to sunken and stranded logs. The extent of this loss is dependent on the species driven and the character of the stream.

"Where timber is brought down rough streams, over waterfalls, and past obstructions, it is often badly battered and broken, and gravel and sand become imbedded in a large per cent. of the logs. Occasionally they accumulate iron and spikes, especially where iron dogs are used in rafting. Much of this foreign matter is not readily detected, and mills suffer a monetary loss due to damaged saws and time lost by the sawmill crew.

"The actual loss in log scale from all causes on the Mississippi River drives averages about 10 per cent.; on the Cumberland and Tennessee Rivers in Kentucky, 10 per cent.; in Montana, 10 per cent.; spruce, 5 to 10 per cent., and birch, 3 to 27 per cent. on short drives in the Northwest; hardwoods in Pennsylvania, 25 to 40 per cent.; yellow pine, 20 to 33 per cent. The loss in the Lake States may be as high as 30 per cent. On short drives of coniferous timber the loss is small and may be from zero to 3 per cent. This loss is due largely to sunken and stranded logs and not to the deterioration of sapwood."

In the case of James L. Gates, Elliott C. Young, Lumber Inspector of District No. 2, Wisconsin, tried in the courts of LaCrosse, Wisconsin, in 1901, an attempt was made by plaintiff to compel defendant to reimburse him for difference in scale between the "bank" and the boom. During the trial prominent lumbermen from the Black River district testified that "there might and would occur a difference between the woods and mouth scale of from 10 to 30 per cent.

Logging Conditions in Need of Reform

By J. W. Gleason

In taking up the subject of logging conditions and the effect of labor on logging costs I want to emphasize the absolute necessity for doing something to meet the seriousness of the situation, for I prophesy that if adequate measures are not provided the woods departments will be destined to failure in their work of keeping the mills supplied with logs.

It goes without saying labor is the most essential business asset to any logging operation. The scarcity of labor as I see it now is caused by the restlessness of the men who continually shift from one place to another. One of the primary causes of this condition is lack of uniformity in the woods wages, rumors reaching men in one camp of excessive high wages they pay men in other camps, even though the rumor may be refuted by actual conditions, and I maintain that anything that would work toward bettering uniformity and understanding between loggers would tend to minimize this tendency of labor.

I believe that if the men who are travelling from one camp to another and lying around saloons and other places were at work where they should be, there would be sufficient help to supply all the camps and then some. I will venture to say that there are more men riding on railroad trains and walking back and forth on the tracks than there are working in the logging camps. "They don't know where they're going, but they're on their way." These are the conditions existing in our locality.

There never was any great evil without some cause, and, gentlemen, I believe we are to blame to a certain extent—more than the lumberjacks. It has been the custom of all of us without any exceptions, to send agents to the cities to hire men and make contracts with employment agencies at those points to supply our operations with men. We would advance transportation and often pay the employment fees, bring them to the different camps, and set them down to a menu that would make our national food administrator throw up both hands in holy horror. I have seen as many as three kinds of meat set on the table, with wheat, corn, graham, rye, ginger bread and parker house rolls, three kinds of cookies, three kinds of cake and doughnuts, and for dessert they could have mince, apple, rhubarb, pumpkin, raisin or prune pie; and to top off with they could bring on some canned peaches, pears or apples or something of that sort. Is it any wonder that these fellows should be bewildered, men who never had a square meal before in their lives—they would just simply eat and eat until they killed their engine dead, to use the term we use when we feed our automobile too much gasoline. We have to be more particular in feeding our horses, for if we overload them we would kill the engines that propel them. I am a firm believer in feeding men good wholesome food and lots of it, but I do not believe

that they should be doped up with all kinds of compounds and all these new kinds of dishes that are advised by some of the wholesale grocers as a substitute for this, that and the other thing. I believe if you get a cook who can cook all kinds of vegetables, meats and potatoes, bake bread and make pies, make soup and hash once in a while, you can reach a man's heart easier and inject more incentive and pep into him than by anything else you can do.

Co-operation Needed

Uniformity, co-operation and understanding in this matter will have a tendency to eliminate some of this extravagance in camps. The whole commercial business of the country is evolutionizing. Why do we not evolutionize ourselves? In my opinion the only remedy for all the evils and ills that we have to contend with today—at least a very good one—is composed of incentive, energy, competency, and loyalty. These four terms spell efficiency.

Efficiency is the short cut to low logging costs and is figured into dollars and cents by the expert efficiency accountants in the office. But the cost of logging has got to be figured on the ground by the superintendent in charge of operations, who will either make the proposition a successful one for his company and himself or bring condemnation from the people he represents. The superintendent of a successful logging operation is a man who can command respect by his entire organization—he has a knowledge of his work—he is a man who has been promoted from the bottom of the profession until he has reached the highest pinnacle—he is a man who can read human nature, is firm in his instructions and has the good will of all of his men. But the fundamental and essential principle is he must be a man—he must love his work for the accomplishment there is in it, not for the money consideration—he must be a man who can give his superior officers absolute satisfaction; he must use every ounce of ability within him when he selects his foremen and assistants who will have actual charge of the different camps.

Take for example, an average logging operation handling from 20,000,000 to 25,000,000 feet per year; employing from 250 to 300 men, forty to fifty teams, two or three steam loaders, two or three locomotives and operating its own railroad. When this is divided into two or three different parts or camp organizations, the foreman in charge of each one of these camps should be a man with brains and initiative ability. The superintendent of a logging operation need not be a czar, and when matters of importance come up he should converse freely with the foreman absolutely in charge. Keep the entire organization moving by cutting expenses wherever possible without impairing the efficiency of any department; use every effort to get more efficiency from your workmen. Efficiency means the power of producing results, and when we speak of man efficiency in a logging operation, we speak of the organization. No man can be efficient unless the organization for which he works is perfected. The man is one unit of an organization and it is through his individual effort that he makes good or falls behind and gets fired. I believe that to get the maximum of efficiency from every man, operations in each camp should be classified, namely:

Roads and Spurs.

Skidding and Loading Department.

Sawing and Swamping Department.

Boarding Department.

In looking into the organization of all these departments it is up to the superintendent to get a well organized crew and school the men to special jobs and keep them there at all costs. The day has come when we loggers have to specialize and it is the specialist who knows the short cuts in costs. The story in a few words is simple. The best method is to scure energy from your workmen, but to do this we cannot work by any given rule. We must keep our equipment in repair; we must use a different lubrication on our organization, on our machinery, on our horses, on our men and on ourselves, for the men who can put the logs to mill at the least possible cost are the men whom the lumber interests are looking for today.

Encourage Piece Work

The capacity of every man who is connected with a logging operation is measured by the amount of work he can do. I believe that we should encourage piece work that gives a man a chance to demonstrate what he can do, to see how much more money he can earn than the other fellow. I have known of instances where one man at piece work earned six times as much money as the monthly man did at the same kind of work; therefore I recommend anything that works out satisfactorily, and especially at these times, when the ranks in our operations are broken on account of so many able-bodied men joining the colors in the last year. I think if we do justice to ourselves and to our men, we should do all we can to encourage them to turn out the work, for the government needs the lumber to build cantonments, airplanes, boxes and crates to ship foodstuffs, munitions and clothing to the boys at the front.

Guarding Ontario's Timber Areas

By E. J. Zavitz

The Forest Fires Prevention Act passed by the Legislative Assembly of the Province of Ontario in 1917 places the administration of forest fire protection under the Forestry Branch of the Department of Lands, Forests and Mines.

Control of the setting out of fire within forest regions is given through Regulations passed by Order-in-Council. It is necessary between the 15th of April and the 30th of September to obtain a written permit in order to set out fire for the disposal of slash or other debris. This written permit is issued by the fire ranger or other duly authorized official and contains certain restraining conditions. The ranger is given special instructions in reference to the conditions under which the permit is issued. For example, the ranger may find it advisable to name the exact hour at which burning shall start or that some special protection be provided while burning is being done. The issuance of the permit requires the personal inspection of the ranger.

Another feature of the new Act is the provision for the disposal of fire hazards. Wherever conditions exist which are a menace to life or property the Act provides for definite action by which such danger may be removed.

Field Organization

The forest region of Ontario, subject to the Forest Fire Act, is divided into 35 districts, each of which is in charge of a Chief Fire Ranger. During the past season we have had 34 Deputy Chiefs assisting the Chief Fire Rangers where areas were large or difficult of access.

The maximum number of rangers for any one period of the past season was 1,039.

In addition to the above organization we have had 12 railway inspectors, whose duties were to carry out the provisions of Order 107 of the Board of Railway Commissioners for Canada.

For inspection purposes the forest region was divided into three inspector divisions with a superintendent in charge of each division.

To sum up, during the past season the entire force required in the field, for the carrying on of this work, was 1,123 men.

Forest fire protection cannot rely alone on the ranger or patrol system. The 1,000 men in the field as rangers are helpless if not backed up by modern detection methods.

During the past season the lookout tower on high points has been introduced into nearly all of the districts. The Nepigon Reserve had previously adopted this method and found it a great assistance in the detection of fire. During the past season 85 towers have been built at a cost of over \$10,000. These towers are permanent structures located so that communication may be had by telephone with outside assistance.

In addition to the permanent tower, rangers are instructed to clean out trails to high vantage points. These observation points frequently command the view of vast areas and are of great assistance in locating fire.

One of the most difficult problems in connection with fire detection is to keep up lines of communication. The lookout tower without communication by wire is of small value. The lookout towers in Nepigon Reserve are tied up to 130 miles of telephone line. We have at present about 200 miles of telephone line available in forest reserves. Throughout most of the settlements in the Clay Belt where towers have been built local telephone lines are available. Along some of the railways it will be possible to tie up with the local stations.

This whole question of communication will require special attention. We have not rushed into the construction of telephone lines on a large scale, feeling that more study should be given the problem.

Reaching and Fighting Fire

Locating forest fires is a comparatively simple matter. Reaching them in time to take effective measures is the serious problem. In many of our districts the only way of reaching interior fires is by long canoe routes and trails. However, in such districts fire hazards are usually small owing to the inaccessibility of the territory.

Where roads, navigable water or railways make rapid transportation possible there are various methods to be employed which help in solving the problem.

During the past season we have employed three small power boats along the shores of Georgian Bay. We have larger power boats on Lake of the Woods, Winnipeg River, Lake Nepigon and Lake Temagami. In addition to the above seven power boats we have several outboard motors which are primarily intended to assist chiefs in covering territory where previously they had long canoe routes on the larger waters.

The most efficient arrangement to be made with a power boat is such as we have on Lake Nepigon. The boat remains the major portion of the time at a definite headquarters which can be reached by telephone from the outlying stations and lookouts. This boat is

equipped with fire pump and 1,000 feet of 1½ inch hose, also other fire fighting equipment, and can proceed to a fire with the least possible delay. At present we have three power boats equipped in this manner. On railway lines we have five power motors used for inspection and carrying fire fighting equipment. In patrolling some eighty velocipedes are being used and such mechanical attachments as the Smith motor which are being tested.

Last spring five motor trucks were purchased and these are giving good results in the districts where roads are passable.

This organization carries about \$100,000 worth of equipment. In addition to blankets, canvas buckets and minor equipment, it was necessary to purchase this season 185 canoes at a cost of \$10,000; 200 tents at a cost of \$3,000; 28 new velocipedes at a cost of \$1,500.

One of the problems connected with this work is the overhauling and repairing of equipment and its proper storage. This has required the building of central storehouses. Five storehouses have been built and several others leased temporarily.

Record of a Busy Season

Improvement work such as construction of trails, etc., can only be carried out efficiently after the field organization has been perfected. Our organization being less than a year old has much to learn, but the following are some of the more important improvements carried out this past summer.

New fire rangers' cabins built	44
New docks or boat landings	18
Acres of fire hazard burned	3,356
Miles of old trails and canoe routes cleaned out	1,031
Miles of new trails opened	514
Fire signs posted	65,000

In this connection I will refer to the permit system. Owing to a very wet season in the Temiskaming country this system was not given a severe trial. Our rangers issued 3,886 permits and no serious opposition was encountered.

Fire Statistics for 1917

1. Number of Fires:—	
May	441
June	317
July	152
August	115
September	66
Total	1,091
56.1 per cent. did not exceed 5 acres.	
56.1 per cent. did not exceed 5 acres.	

2. Causes of Fires:—	
Settlers	91
Camp Fires	98
Railways	541
Lightning	28
Indians	54
Logging Operations	45
Miscellaneous	40
Unknown	194
Total	1,091

Areas Burned

3. Timberland, mainly coniferous	71,910
Timberland, mainly hardwood	110
Cutover, some coniferous timber left	148,368
Cutover, some hardwood timber left	2,160
Young growth, mainly hardwood	13,202
Barren	82,922
Grassland	2,332
4. Ft. B.M.	15,278,000
Cords	90,446
Ties	781,685
Posts	150
Poles	125
5. Private property	\$2,727.00

The forest region of Ontario over which our organization has jurisdiction covers an area of over 100,000,000 acres. The greater part of this region is covered with coniferous growth. Large areas have been cut over leaving inflammable slash. Three transcontinental railways pass through this territory over one thousand miles in length, opening it to prospector, timber cruiser and scattered settlement, bringing in their wake problems of fire protection. Over 4,000 miles of railways cut through this forest region.

May Remodel New Brunswick Forest Service

A proposal is being considered in New Brunswick for the re-modelling of the Forest Protection Service of the Province. A movement is under way to have the Provincial Government reorganize the system of fire protection on all its timber lands. The plan proposed by the Chief Forester and strongly supported by public bodies is to establish a system of fire districts each in charge of a competent forester. Instead of locally controlled fire wardens, as at present, there would be a centrally controlled body of skilled men, under constant supervision and discipline. Systems similar to this have been proved to be the only workable and economical method of forest protection in the provinces of Ontario and Quebec. The rangers would perform their duties according to schedule giving close account of their time and work. They would be assisted by observation towers, telephone lines, etc. To encourage the best rangers to remain in the service, the chief forester plans to utilize them in supervising cutting operations during the fall and winter.

Canadian Milk Products Hold Conference of Salesmen

The First Annual Salesmen's Congress held by Canadian Milk Products, Limited, of Toronto, Ont., took place on December 27th and was an interesting and important event. Mr. B. A. Gould, president and general manager, addressed the conference, giving them a history of the milk powder business with special reference to the history of its manufacture in Canada, which commenced in 1903. Mr. S. B. Trainer, secretary and treasurer of the company, gave a brief outline of the development of the selling organization and general sales campaign within the last few years. Among those attending the conference from branch offices were:—B. D. Buford, manager of the Quebec Province branch, with three of his salesmen, Messrs. C. Dutrizac, T. S. Preston, and A. Martel; W. E. Nolan, F. H. Whitcombe, and H. A. Davis, Ontario salesmen, and C. K. Walker and C. Withers, Toronto salesmen. Mr. Geo. B. Levis, sales manager of the company, was not in attendance, as he has enlisted in the air service for the duration of the war. During Mr. Levis' absence Mr. H. J. Walker has taken up some of the details of the department, and S. B. Trainer is acting sales manager.

On December 28th the salesmen were taken to the new milk powder plant at Burford, Ont., and were shown all the processes of producing milk powder from fresh liquid milk. This experience was of much value to them and greatly increased their enthusiasm in their work. On December 29th the conference discussed selling details, such as the use of Milkstock, separated milk powder, by bakers, confectioners, ice-cream manufacturers, dairies and creameries; the use of Trumilk, the whole milk powder, particularly in regard to the production of milk chocolate and high grade confectionery; and the production and use of Trucream, which can be dissolved in the proper proportions to produce the same product as that from which it was produced, and therefore can be used wherever fresh liquid cream is called for. Special attention was given to the discussion of Klim, the domestic milk powder, which has been made the subject of an advertising campaign since October 1st. The best means of marketing Klim and educating the public to its use were thoroughly discussed.

Canadian Milk Products Limited, has met with striking success since establishing its definite and energetic advertising and selling campaign and the outlook for continued business expansion is exceptionally bright.

Expecting Improved Demand

Simpson, Clapp & Co., New York, N.Y., in their market letter of January 2, say: "With the holiday season over and as soon as inventories are completed we look for a better demand in the near future. It is possible that with government control of transportation, which heretofore was only available for government business, congestion will be relieved to a great extent. This should have a desired effect with buyers if the impression prevails that shipments will come along with better despatch."

The Northern Spruce Situation

In a recent interview with E. R. Safford, Jr., of the A. Sherman Lumber Company, manufacturers and wholesalers of spruce, white pine, etc., Mr. Safford stated that from present reports and appearances the Canadian mills are looking for a strong advance in prices on next season's cut, which he believes is warranted by the great increased cost of production. Stocks are available in limited supply, and, with the direct and indirect demands for government and war purposes it is his opinion that the future market gives every indication of a steady advance. He also feels that high prices will in all probability limit the usual building activity next year, and therefore does not look for very much change in the lath and shingle situation.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch.) \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

White Pine Wanted

Always in the market for good White Pine. Please write us.

The Fisher & Wilson Company,
1-t.f. Cleveland, O.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Wanted

Large size Elm Logs wanted. Address P. O. Box 5, Papineauville, Que. 21-2

Wanted

Log run stocks of Hardwoods and Pine. Spot cash soon as loaded, and before shipment. Address Box 664, Canada Lumberman, Toronto, Ont. 2-2

Basswood Wanted

Log Run and No. 2 Common and Mill Culls. Also Spruce and Pine Lumber.

Apply J. P. Abel, Fortin & Co.,
2-2 Maisonneuve (Montreal), Que.

Hardwood Logs Wanted

Rock Elm, Maple, White Ash, Shellbark Hickory, Soft Elm and White Beech, in car lots. Cut 10 ft., 12 ft. and 14 ft. long. Highest market price paid. Address,

St. Marys Wood Specialty Co., Limited,
2-3 St. Marys, Ont.

Ash and Elm Wanted

One inch Brown Ash and 3 inch Elm, dry or sawn to order. Also buy Birch, Maple, Basswood, Beech. We send inspector.

Wayne Lumber Company,
1-2 44 Whitehall Street,
New York, N. Y.

For Sale-Lumber

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
c Montreal, Que.

Lumber and Posts For Sale

2 cars of 1 x 4 and 5 White Pine.
2 " of 1 x 6 White Pine.
3 " of 1 x 8 White Pine.
1 " of 5/4 x 4, 5 and 6 White Pine.
1 " of 5/4 x 8 White Pine.
1/2 " 5/4 x 10 and 12 White Pine.
1/2 " 5/4 and 6/4 good shorts.
1/2 " 8/4 good shorts.
2 " 5/4 and 6/4 good strips.
2 " Lath, Mill Run.
2 " 2 x 10 Merchantable Hemlock.
1 " 1 x 9 Merchantable Hemlock.
3 " 1 x 10 Merchantable Hemlock.
200 M. ft. 2 x 4-6 and 8 Norway.
15 cars peeled cedar posts, 8 ft.

F. MCGIBBON & SONS,
2-2 Sarnia, Ont.

For Sale-Machinery

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

36 Inch Planing Mill Exhauster

Also Box Board Matcher, chain feed, Shimer heads. Canada Machinery Corporation. Splendid condition.

J. P. ABEL, FORTIN & CO.,

379 Desjardins St.,
2-2 Maisonneuve (Montreal) Que.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, automatic saw sharpener, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,
24-3 Port Arthur, Ont.

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Other Woodworking Machinery.

A. J. LINDSAY,
2-5 90 Pembroke Street,
Toronto, Ont.

Woodworking Machinery

Band Saws
1-36 in. J. A. Fay & Company.
1-48 in. J. A. Fay & Company.
Band Resaws
1-54 in. and 1 72-in. Gilbert.
1-60 in. single and 1 60 in. double Fischer.
Planers
1-30x12 Endless Bed Double Surfer.
1-30x10 Money Maker Double Surfer.
1-27x8 J. A. Fay & Co., Double Surfer.
1-26x7 Hoyt & Bros. Co. Double Surfer.
3-Planers and Matchers.
Many other woodworking machines.
Corliss and automatic and slide valve engines.
Tubular and water tube boilers.
Belting, shafting, pulleys and hangers.
Low prices to close out the above second-hand machinery.

Cleveland Belting & Machinery Co.,
2-2 Cleveland, Ohio.

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 23-4

For Sale

Ten sets of heavy log sleighs complete, with chains.

Canada Pine Lumber Co., Ltd.,
2-2 Kearney, Canada.

Wanted-Machinery

Wanted

SECOND-HAND PERKINS SHINGLE MACHINE, also shingle jointer. Send full particulars and quote best cash price.

The Pearce Company, Limited,
2-2 Marmora, Ont.

Machinery Wanted

New or second hand, if good condition:
1 pr. twin circulars—adjustable from 4 to 12".
30 iron rollers—8" or 10" x 20", and boxes.
1 lath outfit complete—not less than 50,000 in 10 hours.
1 smokestack (66 to 72" dia., 100 to 125 ft. long).
1 double drum hoist, complete with connections.
2 small engines 6 to 8 h.p., for tie loaders.
4 friction drives complete (6 to 8" face for conveyors).
1 set log kickers for double deck.
1 friction clutch 75 to 100 h.p.
Also a quantity of sprockets and chains, shafting and boxes.

Canadian Northern Railway System,
Eastern Lands Department,
1-1 5 Toronto Street,
Toronto, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents

CAPABLE, RELIABLE MILL FOREMAN wants position. Good references. Box 663, Canada Lumberman, Toronto, Ont. 2-4

YOUNG MAN, six years' experience as stenographer and bookkeeper in lumber business, desires change. Best of references. Box 629, Canada Lumberman, Toronto, Ont. 19-2

MARRIED MAN, 38 years of age, with 12 years' experience in logging office of large lumber firm, desires change. Available in July next. Best of recommendations. Box 665, Canada Lumberman, Toronto. 2-4

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

Business Chances

Jobbers Wanted

We wish to let several contracts to take out logs on Berth No. 6, being broken front lying between the Magnetawan and French Rivers. This berth is all convenient to Canadian Northern Railway.

John Harrison & Sons Company, Limited,
Saw and Planing Mills,
9-t.f. Owen Sound, Ont.

Western Canada

HAVE YOU A PRODUCT TO SELL through the lumber dealers of Western Canada? We can represent you, as we are selling only lumber lines and are in direct touch with all dealers in Manitoba, Saskatchewan and Alberta. Now is the time to line up for 1918 business. Box 658, Canada Lumberman, Toronto, Ont. 2-3

For Sale

The plant and machinery formerly known as the Knechtel Wood Turning and Foundry Company. Fully equipped with machinery for woodworking and specialties. Has 40 H.P. Motor, as well as steam power. Liberal terms. Apply Clerk, Town Council, Southampton, Ont. 2-2

Tide-Water Stumpage For Sale or Exchange

For sale, or will exchange for good ranch or farm land, B. C. Tide-water stumpage, cruised and surveyed.

CARL BLOCK,
19-t.f. Peoria, Illinois.

"Business Chances"

Fine new mill-constructed concrete woodshop with modern equipment. Open to bid on standard or special wood products in quantities for the woodenware trade. Send blue prints, specification or models for quotations.

James Smart Mfg. Company, Limited,
2-5 Brockville, Ont.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gattineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Watrous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
8-t.f. P. O. Box 2624,
Montreal, Que.

FOR SALE as a Going Concern Saw Mill and One Hundred Square Miles Crown Lands

Mill capable of sawing eight million superficial feet per year. New boilers, good engine and pumps, gang and rotary shingle and lath machines and planer. Railway siding in yard, also water shipping.

This property is situated in a thriving centre where labor is available. Good general store, boarding house and other buildings in connection with property. Good reasons given for selling.

No one need apply except bona fide purchasers.

Apply, Lumber, Box 643, Canada Lumberman and Woodworker, Toronto, Ont. 22-t.f.

Spotting Freight Cars by Power

A very handy arrangement for spotting or moving freight cars short distances along a siding, when the siding is near the mill, consists of a wire cable running over and around pulleys to a drum which may be located in the mill

or wherever convenient, and driven either by belt or electric motor. While this idea is in use in some few plants, there are many more in which, if it were used, it would effect a big saving in labor and time.

Railroad switching crews are not always on hand when most needed, nor do they always spot cars just where you want them, and even when they do, it is frequently necessary to shift the cars along from time to time during the day as they are loaded or unloaded, whichever the case may be. The power cable is a convenient and economical solution of the problem. With it there is no necessity for calling out several of the workmen to laboriously push and "pinchbar" the car along by inches.—Mississippi Valley Lumberman.

The naval aircraft factory at the Philadelphia navy yard is completed and in operation. This plant, which covers three acres was begun in August, the structure completed in November, machinery installed and the keel of the first flying boat was laid ninety days after building work was begun. The plant, with equipment, cost about \$1,000,000.



HORSES

UNION STOCK YARDS

OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

For Immediate Shipment

We have the following No. 1 Dry Stock on hand for quick delivery within 24 hours. May be dressed, matched, etc., if desired.

- 6 cars 1 x 4 Dry No. 1 Spruce.
- 4 cars 1 x 10 Dry No. 1 Spruce.
- 2 cars 1 x 10 Dry Red Pine.
- 5 cars 1 x 7 and up Dry Birch for ammunition box ends.

MILLING IN TRANSIT.

Wire, phone or write for quotations.

J. R. Eaton & Sons, Limited
ORILLIA - ONTARIO

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

Write for Quotations.

LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

Timber Estimating

Appraisal, reports, timber maps. All contracts receive my personal attention.

D. E. LAUDERBURN, Forest Engineer
Rm. 1233, 156 Fifth Ave., New York, N. Y.

PRESSES

Hydraulic and Screw

for

VENEER

VENEER DRYERS

PULP

Special machinery made to order

WILLIAM R. PERRIN

TORONTO, CANADA Limited

Union Lumber Co.

Limited

White Pine

Red Pine

Spruce

Red and Jack Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building

TORONTO, CANADA

FOR SALE

Released Equipment

Standard Locomotives

Narrow Gauge Locomotives

Flat and Box Cars

Side Dump Cars, 24" and 36" gauge

F. M. Gasoline R. R. Cars

Lidgerwood Unloader

Ballast Plows

Car Replacers, Jacks, Track Tools
and Miscellaneous Railroad Material

WRITE OR WIRE

O'BRIEN & MARTIN

704 Shaughnessy Bldg.

MONTREAL

Review of Current Trade Conditions

Ontario

Toronto wholesalers report that business is good, insofar as orders offering are concerned. They are finding it equally as good as that which prevailed previous to the holidays. The greatest drawback seems to be due to the fact that trade has caught pretty well up on dry lumber. Any lumber now being offered is stock that was late cut. Mill culls are very strong. Good lumber is strong, and lath, especially spruce lath, seems to be improving.

Manufacturers and wholesalers are still experiencing much trouble in getting stock moved. They have to put up a stiff fight to get cars, especially cars for shipment to United States points. A short time ago a report became current that the governments of Canada and the United States had come to an arrangement to return to the Canadian Government about 20,000 cars, but these cars have not been returned yet.

The building trade in Ontario has not improved. Most of the demand for lumber at the present time can be traced back to war orders or to the demand for lumber that is going into munition boxes. The demand from the United States is good. There has been quite a demand from the other side for lumber for later shipment, but there seems to be an inclination among Canadians to look for orders for immediate shipment. If there is any speculation to be done on the market, Canadians holding the stock feel that they are the ones to do it.

The cut in Ontario this year will probably be only about sixty per cent. of that of last year. One large operator who generally cuts about 40,000,000 feet, will only have about 15,000,000 feet this year. Another concern which usually takes out about 30,000,000 feet to 35,000,000 feet, will only take out 15,000,000 feet to 20,000,000 feet this year.

The export business overseas is still nil. Shippers are unable to get space. The only thing that is moving across the Atlantic is lumber for the British Government that has been purchased by the British Government direct and in a good many cases paid for long in advance of shipment.

The lumber market at Ottawa, although quiet, as is to be expected at this time of year, continues firm and the outlook is generally thought to be bright so far as demand and prices are concerned. The scarcity of dry stock is becoming rapidly more noticeable. Green stock also is in short supply. The shortage exists in practically all grades of spruce and red pine and in dry mill cull, box and mill run white pine. The car situation continues extremely discouraging and many mills are far behind in the shipment of their orders. The situation in the woods of the Ottawa Valley is most discouraging. Large numbers of men have been leaving the camps since the new year. John R. Booth reports that from two to three times the number of men necessary for the camps in other years have already been sent in this winter and yet the camps are not adequately manned. Nearly every camp in the Ottawa district is in the same box.

Eastern Canada

The lumber trade at St. John, N.B., is quiet, shipments to United States points are light, and enquiries also are very few. There is quite a probability, however, that good enquiries from the United States will develop in the near future. Spruce boards are practically off the St. John market. Refuse and culls are very scarce and are firm. Manufacturers report that prices of deals this year will have to be much higher to cover the increased cost of production. Lath and shingles are practically cleaned up at St. John. Pine lumber is in strong demand, but very scarce.

There is only one active spot in the lumber trade at Montreal, and that is the demand for export to the United States. A satisfactory volume of orders is being received from across the line, most of them being for uses connected with the war. Shipments of stock for this trade are fairly good, but many more orders could be obtained if better transportation were available. The demand for shipbuilding purposes has fallen off greatly on account of stocks having been ordered for all shipbuilding contracts at present on hand. Other local trade is very quiet. Further price advances are reported and still others are expected, as dry stock is very scarce and operating costs are now known to be much greater than those of last year. Estimates of the increased price for next year are from \$6 to \$8 per thousand feet for spruce and pine. Exemptions of men working in the bush are reported to have been made in many cases by the Military Tribunals. This may be a factor in preventing price advances

to limits beyond those that have been predicted. The building trade in Montreal showed a decrease of nearly \$1,000,000 in permits issued during the year 1917. During December the total was the lowest for any month during the year, namely, \$50,000.

In the New England States, business is tending more and more towards Government orders being filled and private trade being handicapped by the inability to obtain cars for shipment. Yard men, particularly the smaller ones, are buying very little lumber this winter, and are showing no disposition as yet to stock up for spring. Local building and jobbing business has been reduced to a minimum. The outlook for local trade during 1918 is that it will not be as good as it was during 1917.

The shingle market at Boston is showing a fair amount of activity, particularly in connection with second clears. It looks as if consumers are seeking to buy something cheap while the market is showing a strong tendency to advance. Red cedar shingles are rather quiet. Prices of lath are discouraging from the dealer's viewpoint.

Reports received by the Canada Lumberman from Boston, Mass., state that the early arrival of severe winter weather, together with the great falling off in building operations, have put a stop to nearly all lumber business, and the yards are doing practically nothing. There is no incentive, therefore, for the yards to buy any more stock at this time, and a very quiet winter is expected.

United States

The most important matter of discussion among United States lumbermen is whether the taking over of the railroads by the government will result in improvement in the car situation. There is a tendency to believe that when the government has passed through the first difficulties of organizing the situation, improvement will develop and that lumber shippers will feel the benefit. Most shippers assert vigorously that shipping conditions could not be worse than they are today. Embargoes are reported in many districts, interfering with local trade conditions in large centres.

There is a feeling that not much change can be expected in trade conditions during the month of January, but a hopeful opinion is held in many quarters regarding the outlook for a somewhat better building situation in the spring than that of last spring. At Chicago, for instance, the outlook in connection with buying of northern pine for spring trade is encouraging. Stocks are light and will continue so. Even with all northern pine items at high prices, a good spring demand is expected. The conclusion of the inventory season with retailers is counted upon to develop a buying movement of fair size. At Buffalo, the white pine market is very strong. Some wholesalers have advanced their prices about \$5 on practically all of the list. This is the result of a stiff market at the mills. Stocks have become low at mill points generally, and manufacturers appear unwilling to sell without receiving large advances in prices. The demand for white pine at Buffalo is fair in nearly all grades, and strong for box lumber. The lack of cars is hindering the wholesale trade to a great extent. The outlook, for trade in northern pine at Minneapolis is good, although building operations have shown a large decrease. The factory demand continues strong and is expected to do so throughout the next few months and to take care of surplus stocks. Northern pine stocks today are probably lower than they have been in any recent previous years on January 1st. Retailers at Minneapolis are showing a disposition to keep closely in touch with the market in order to be able to protect themselves against a possible shortage. Actual transactions today, however, are very light. Stocks of northern pine have been moving satisfactorily at New York and prices are firm. Yard enquiries are light, but factory trade is active. Transportation difficulties are limiting the volume of trade at New York, as elsewhere. The prospect of still higher white pine prices this year is inducing many retailers to consider the wisdom of securing a fair amount of stock.

The embargo situation is a strong handicap upon the yellow pine trade at present. Many mills, for instance, are unable to accept business for Chicago delivery. Embargoes are also affecting many points east of the Mississippi River and north of the Ohio. The demand for yellow pine is fairly strong from country yards and factories. Slight advances on some items are reported and small decreases in others. Apparently the market is being readjusted to a slight extent with an upward tendency. Very little business in yellow pine is reported at Buffalo, as wholesalers find it almost impossible to obtain stocks. Enquiries have been light of late; severe weather, holidays, etc., inter-



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

fering with the demand. Prices of yellow pine at New York are strong. There is a good enquiry from shipbuilding and dock trade. Wholesalers are not quoting much on this line of business, however, not knowing where to obtain stock for their customers.

The hardwood situation at Cincinnati is quite as strong as at any time during the past six months. Stocks are much reduced and production conditions are reported to be less satisfactory than during any December in many previous years. The government demand continues on a large scale. White oak bill stocks are sold up beyond production. Heavy stocks of ash are very low. Chestnut, hickory and most of the other hardwoods are also much depleted. Stocks of walnut are not nearly sufficient to meet the demand and gum is said to be almost out of the market at Cincinnati as there has been a very urgent demand from furniture and box factories. The hardwood trade at Buffalo is not very active at present, but there is a fair amount of war order business. Southern stocks are hard to obtain on account of the railroad embargoes. Hemlock at Buffalo is quite firm, but the demand is not as good as usual at this season of the year. Improvement is expected when weather is more favorable.

Great Britain

Importers in the United Kingdom are now concerning themselves in connection with next season's trade. They are looking forward to some arrangement being made in this connection which will make it possible for them to carry on a moderate amount of trade. Severe criticism and complaint has prevailed for some time, on all sides, regarding this matter, as it is thought that the government erred in taking away the import business entirely from the trade. The situation as it stands is extremely hard upon a very large section of the trade.

The strongest demand probably for any kind of imported wood

in Great Britain is that for silver spruce coming from the Pacific Coast of North America, largely from British Columbia, for use in the manufacture of airplanes. Important steps are now being taken to provide for larger supplies of this wood reaching Great Britain. Before long it is probable that the output will be greatly increased. A great deal of interest has been excited recently in London by the advance in the rate of exchange between Great Britain and Scandinavia, which has made it possible to work out actual costs and arrive at a definite idea of the profit obtainable, provided, of course, that the goods can be delivered to London.

The London Chamber of Commerce recently decided to include in the programme of the Associated Chambers' annual meeting, in March, a resolution "viewing with apprehension the methods which have been adopted by the government in connection with the control of trade and industry as affecting the legitimate business of manufacturers, merchants and traders." Timber merchants both in London and in other large importing centres feel that they have a right, along with other merchants, to urge that the restrictive methods now in vogue shall be lifted at the earliest possible moment after the cessation of hostilities. There has been much concern over the report that the government is considering a proposal to extend its control for a period of three years after the conclusion of peace.

No special interest attaches to the lumber trade situation at Liverpool. Spot trading has not shown any tendency towards improvement. The outlook for shipments of spruce from Nova Scotia and New Brunswick is unchanged. The stock of spruce deals and battens at Liverpool and Manchester is much below normal, and only a small fraction of it is privately held. A little business continues to be done at Manchester, not only in imported timbers, but also in native timbers.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

St. John Markets—Higher Prices Essential

St. John, N.B., Jan. 8.—(Special to the Canada Lumberman).—At the moment the lumber trade at St. John is very dormant, due to many of the usual war conditions, but aggravated by the usual first of the year and holiday tieups. Also during the last two weeks we have passed through the severest winter weather known in this section for many years. All these conditions tend to stop outdoor work. All the sawmills are idle, and are going through their usual winter repairs and overhauling. Shipments to United States points from St. John at the present time are almost nil, as practically all orders have been shipped out and enquiries for stocks are not coming in very freely, although it would not be surprising at any moment in the near future to have large enquiries from the American side of the line; but as far as St. John is concerned there are practically no stocks of American sizes offering.

Very few sales have been made, but no weakening has taken place, and prices remain much as they were a month ago, viz., short lengths, 10 to 16 ft., 2 x 3 and 4 in., are bringing \$26 to \$27, sized; 2 x 5, 6 and 7 in. are bringing about the same; 2 x 8 in., \$29 to \$30; 2 x 9 in., \$31; 2 x 10 in., \$35, all on cars, St. John.

Spruce boards are impossible to find; if any mills have them they are asking \$32 and upwards at the mill.

Refuse or culls are also very scarce, and are demanding from \$16 to \$20 per M., on cars at mills.

As far as the English market is concerned, very little can be reported. They certainly need the stocks in the United Kingdom, but can find no way to transport the material, as all boats are under government control and are carrying only lumber for government purposes. It is impossible to quote any prices, but if any deals are sold for the coming season the manufacturers must certainly have a very much higher price than a year ago, as logging in this section and on the headwaters of the St. John has been more expensive this year than ever before. There is this certainty to date, that the millmen cannot sell at last year's prices and make anything but a loss.

Men are asking at least \$20 per month more than a year ago. Rates are \$1 per bushel, and going higher. Supplies of all kinds are going up steadily, with the cost of getting supplies into camps also increasing. Besides these things, the men are not turning out as good day's work and more men are required to do the same work than ever before. All these things must produce a higher cost for logs, and no doubt the same will apply to the sawing when logs arrive at the mills, to say nothing of the extra cost there will be in driving them down the rivers.

Deals should bring at least \$32 and upwards for 3 x 4, 5, 6, with

\$35 for the 3 x 7 and 8 in., while \$45 is not an unfair price for 9 and 11 x 3 in. If transportation could be provided, certainly the few deals that will be sawn at St. John next season would be readily absorbed at these or higher prices, for it is certain that the quantity of logs for sawing will be much less than a year ago. Woods operations are not turning out the quantities of logs anticipated, and it is yet too early to any more than guess, but it is thought that at least a 25 per cent. reduction will occur this year.

Laths and shingles are about cleaned up at St. John. Laths have been weak all through the summer, the average price being about \$3 per M., while shingles have been firm, extras selling at \$4.70, clears \$4.30, second clears \$3.50, extra No. 1's \$2, f.o.b. cars. Cedar logs are scarce for next season's sawing, and only outside shingles can be depended upon for local trade, as not a low-grade shingle of St. John manufacture remains at the mills.

Pine lumber is being eagerly sought for, but is very scarce, and from \$10 to \$15 per M. over last year's prices will have to be realized to produce any profit.

Ottawa Markets—Woods Situation Discouraging

January 10th.—(Special to the Canada Lumberman).—A period of quietness marked the Ottawa lumber market during the first fortnight of 1918. The outlook for this year, dealers and some manufacturers agree, is bright. Prices will probably advance. The market remained firm over the holiday period. Inquiries and business generally slackened, as is to be expected at this period of the year. Most of the mills and lumber dealers were busy stock-taking and closing their books for the fiscal year.

A marked scarcity of stock (dry stock especially) is becoming noticeable. The principal grades are dry mill cull, box, and mill run, all grades of spruce and all grades of red pine. The shortage is attributed to the large amount of such woods used in the manufacture of shell boxes.

The limited supply of cars for shipment continues. At some mills orders are reported as being "away behind." The extreme cold weather which prevailed during the last two days of 1917 and the first four of this year increased the difficulty in moving stocks. The temperature was 31 degrees below zero, the lowest that has prevailed at Ottawa for seventeen years. The cold weather also caused a heavy run on coal, and wood fuel was in much demand and brought high prices.

The outlook for woods operations is growing more discouraging. Lumbermen report that the men are coming out of the woods all the time in large numbers. Mr. P. C. Walker, of Shepard and

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MONTREAL

Morse, announces that the heavy migration of lumberjacks during the past month will reduce the whole season's cut from twenty-five to thirty-five per cent.

Operators are at a loss to explain just why the woodsmen are leaving the camps so soon after entrance, and in such large numbers. In one camp, it is cited, a letter arrived from Gaspé telling some of the men to come home. Shortly afterwards over a quarter of the employees left camp.

Mr. Jackson C. Booth, of John R. Booth, states that from two to three times the number of men needed to man the lumber camps in other years have already been sent in this winter. Through migrations, early January found the woods camps hardly adequately manned. "I cannot explain it. Nearly every lumberman in the Ottawa Valley is in the same boat. The men give no excuse for quitting. After being in camp a few days they pack up and move along," said Mr. Booth, to the Canada Lumberman.

The decline in woods labor forces may not only have a serious effect on the season's cut, but may cause considerable loss through unused camp supplies.

No new issue of tenders or orders placed for shell boxes has been reported from the Imperial Munitions Board.

The McAuliffe Davis Lumber Company was busy taking stock during the first ten days of the month. The company reports having had a good turnover, but cannot yet tell what its profits amounted to. This company reports that retail demand for lumber as being slow.

Gilmour and Company report a firm market. Orders are keeping up fairly well. "There is no question that a shortage of stock is coming," reports Mr. Gilmour.

Estate of James Davidson resumed operations January 2nd, after a ten-day shutdown for repairs. No change in the woods operations or factory work is reported.

The Rideau Lumber Company complains of a shortage of cars. "It is easy enough to get orders, but we cannot get the cars for shipment," is the report from this company.

There has been little or no change in conditions or operations with the other mills and companies.

Montreal Trade—U. S. Demand Strong

Montreal, January 11—(Special to the Canada Lumberman):—The American section of the lumber trade is the only one to show any activity. Orders from over the border are satisfactory, many of them being for war purposes. An even better business could be transacted if the car situation were more favorable. Local trade is very restricted, due to the slackness in building, and to the let-up in the demand for shipbuilding purposes.

Prices have advanced again, and most lumbermen expect a still further stiffening in values, owing to the scarcity of dry stock and also to the rise in the cost of getting out the logs. One prominent manufacturer states that in his opinion high grades of pine will be from \$8 to \$10 per thousand feet higher, as compared with last year, and the talk generally is that from \$6 to \$8 advance on spruce and pine may be looked for.

The government are reported to have given directions for liberal exemptions of men engaged in the bush and in manufacturing lumber. This is on the ground that to conscript all such men would paralyze an industry necessary for the welfare of the country, and would be harmful to the Allies. Temporary exemptions have been given to a large number of men in the bush in this province.

The condition in the building trade last year may be judged from the total permits now issued. For the 12 months, the value was \$4,387,638 (a decrease of \$946,546), of which \$3,252,757 was for new buildings, and the balance for repairs. Last month was the lowest for the year, being only \$50,140. The 12 months' total was the smallest since 1904, and makes a very poor showing as compared with boom year of 1913, when the permits reached \$27,037,297.

The car shortage is affecting the pulp and paper industry. Price Bros. have closed down their pulp mill at Kenogami, and other plants in the same district and in the St. Maurice Valley are also affected in the matter of output and of transporting their goods.

Reduced Cut in New Brunswick

Present indications point to a greatly reduced quantity of timber felled in New Brunswick during the coming winter as compared with the ordinary average aggregate. Two reasons are to be assigned for the anticipated shortage in the 1917-18 cut—scarcity of labor and transportation difficulties, says E. Verne Richardson, United States consul at Moncton, N.B., reporting to the Department of Commerce.

The leading operators of the province are to-day forecasting an extraordinarily small total cut, probably not more than 50 per cent. of that of recent years.

The effect of the existing transportation problem on the lumber-

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ing industry is one easily understood. Recent estimates of the lumber cut and awaiting shipment at points in New Brunswick and the adjacent counties of Nova Scotia place the total at 300,000,000 feet. Assuming that these figures somewhat exaggerate, it is still manifest that there is little to encourage operations on any extensive scale in the near future. That all this lumber is awaiting transportation is due to shortage of railway cars and vessels for the coastwise trade and the restrictions now in force against oversea shipments. Were stocks of lumber now on hand less and prospects for moving them brighter, greater efforts would be made to secure labor for the lumber camps, for current market prices are high, both in Canada's upper provinces and in the United States.

One need only recall that the lumber industry of New Brunswick represents an annual distribution of about \$15,000,000 among those directly and indirectly concerned with it to understand how seriously any interference with the winter's operations in the woods affects the general economic life of the province.

Trade Conditions in New England

Trade conditions in New England, as seen by the Shepard and Morse Lumber Company, Boston, Mass., are outlined in the following extract from a letter received by the Canada Lumberman, under date of January 7th:—

"Conditions seem to be gradually shaping themselves so that people who have government orders can get their stock shipped forward by obtaining transportation facilities, but a very large portion of the general trade is without transportation. For shipments of lumber from the New England States to other points in New England, or New York State, or New Jersey, we think the service has been fairly good, and roads like the Boston & Maine, Bangor & Aroostook, and the Maine Central are giving their shippers very fair service and a reasonable supply of cars. We think orders are fairly well taken care of.

"We think the yard men, particularly the smaller yard men, are buying very little lumber this winter and do not have much courage to stock up for spring. The local building and jobbing trade is reduced to a minimum, and when yard men are busy at all, it is on government work of one kind or another, and we personally do not look for nearly as good a year in 1918 as we hope it will have shown to have been in 1917, although we have not figured up results as yet. Government purchases are getting to be very close to cost prices

today and as they are giving the community most of the business they receive, the profits, we think, will be quite small!

"Also we find it a great difficulty to keep up the logging end and get out a reasonable supply for the coming year. We cannot help but feel that, with all the conditions to contend with, the general lumber trade will be considerably reduced in 1918. In fact, our orders would have warranted our doing nearly fifty per cent. more business during the last three months than we have been able to do, owing to the fact that nothing could be shipped from the south or southwest without government requisition order numbers, and transportation did not permit of forty per cent. of the normal being done from Canada into this section of the country.

"Of course, this statement is based on the present existing conditions and the continuance of the war. What might happen if the war should suddenly be brought to an end, no one knows, but the writer would look for a momentary decided lull in activities, and prices would rapidly fall very much nearer to normal, and then when conditions had righted themselves, business would start in again, and there would be a steady, healthy business for several years, this business being that necessitated by the rebuilding and general restoration of damage done during the war, and that necessitated by catching up with the general growth in this country which has been so much retarded by present conditions."

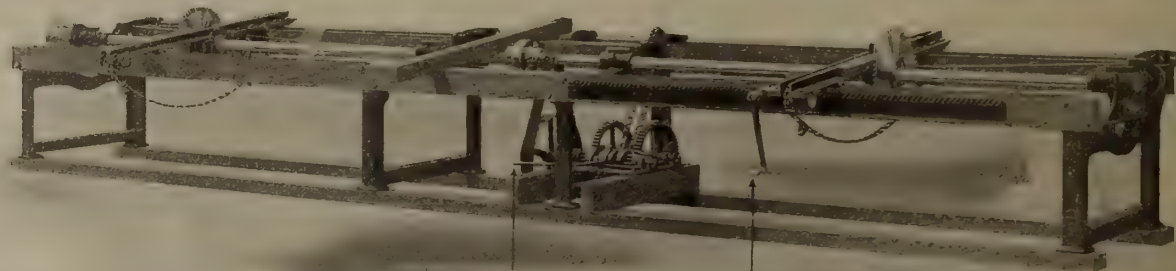
U. S. Will Require Large Quantity of Wooden Boxes

The requirements of the United States Government for wooden packing boxes for the handling of munitions, commissary supplies and other materials, are very great, and in order to enable the box industry to meet the needs of the government it has been decided to establish an Emergency Bureau representing the box manufacturers throughout the country. It is said that the War Department is buying at least twenty per cent. of the wooden boxes produced in the United States, and that the government's demands for boxes will be very large during the entire period of the war. The box manufacturers will maintain the Emergency Bureau at their own expense so long as necessary, so as to render the government the most satisfactory service in the allotment of orders, and to determine through conference with the proper government bureaus what practical specifications and fair prices shall be on all government requirements. This is the first time that the box manufacturing industry has been fully mobilized.

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which squares the ends, cuts the boards to standard or any desired special lengths, and saves freight by removing the waste and, therefore, reducing the weight.



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United States Hardwood Market Situation

The Hardwood Manufacturers' Association of the United States, in their market letter, under date of January 3rd, say:—This is a war market pure and simple. Priority order No. 5 effective the 12th day of December giving priority car supply, shipment and movement rights to certain fuel, food, feed and miscellaneous raw materials for government account, reduced commercial shipments to a marked degree, and about the only thing that is now moving is government business.

The news that the President has put the railroads under government control is welcome as a whole. The operation of the railroads as a thoroughly unified system is of fundamental importance to the success of the war. The immediate result will no doubt wipe out competitive conditions and provide for complete pooling of traffic equipment, terminals and trackage facilities, all of which we believe should materially improve the present traffic congestion.

The demand for hardwood lumber continues to increase with thick stock in oak, ash and hickory the outstanding feature of the market. The box makers are in the market for almost every kind of lumber that is suitable for that purpose. The extreme cold weather and attending railroad demoralization has played havoc with production during the past month. The outlook at present is for a hard winter, so that it will be impossible even to maintain the present rate of production which is estimated to be fifty per cent. below normal.

Building permits for the month of November show a loss of 39.7 per cent. as compared with the corresponding month a year ago. Heavy withdrawals of government deposits have given the money market a firmer tone, but without a perceptible change in rates; commercial paper is discounted at 5½ to 6 per cent. Business failures in November disclose a reduction of more than 20 per cent. from November of last year, while bank clearings for November show an increase of 1.2 per cent. over the same month last year and 39.5 per cent. over the same month in 1915.

This country's food crops generally, with the exception of wheat, established records in production this year, and their value far exceeds that of other years. The Washington forecast of the 1918 wheat crop shows a condition December 1st, 80 per cent. normal with the largest acreage ever sown.

There is nothing in the present outlook, says "Babson," which would indicate a serious slackening in general business during the coming months. The demand for most lines of merchandise should continue heavy. The greatest problem will be making shipments rather than selling.

Shipping Difficulties Controlling Trade in U. S.

F. S. Underhill, of Wistar, Underhill & Nixon, large manufacturing and wholesalers of Philadelphia, Pa., in a recent talk with a New York Lumber Trade Journal representative, made the following observations:

"When we come to discuss business conditions to-day, one feature stands out so prominently that all others are cast into a shadow thereby. We have very little occasion to discuss values or demand, but we do have constant occasion to discuss shipping conditions. We have tried to be careful in our transactions to watch the general shipping condition, and yet with all our carefulness, because the situation has developed rapidly along lines never before experienced in the history of the country, the railroad situation has caused us very much embarrassment. We have plenty of orders on our files and have the lumber with which to fill the orders, and have been working from early morning to late at night on the one proposition of trying to get them shipped, coaxing, pleading, urging—not only the mills with whom we have contracts, but the railroad authorities that have more control over the situation than the mill—to help us complete our contracts for the delivery of the goods. We have spent many night hours working on old orders endeavoring to give old orders preference in every possible way over new ones. The situation, of course, on the railroads has now become very critical, and it is sometimes difficult to make our customers, especially those who are not located so they can be in touch with the railroad situation, understand why their goods have not been shipped.

"Inasmuch as our government is needing the services of the railroads to their very utmost capacity for the purpose of 'winning the war,' we believe that we, like all other good citizens and good lumbermen, will recognize that there is one great business before the country to-day, and that is to 'win the war,' and to that end, not only agreeing to, but helping the efforts of the government (whatever they may be and however seriously they affect us in our business transactions) to speed their preparations for getting 'over' our grand army and splendid fleet of fighting vessels, as well as merchant vessels. To co-operate in order that no possible effort may be spared to bring about the ultimate triumph of the just cause in which we are engaged, namely, to 'make the world safe for humanity.'"



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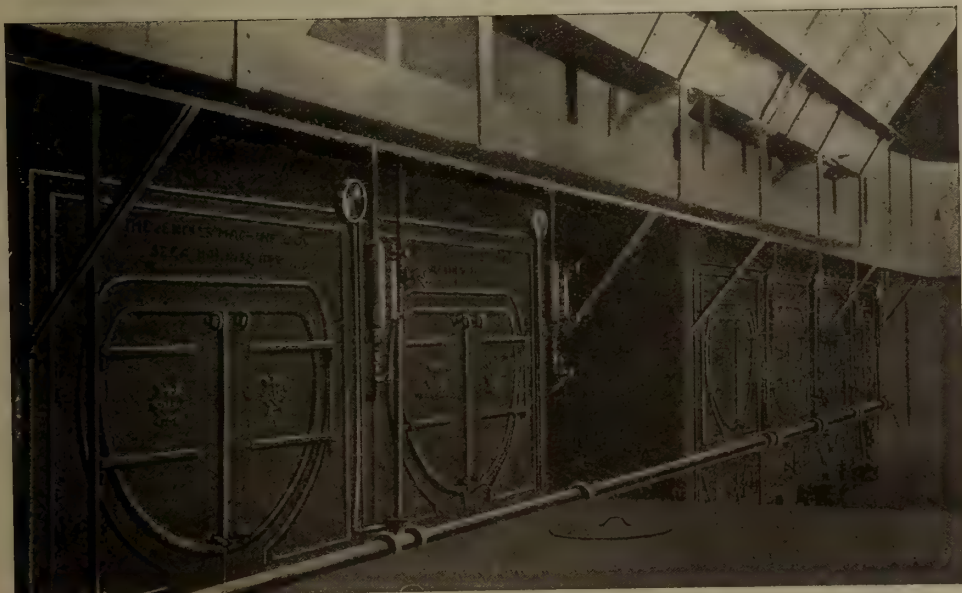
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EDGINGS

Ontario

Fire recently destroyed the woodworking plant belonging to the Ontario Woodworking Company, 87 Richmond Street West, Toronto.

The Ontario Hardwoods Limited, has been incorporated with head office care of Mr. Geo. Glendenning, Room 405, Standard Bank Building, Toronto, Ont., and capital stock of \$40,000, to cut and manufacture timber, lumber, ties, etc.

The Peterboro Canoe Company, 290 Water Street, Peterboro, Ont., recently lost their boat works by fire. The machine shop and dry kiln were destroyed and the loss is estimated at \$45,000. The company expect to rebuild at once.

Fire recently destroyed several thousand dollars' worth of woodwork prepared for vessels under construction at the plant of the Port Arthur Shipbuilding Company, Port Arthur, Ont. The damage was confined to the contents of the dry kiln.

The Spruce Falls Pulp and Paper Company, Limited, whose head office is at 84 King Street East, Toronto, have appointed Mr. Geo. F. Hardy, 309 Broadway, New York City, as consulting engineer in connection with their new plant on the Kapuskasing Limits in New Ontario.

The Port Arthur Pulp and Paper Company, of Port Arthur, Ont., whose new sixty-ton sulphite plant will be in operation this month, has established a pulp wood camp at Sucker Creek, some thirty miles east of Port Arthur. C. A. Gardner has been appointed woods superintendent of the company. The Port Arthur Pulp and Paper Company has elected its board of directors for the coming year. I. H. Weldon, of Toronto, is president; S. F. Duncan, secretary-treasurer. The other directors are: J. M. Mackie, Montreal; A. B. Connable and S. B. Munroe, Kalamazoo, Mich.

The Canadian Aeroplanes Company, Dufferin Street and Lappin Avenue, Toronto, have awarded sub-contracts in connection with the addition to their new aeroplane factory, which is to cost \$30,000. The general contractors are Jackson-Lewis Company, Limited, 78 Adelaide Street West. The contract for plumbing and heating has been awarded to Bennett and Wright Company, 72 Queen Street East, and the roofing contract to Carmichael Waterproofing Company, Limited, 267 Delaware Ave. The addition will be one new storey, steel, frame and brick construction, tar and gravel roofing, electric lighting.

Reports have recently appeared in the press to the effect that the Lake Superior Corporation is planning for the erection of pulp mills along the line of the Algoma Central and Hudson Bay Railway. The company informs the Canada Lumberman that it has large timber holdings in this district, and is always trying to interest parties in the cutting of pine, hardwoods, etc. It has no definite plans, however, for building pulp mills along the line. At the present time the company is negotiating with a couple of lumber firms for the erection of sawmills, but arrangements have not become far enough advanced for the publication of detailed information.

The Colonial Lumber Company, Limited, Pembroke, Ont., report that they are now constructing a sawmill at Pembroke to take the place of the mill which they recently lost by fire. They have purchased the Petawawa Lumber Company's mill and are dismantling it. They will cut about 20,000,000 feet during the sawing season, at the new mill, on a day shift, and they hope to have the mill ready for operation by the first of May. The machinery installed includes one double cutting band saw, one Waterous twin slabber, one Kendall circular gang, one horizontal band resaw and the following equipment furnished by the Waterous Engine Works Company, Limited, Brantford, Ont.: log kicker, cant flips, rolls, edger, swing slab saw, shafting, pulleys and tighteners, conveyor drives, chain drives, roll drives, etc.

Eastern Canada

Work has been started on the shipbuilding plant at Meteghan River, N.S., belonging to Siffroi Robichan, Meteghan Centre, N.S. The owner will require spruce, pine, Douglas fir, hardwood, iron knees and bars, gasoline engines, pumps, windlass, etc.

A press despatch reports that Price Bros. & Company, Limited, Quebec, P.Q., have closed their pulp mills at Kenogami on account of the shortage of freight cars, and that unless some improvement is brought about very promptly, there will be a great shortage in the production of newsprint.

The Wilson Box Company, Limited, St. John, N.B., have purchased from James S. Robinson, Cambridge, N.B., all his timber areas, covering about 3,000 acres, together with his sawmill at Cambridge. The limits contain a large quantity of standing timber and will furnish the company with a valuable new source of supply of raw material for their steadily increasing box business.

The Wapske River Lumber Company has been formed with head office at Boston, Mass. The object of the company is to handle Canadian lumber

to better advantage in United States markets. Mr. F. B. Whitman, of the Wapskeheggen Lumber Company, Limited, Wapske, N.B., is the chief party interested. He will retain his former connections, but will now spend a considerable portion of his time in Boston and other United States and Canadian cities in connection with the work of the new company. Mr. A. E. Whitman, vice-president and local manager of the Wapskeheggen Lumber Company, Limited, is now devoting his entire time to the management of this company at Wapske, N.B.

Western Canada

The Tanner Lumber Company, Limited, has been incorporated with head office at Camrose, Alta., and capital stock of \$30,000.

A sawmill, with wharf and other structures, is to be established at Port Clements by the Graham Island Spruce & Cedar Company.

The Kootenay River Lumber Company, Limited, intend to apply for permission to change their name to "National Spruce Mills Limited."

Fire recently destroyed the sash and door factory of the Cranbrook Sash & Door Company at Cranbrook, B.C. Loss, \$40,000; insurance, \$6,000.

The Massett Lumber Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$200,000, to carry on business as timber merchants, sawmill, shingle mill and pulp mill owners, loggers, etc.

The Gwilt Lumber Company, Limited, has been incorporated, with head office at Courtenay, B.C., and capital stock of \$25,000, to carry on business as loggers, timber and lumber merchants, sawmill and shingle mill proprietors, etc.

The Kootenay Shingle Company, Limited, Salmo, B.C., report that they have rebuilt the mill and dry kiln which they lost by fire on July 11th. They have installed five shingle machines and intend to operate two shifts during the present year. This will give them an output of about 350,000 shingles every twenty-four hours.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 31st day of January, 1918, for the purchase of License X1170, to cut 1,300,000 feet of spruce, cedar, hemlock and balsam on an area situated on Long Lake, Fraser Reach, Range 4, Coast District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Dahl & Falk, Limited, have been incorporated with head office at Vancouver, B.C., and capital stock of \$25,000, to acquire and take over the interest of Henry Dahl and Alfred Falk in a contract with the receiver of the Canadian Pacific Lumber Company, Limited, and other assets of or belonging to Dahl and Falk. The company will carry on business as timber merchants, sawmill operators and loggers, and as manufacturers of and dealers in timber, logs, lumber and wood of all kinds.

Alabama Hewn Oak Timbers for Canada

The S. K. Taylor Lumber Company, Mobile, Ala., whose advertisement appears elsewhere in this issue, are in a position to be of practical service to Canadian firms requiring prompt deliveries of small or large orders of Alabama hewn oak timber, which is the sole line at present being handled by this firm. The address of the company is Rooms 1 and 2, First National Bank Building, Mobile, Ala. Canadian firms which have requirements for hewn oak timber will do well to get into touch with them.

Toronto Dry Dock Company Officers

The Toronto Dry Dock Company, Limited, foot of Cherry Street, Toronto, an illustration of whose dock was published in the Canada Lumberman of November 15th, desire us to publish a list of the names of their officials, the list which appeared in our former issue not having been complete. Readers of the Canada Lumberman will be interested in knowing that the officials of the company are as follows:—Lawrence Solman, president; Fred R. Miller, vice-president; Harry J. Dixon, managing director; Major C. A. Boone, John J. Manley, John E. Russell, and Charles S. Boone, directors.

The Kiln-Drying of Lumber

The kiln-drying of lumber is the title of a practical and theoretical treatise, written by Harry Donald Tiemann, M.E., M.F., and published by J. B. Lippincott Company, Philadelphia and London, which has just been published. The contents include a study of the structure and properties of wood; common practices in drying, shrinkage, warping, and case-hardening; the principles of kiln-drying; circulation and the method of piling; special problems in drying; effect of different methods upon the strength of the wood; instruments useful in dry-kiln work; temperatures and humidities for drying various kinds of lumber, and an appendix devoted to a consideration of special woods for war uses. Illustrations are included, among them being many half-tones and diagrams.

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1917 SAWING

1	x 3 in., 6 ft. and up	Merchantable Spruce	45 M
1	x 4 in.	"	350 M
1	x 5 in.	"	150 M
1	x 6 in.	"	45 M
1 1/4	x 4 in.	"	45 M
1 1/4	x 5 in.	"	105 M
1 1/4	x 6 in.	"	62 M
1 1/4	x 7 in.	"	30 M
2 in.	Scant by 5 in., 6 ft. and up	"	480 M
"	" 6 in.	"	650 M
"	" 7 in.	"	525 M
"	" 8 in.	"	300 M
"	" 9 in.	"	150 M
"	" 10 in.	"	75 M

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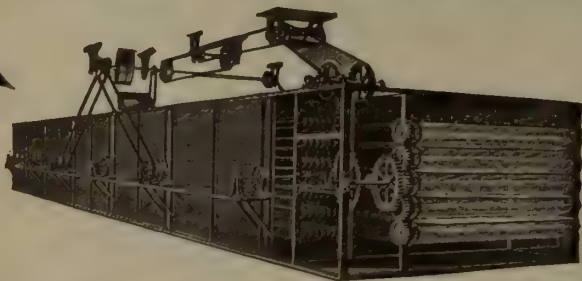
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Morgan Machine Company

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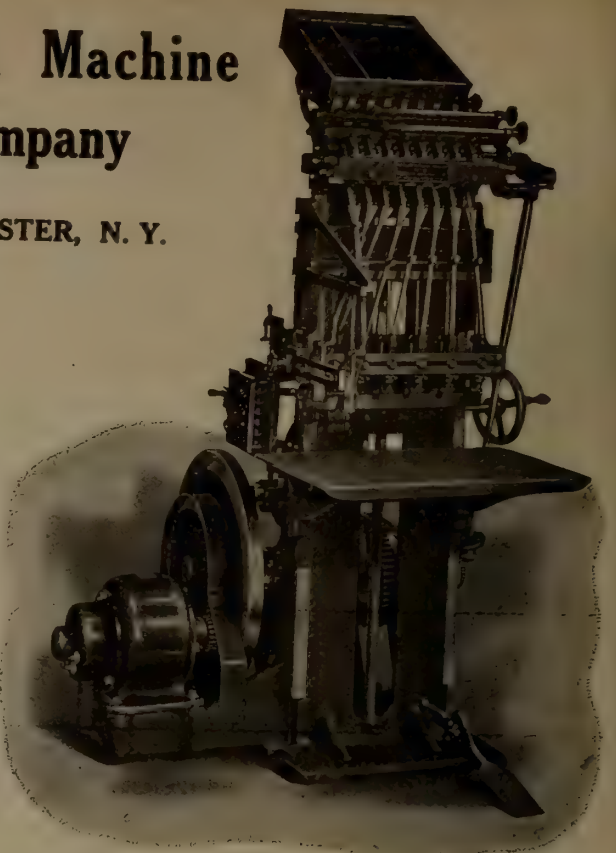
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Lock Corner Box Machinery,

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When sending enquiries state

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Full specifications and prices promptly submitted

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Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

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From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

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Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

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You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

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THE filer who knows what a good Saw Gumming Wheel should be, always has on his saw filing machine an

Aloxite Saw Gumming Wheel

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Either in the Mill Yard or in the Woods, our Hoisting and Haulage Engines will pay for themselves many times over by the great saving they will effect in the labor costs.

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"Compressed air is used in boring all timbers and driving ship spikes. A Little Tugger Hoist is used in placing timbers."

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1 x 4/7 Good Strips\$47 00 \$48 00

1 1/4 and 1 1/2 x 4/7 Good Strips 55 00 57 00

2 x 4/7 Good Strips 57 00 59 00

1 x 8 and up Good Sides 58 00 60 00

1 1/4 and 1 1/2 x 8 and wider Good

Sides 75 00 77 00

2 x 8 and wider Good Sides 77 00 80 00

1 in. No. 1, 2 and 3 Cuts 47 00 49 00

5/4 and 6/4 No. 1, 2 and 3 Cuts 53 00 55 00

2 in. No. 1, 2 and 3 Cuts 55 00 57 00

1 x 4 and 5 Mill Run 41 00 42 00

1 x 6 Mill Run 44 00 45 00

1 x 8 Mill Run 44 00 45 00

1 x 10 Mill Run 47 00 49 00

1 x 12 Mill Run 48 00 50 00

5/4 and 6/4 x 4 Mill Run 41 00 42 00

5/4 and 6/4 x 5 Mill Run 41 00 42 00

1 x 6 Mill Run 42 00 44 00

1 x 7, 9 and 11 Mill Run 43 00 45 00

1 x 8 Mill Run 43 00 45 00

1 x 10 Mill Run 49 00 51 00

1 x 12 Mill Run 50 00 52 00

2 x 4 Mill Run 40 00 42 00

2 x 6 Mill Run 43 00 45 00

2 x 8 Mill Run 43 00 45 00

2 x 10 Mill Run 48 00 50 00

2 x 12 Mill Run 49 00 51 00

1 in. Mill Run Shorts 33 00 35 00

Red Pine:

1 x 4 and 5 Mill Run 35 00 37 00

1 x 6 Mill Run 37 00 39 00

1 x 8 Mill Run 37 00 39 00

1 x 10 Mill Run 40 00 42 00

2 x 4 Mill Run 35 00 37 00

2 x 6 Mill Run 37 00 39 00

2 x 8 Mill Run 37 00 39 00

2 x 10 Mill Run 40 00 42 00

1 in. Clear and Clear Face 43 00 45 00

2 in. Clear and Clear Face 47 00 48 00

Spruce mill run 1-in. and 2-in. 35 00 37 00

Spruce mill culls 29 00 31 00

Hemlock, No. 1:

1 x 4 and 5 in. x 9 to 16 ft. 28 00

1 x 6 in. x 9 to 16 ft. 31 00 32 00

1 x 8 in. x 9 to 16 ft. 33 00 34 00

1 x 10 and 12 in. x 9 to 16 ft. 33 00 34 00

1 x 7, 9 and 11 in. x 9 to 16 ft. 31 00 32 00

2 x 4 to 12, 10 and 16 ft. 32 00 33 00

2 x 4 to 12 ft., 12 and 14 ft. 31 00 32 00

2 x 4 to 12 in., 18 ft. 33 00 34 00

2 x 4 to 12 in. 20 ft. 34 00 35 00

1 in. No. 2, 6 ft. to 16 ft. 25 00 26 00

2-in. No. 2, 4-in. and up in

width, 6 to 16 ft. 24 00 25 00

Clear in. B.C. cedar, kiln dried 50 00 55 00

Douglas Fir:

Dimension Timber up to 32 feet:

8x8, 10x10, 10x12, 10x14, 12x12,

12x14, 14x14, 14x16 up to 32 ft. 46 50

6x10, 6x12, 8x10, 8x12, 10x16,

12x16, 16x16 47 00

6x14, 8x14, 12x18, 18x20, up to

32 ft. 47 50

6x16, 8x16, 10x18, 12x20, 14x20,

16x18, 16x20, 18x18, 20x20, up

to 32 ft. 50 00

10x20, 18x20, up to 32 ft. 57 00

6x18, 8x18, up to 32 ft. 52 00

6x20, 8x20, up to 32 ft. 52 00

Timber in lengths over 32 feet subject to

negotiation.

Fir flooring, 1 x 3, edge grain.. 43 50

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No. 1 and 2, 1 1/4 and 1 1/2 in.,

clear Fir rough 56 00

No. 1 and 2, 2-in. clear Fir rough

1 1/2-in. No. 1, 4-ft. pine lath. 6 00

1 1/2-in. No. 2, 4-ft. lath 5 70

1 1/2-in. 32-in. pine 2 75

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1 1/2-in. mill run hemlock lath. 4 25

XX B. C. cedar shingles 3 20

XXX B. C. cedar shingles 4 20

XXXX B. C. cedar shingles 4 80

Hardwoods—Per M. Feet, Car Lots

Ash, white, 1sts and 2nds, 1 1/2

and 2 in. 79 00

Ash, white, No. 1 common 55 00

Ash, brown, 1sts and 2nds, 4/4 60 00

Ash, brown, com. and bet. 48 00

Ash, brown, 1sts and 2nds, 6/4

and 8/4 68 00

Birch, 1st and 2nds, 4/4 58 00

Birch, No. 1 com. and bet., 4/4

Bich, 1st and 2nds, 6/4 and 8/4 64 00

Birch, 1st & 2nds, 10/4 and 12/4

Birch, 1st and 2nds, 16/4 74 00

Basswood, 1sts and 2nds, 4/4 82 00

Basswood, No. 1 com. and bet.,

4/4 45 00 47 00

Basswood, No. 2 and 3 common

Basswood, 6/4 and 8/4, 1sts and

2nds 58 00 60 00

Basswood, 6/4 and 8/4, com. and

bet. 53 00

Basswood, 4/4, No. 2 com. and

bet. 42 00

Soft elm, 1sts and 2nds, 4/4 47 00

Soft Elm, No. 1 com. and bet.,

4/4 43 00

Soft Elm, No. 2 and 3 common

Soft Elm, 6/4 and 8/4, 1 and 2

Rock Elm, 1sts and 2nds, 6/4

and 8/4 65 00

Rock Elm, No. 2 com. and bet.,

6/4 and 8/4 45 00

Soft Maple, 1sts and 2nds, 4/4..

Soft Maple, com. and bet., 4/4.

Soft Maple, 6/4 and 8/4, 1sts

and 2nds 55 00

Hard Maple, 1sts and 2nds, 4/4

..... 51 00

Hard Maple, com. and bet., 4/4

Hard Maple, 12/4, 1sts and 2nds 65 00 72 00

Hard Maple, 16/4, 1sts and 2nds 82 00 85 00

Red Oak, plain, 1sts and 2nds,

4/4 62 00

Red Oak, plain, No. 1 com., 4/4

Red Oak, plain, No. 2 com., 4/4

Red Oak, plain, 1sts and 2nds,

6/4 and 8/4 75 00

Red Oak, plain, 1sts and 2nds,

12/4 and 16/4 89 00 96 00

White Oak, plain, 1sts and 2nds,

4/4 62 00

White Oak, plain, No. 1 com., 4/4

White Oak, plain, No. 2 com., 4/4

Red and White Oak, plain, 1sts

and 2nds, 5/4 and 6/4 69 00 71 00

Red and White Oak, plain, No.

1 com., 5/4 and 6/4 46 00

Red and White Oak, plain, No. 2

com., 5/4 and 6/4 35 00

Red and White Oak, plain, 1sts

and 2nds, 8/4 76 00

Red and White Oak, plain, No.

1 com., 8/4 52 00

White Oak, plain, 1sts and 2nds,

12/4 and 16/4 89 00 96 00

White Oak, 1/4 cut, 1sts and

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OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:

1-in. x 7-in. and up\$60 00 70 00

1 1/2-in. and 1 1/2-in. x 8-in. & up 70 00 75 00

2-in. x 7-in. and up 72 00 76 00

No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:

1-in. 45 00 48 00

1 1/2-in. and 1 1/2-in. 55 00 58 00

2-in. 56 00 57 00

Pine good shorts:

1-in. x 7-in. and up 45 00 50 00

1-in. x 4-in. to 6-in. 35 00

1 1/2-in. and 1 1/2-in. 53 00 55 00

2-in. 54 00 56 00

7-in. to 9-in. A sidings 30 00 34 00

Pine, No. 1 dressing sidings 42 00 47 00

Pine, No. 1 dressing strips 40 00 43 00

Pine, No. 1 dressing shorts 38 00

Pine, 1-in. x 4-in. s.c. strips. 34 00 36 00

Pine, 1-in. x 5-in. s.c. strips 38 00

Pine, 1-in. x 6-in. s.c. strips. 40 00

Pine, 1-in. x 7-in. s.c. strips 40 00

Pine, 1 x 8-in. s.c., 12 to 16 ft. 40 00 41 00

Pine, 1-in. x 10-in. M.R. 44 00

Pine, s.c. sidings, 1 1/2 and 2-in. 42 00 43 00

Pine, s.c. strips 1-in. 37 00

1 1/2, 1 1/2 and 2-in. 38 00

Pine, s.c. shorts, 1 x 4 to 6 in. 32 00

Pine, s.c. and bet. shorts 1 x 5 33 00

Pine, s.c. and bet. shorts, 1 x 6 35 00

Pine, s.c. shorts, 6'-11', 1"x10" 37 00

Pine box boards:

1"x4" and up, 6'-11' 28 00

1"x3", 12'-16' 28 00

1"x9", 10' and up, 12'-16' 36 00 38 00

1 1/2"x7" 8-9' and up, 12'-16' 37 00

1 1/2"x10" and up, 12'-16' 40 00

1 1/2" & 2"x12" and up, 12'-16' 40 00

Spruce, 1-in. clear (fine dressing

and B) 42 00

Hemlock, 1-in. cull 16 00 18 00

Hemlock, 1-in. log run 23 00 24 00

Hemlock, 2x4, 6, 8, 10, 12/16' .. 26 00 28 00

Tamarac 24 00 26 00

Basswood, log run, dead culls out 30 00 40 00

Basswood, log run, mill culls out 26 00 28 00

Birch, log run 30 00 32 00

Soft Elm, common and better, 1,

1 1/2, 2-in. 25 00 30 00

Ash, black, log run 32 00 40 00

1 x 10 No. 1 barn 40 00 45 00

1 x 10 No. 2 barn 38 00 40 00

1 x 8 and 9 No. 2 barn 38 00

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft. 5 25 5 50

No. 2 white pine 5 00

Mill run white pine 5 25

Spruce, mill run 1 1/2-in. 4 50

Red pine, mill run 4 75

Hemlock, mill run 4 00

32-in. lath 2 00 2 25

White Cedar Shingles:

xxxx, 18-in. 5 00

Clear butt, 18-in. 4 00

18-in. xx 2 75

Spruce logs (pulp) 13 00 15 00

QUEBEC, QUE.

Cts.

Per Cubic Foot

First class Ottawa waney, 18-in.

average, according to lineal. 80 90

19 in. and up average 85 95

Spruce Deals

3 in. unsorted, Quebec, 4 in. to

6 in. thick, per M. ft. 22 00 25 00

3 in. unsorted, Quebec, 7 in. to

8 in. thick, per M. ft. 26 00 28 00

3 in. unsorted, Quebec, 9 in.

thick, per M. ft. 30 00 35 00

Oak

According to average and quality

55 ft. cube 75 85

Elm

According to average and quality,

40 to 45 feet, cube 85 95

According to average and quality,

30 to 35 feet 55 65

Ash

13 inches and up, according to

average and quality, per cu. ft. 25 30

Average 16 inch 30 40

Birch

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4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	

SAP BIRCH				
4/4	53 - 55	32 - 34	20 - 22	
5/4 and up	55 - 57	34 - 36	22 - 24	

SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	

BASSWOOD				
4/4	44 - 46	34 - 36	22 - 24	
Thicker	46 - 48	36 - 38	22 - 24	

PLAIN OAK				
4/4	55 - 57	33 - 35	19 - 21	
5/4 to 8/4	56 - 58	29 - 31	17 - 19	

ASH, WHITE AND BROWN				
4/4	55 - 57	29 - 31	19 - 21	
5/4 to 8/4	65 - 67	34 - 36	20 - 22	
10/4 and up	74 - 87	46 - 48	22 - 24	

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	124 00
White pine uppers, 2½ and 3 in.	139 00
White pine uppers, 4 in.	149 00
Selects, 1 to 2 in.	110 00
Selects, 2½ and 3 in.	129 00
Selects, 4 in.	139 00
Fine common, 1 in., 30 per cent.	
12 in. and up	80 00
Fine common, 1 x 8 to 11 in.	77 00
Fine common, 1½ to 2 in.	91 00
Fine Common, 2½ and 3 in.	124 00
Fine Common, 4 in.	125 00
1 in. shaky clear	65 00
1½ to 2 in. shaky clear	69 00
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1½ to 2 in. No. 2 dressing	62 00
No. 1 Cuts, 1 in.	62 00
No. 1 Cuts, 1½ to 2 in.	79 00
No. 1 Cuts, 2½ and 3 in.	104 00
No. 2 Cuts, 1 in.	54 00

No. 2 Cuts, 1½ to 2 in.	66 00	67 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7,	34 00
Barn Boards, No. 1, 1 x 12	65 00	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 10	59 00	59 00	2 x 8 in.	39 00
No. 1, 1 x 8	56 00	56 00	All other random lengths, 7-in.	
No. 2, 1 x 12	60 00	60 00	and under, 8 ft. and up	34 00
No. 2, 1 x 10	57 00	57 00	5-inch and up merchantable	
No. 2, 1 x 8	54 00	54 00	boards, 8 ft. and up, p 1s	33 00
No. 3, 1 x 12	53 00	53 00	1 x 2	32 00
No. 3, 1 x 10	53 00	53 00	1 x 3	30 00
No. 3, 1 x 8	51 00	51 00	1½ in. spruce lath	4 50
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 25
1 x 10 in.	52 00	52 00		
No. 1 1 x 4 to 7 in.	42 00	43 00	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	44 00	45 00	Extras	4 50
No. 1 1 x 10 in.	46 00	47 00	Clears	4 15
No. 2 1 x 4 & 5 in.	35 00	36 00	Second Clears	3 25
No. 2 1 x 6 & 7 in.	38 00	39 00	Clear whites	2 50
No. 2 1 x 8 & 9 in.	40 00	40 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 10 in.	44 00	44 00	Extra 1s (Clear whites out)	1 65
No. 2 1 x 12 in.	45 00	45 00	Red Cedar Extras, 16-in. 5 butts	4 73
Spruce, 12 in. dimension	46 00	46 00	to 2-in.	4 98
Spruce, 10 in. dimension	44 00	44 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	43 00	43 00	butts to 2-in.	5 40
Spruce, 8 in. under dimen.	40 00	40 00	Red Cedar Perfections, 5 butts	6 07
10 and 12 in. random lengths,			to 2½	
8 ft. and up	42 00	43 00	Washington 16-in. 5 butts to 2-	
			in. extra red cedar	4 80

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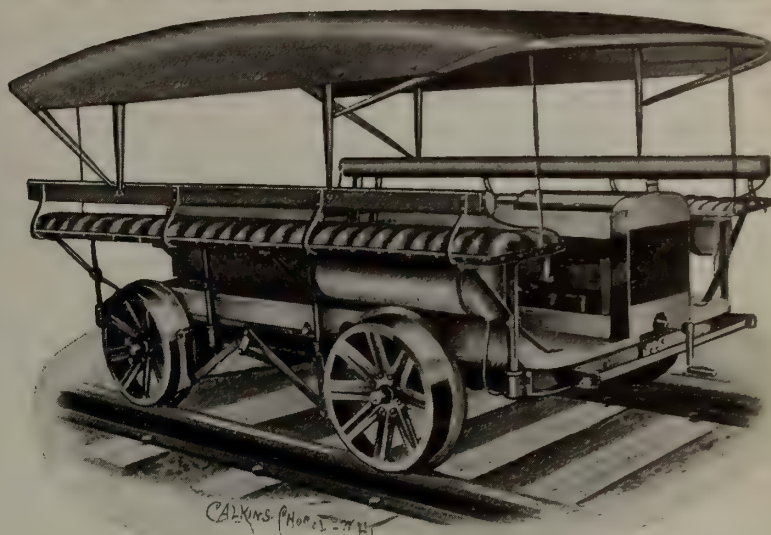
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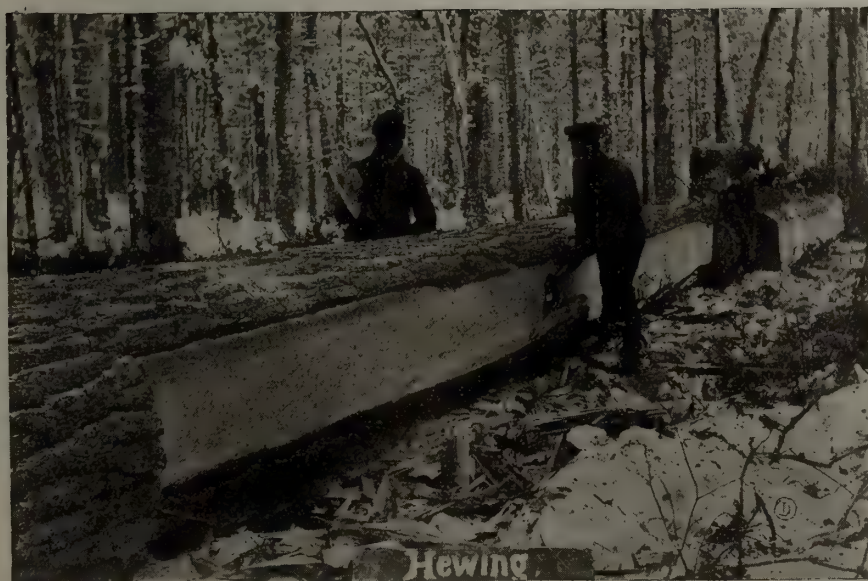
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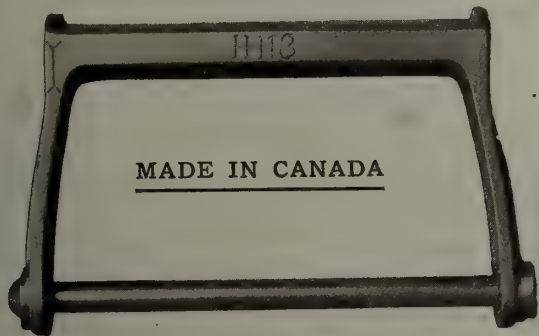
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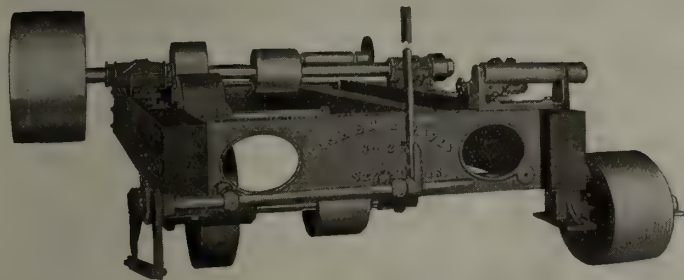
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(Continued on page 60)

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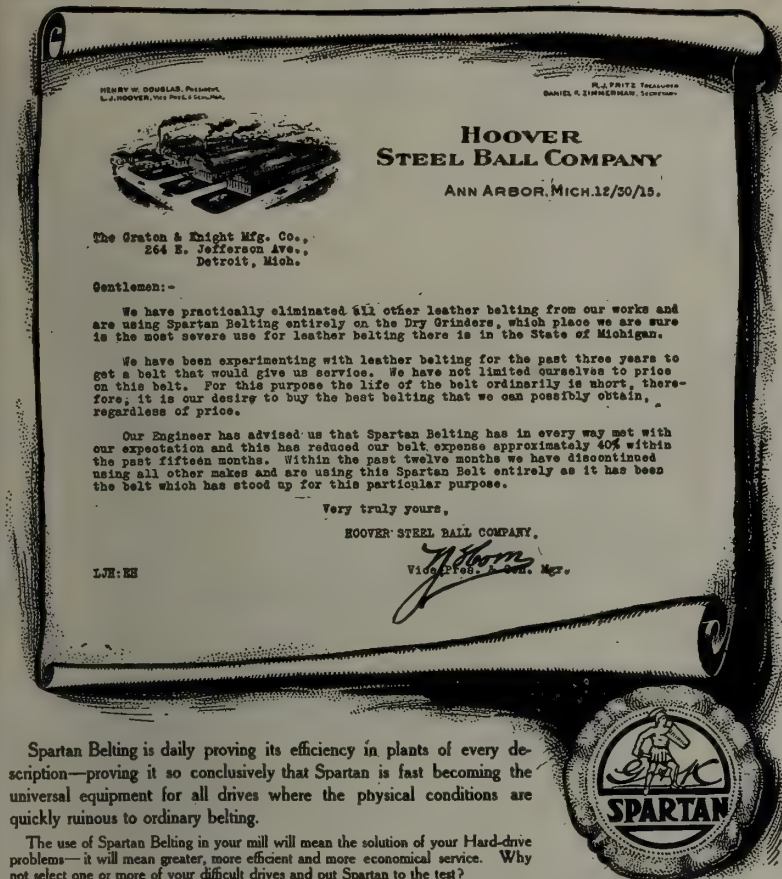
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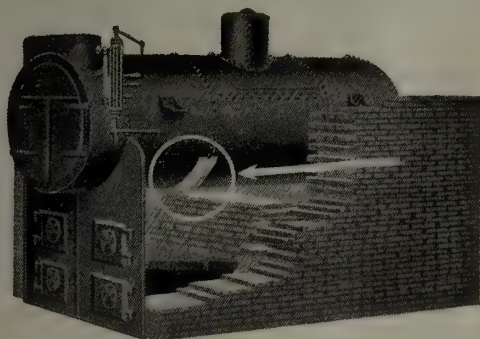
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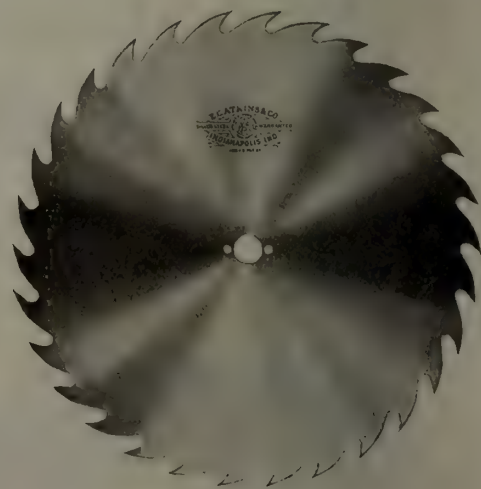
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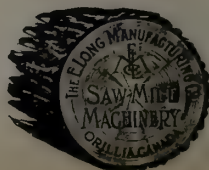
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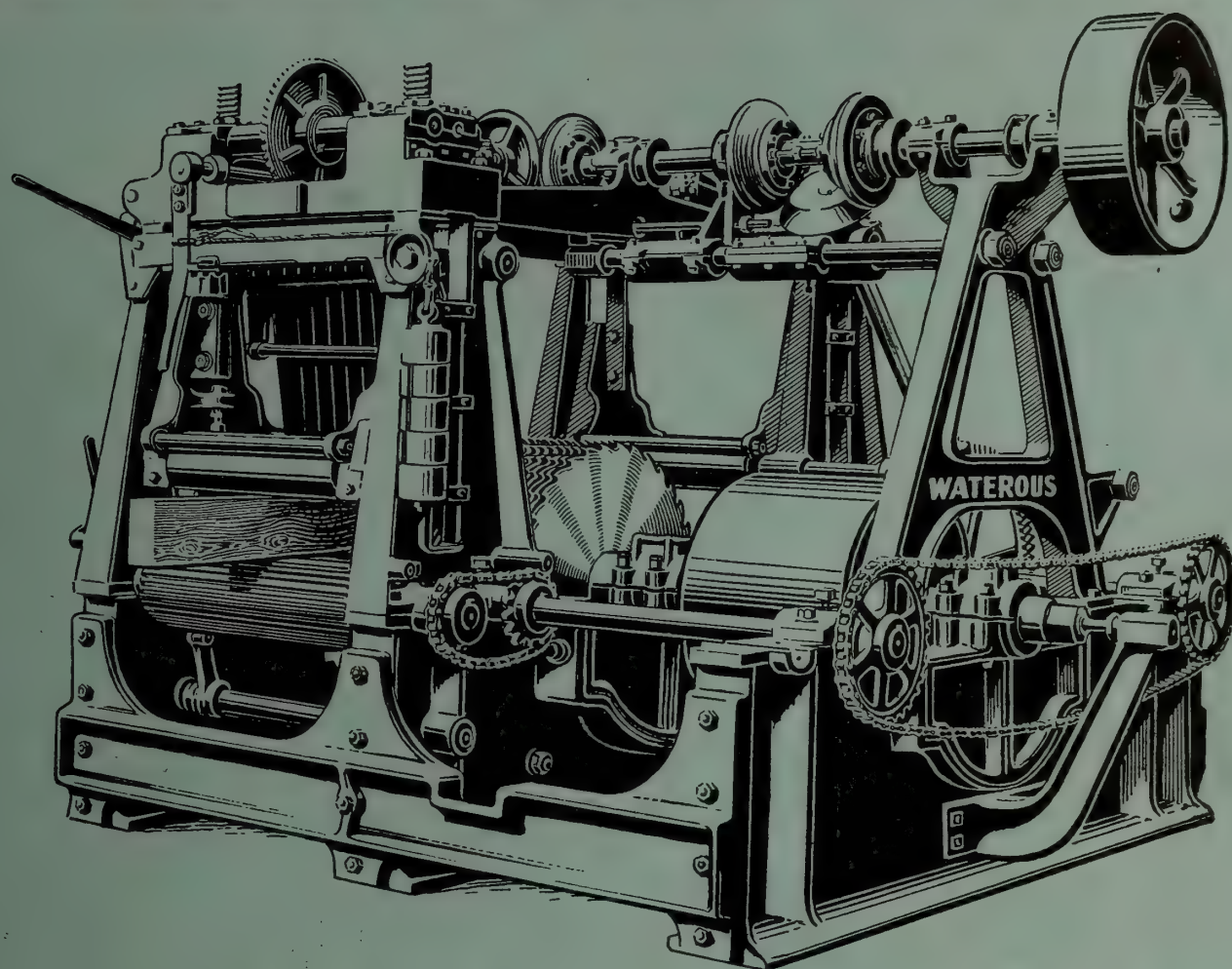
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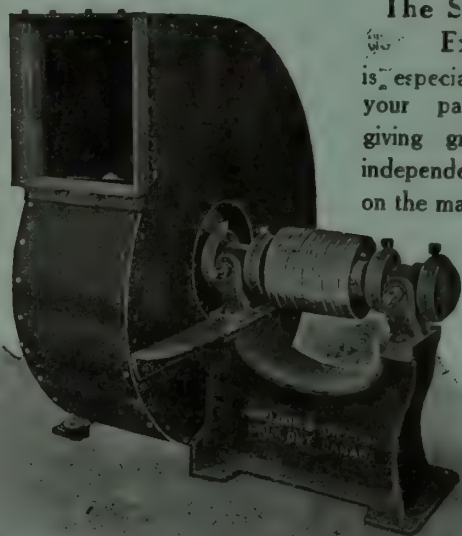
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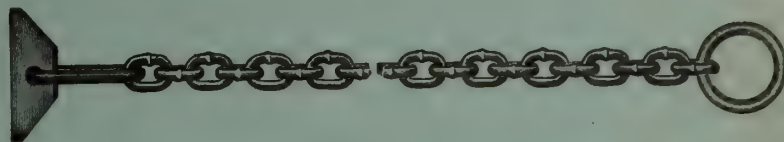
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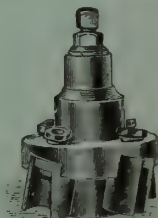
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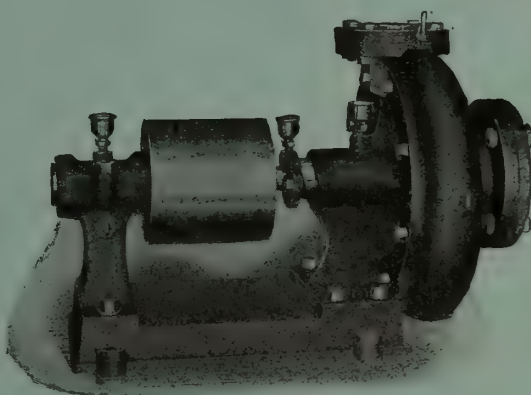
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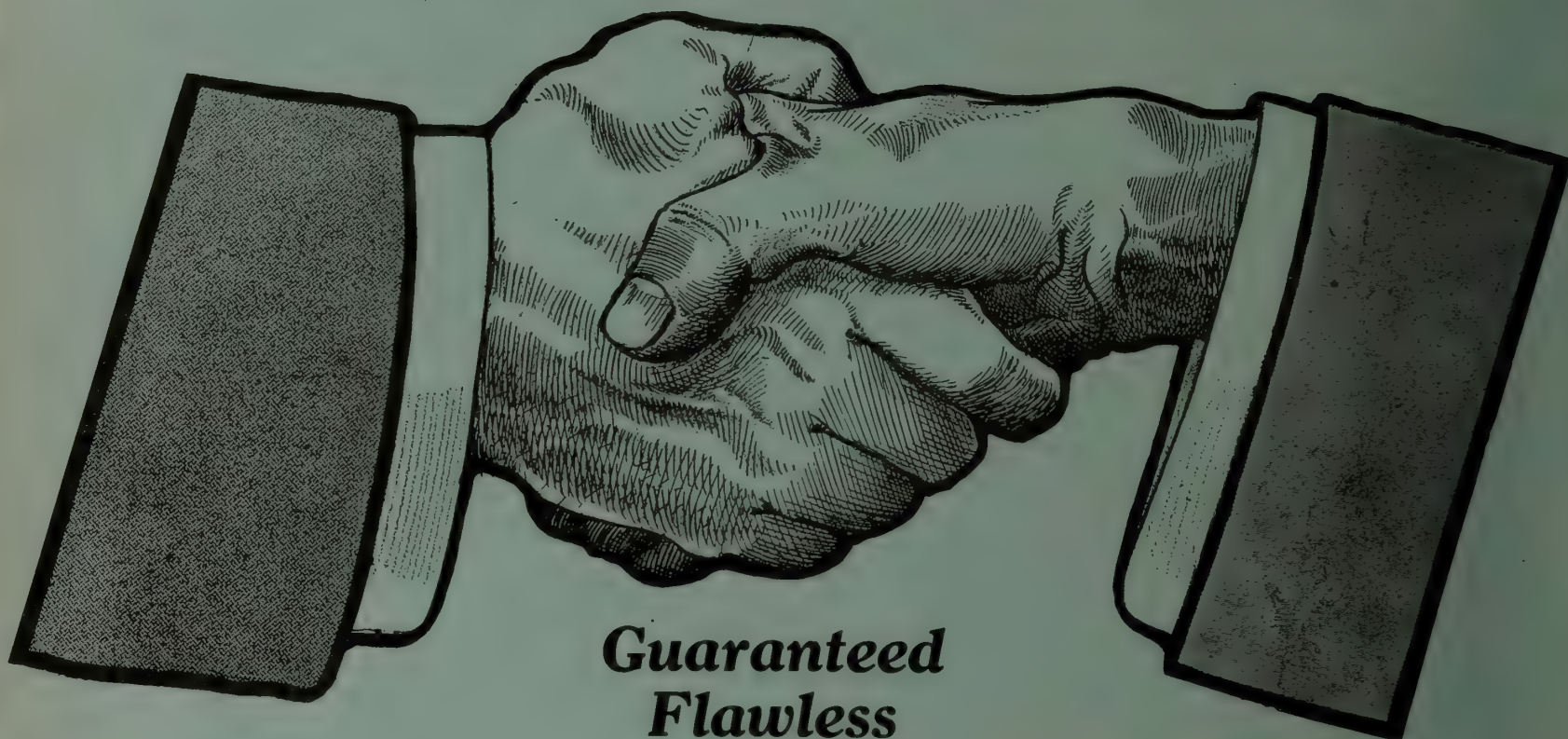


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B.C. Douglas Fir**

We can make prompt shipment on straight or mixed cars of clear kiln dried B.C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding,

If quality can talk to you—get in touch with us.

**VICTORIA LUMBER &
MFG. CO., LIMITED**

Head Office and Mill
CHEMAINUS, B. C.

Eastern Sales Office:
Traders Bank Bldg., TORONTO, Ont.
R. G. Chesbro, Rep.

Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.

WHITE PINE

50,000	1	x	4	Mill Run White Pine Strips, Dry
15,000	1	x	5	" " " " " "
15,000	1	x	6	" " " " " "
10,000	2	x	10	" " " " " "
10,000	2	x	12	" " " " " "
100,000	1	x	4 and up	No. 1 Mill Cull White Pine
200,000	1	x	10 and 12	No. 1 " " " "

We are now cutting Hemlock and can cut out timber bills.

3 Cars 3X B.C. Shingles in transit.

The Long Lumber Company
Hamilton
Ontario

OUR GUARANTEE

goes with every

"CORBET"

Automatic Double Cylinder Steam Towing Machine

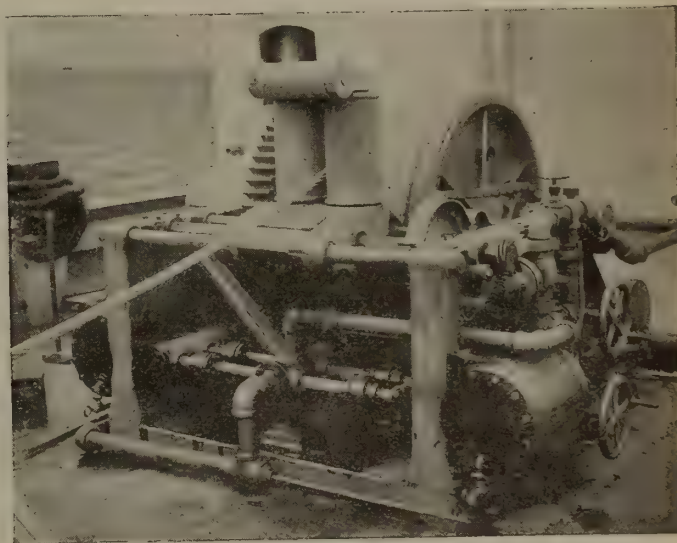
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order immediately, in order to secure delivery by May 1st, 1918.

**WRITE NOW for prices, testimonials
and information sheet.**

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Midland, Ont., August 16th, 1917.
The Corbet Foundry and Machine Co., Limited,
Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
Canadian Dredging Co., Limited,
Norman L. Playfair, Sec.-Treas.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

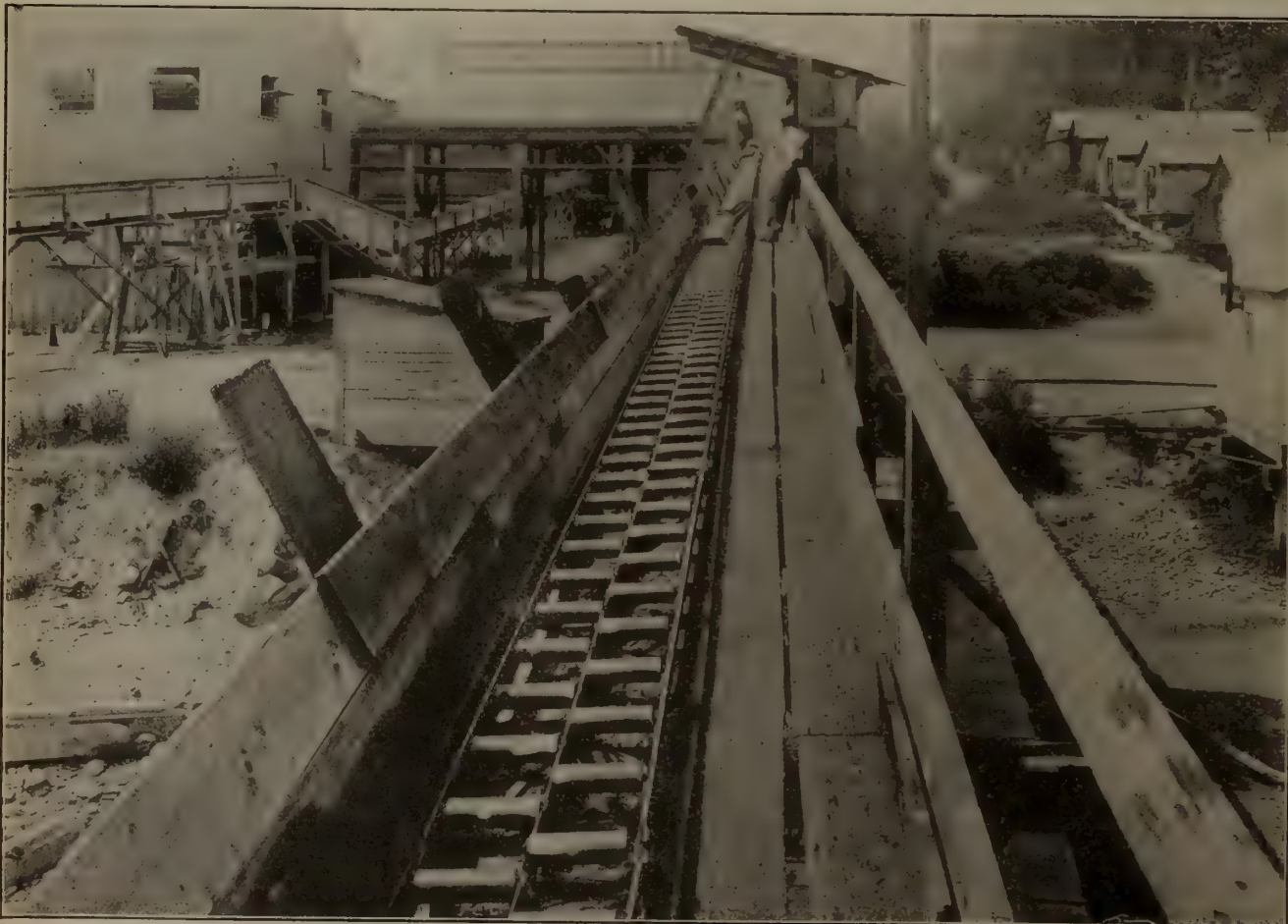
Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 X 8-10/16	20,000 ft.	10 X 12-12/16	10,000 ft.
8 X 8 "	35,000 ft.	12 X 12-12/22	185,000 ft.
10 X 10-12/20	70,000 ft.		

Write for prices.



Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES - - - QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

Railway Ties and
Pulpwood

PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

SPECIAL!

N. B. WHITE CEDAR SHINGLES

13 CARS No. 1 (Cull) 12 CARS EXTRA No. 1 6 CARS CLEAR WALLS

Very attractive prices will be quoted on the above for quick shipment.

TERRY & GORDON, Wholesale Lumber Merchants

Head Office: 703 & 704 Confederation Life Bldg., TORONTO, ONT.

Phone Adelaide 187 and 188

Vancouver Branch
625 Birks Bldg.

F. W. Gordon, Mgr.

Ontario Representatives of

The British Columbia Mills Timber & Trading Company
VANCOUVER, B. C.

Montreal, P.Q., Branch
23 La Patrie Bldg.

Leon Gagne, Jr., Mgr.

Watson & Todd Limited
OTTAWA

**WHITE PINE
NORWAY**

The
Harris Tie & Timber Co.
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Crescent Lumber Company
Cincinnati, Ohio

YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

**STRATFORD
OAKUM**

Quality Guaranteed

Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.

165 Cornelison Ave.

JERSEY CITY, U.S.A.

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

HEMLOCK

Hemlock Dry Stock is our main product and
we have the best facilities on the Georgian
Bay for handling this lumber.

Stock matched or sized, if required.

Phone, write or wire.

McGibbon Lumber Co.

Penetanguishene, Ont.

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada

On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie

On Nat. Transcontinental Ry.

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

4000 feet 2 x 4—10/16 M. R. Spruce
 10000 " 2 x 10— " " "
 12000 " 2 x 6— " " "
 12000 " 1 x 4 to 7 " " "
 15000 " 4 x 4— " " "

F. O. B. Car New Ontario — 15 cent rate to Toronto

STOCK IS TRIMMED AND EDGED.

I WANT TO BUY

5/8 in. Merchantable Spruce and 5/8 in. Mill Cull Spruce, 1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill Cull Spruce; also Basswood, Birch, and Maple, in all thicknesses. I can make immediate shipment of plain and Qtd. White and Red Oak, 1/4 in., 3/8 in., 1/2 in., 5/8 in., 3/4 in., and 4/4 in. Qtd. White Oak Strips, 3 1/2 to 5 1/2 in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

PERCY E. HEENEY, Wholesale Lumber

207 Weber Chambers, KITCHENER, Ont.

G. M. FRENCH*Wholesale***Lumber, Lath
Shingles****RENFREW - - ONT.****LOUISIANA RED CYPRESS****QUARTERED OAK
POPLAR****PLAIN OAK
ASH**

Yards at—Nashville, Tenn. Mills at—Sumter, S.C.
Basic, Va. Winchester, Idaho

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

**Heavy Fir Dimension***Is Our Particular Specialty*

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Co., Montreal.

Head Office and Mills, Port Moody, B.C.

Ten Band Mills to Serve You




Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.



"No Dearth of Timber"

Out of Boundless Forests

and woodland ranges, the Bathurst
Lumber Company select for your
use the finest quality of Canadian
Timber.

Our "BEAVER" Brand

White Cedar Shingles ; Dressed
or Rough Pine and Spruce, are
admittedly the best for every pur-
pose.

Get our price list, published month-
ly, and it is worth noting, we make
a feature of prompt service.

Bathurst Lumber Co.

Limited

BATHURST - New Brunswick



"In the Pathless Woods"



JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

The Montreal Lumber Co. Limited

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.

New Glasgow, N. S.

FOR SALE

Hemlock	White Pine, M.R.
14 M ft. 1x 3x10/16'	100 M ft. 1x 4x10/16'
50 M ft. 1x 5x10/16'	100 M ft. 1x 5x10/16'
80 M ft. 1x 6x10/16'	100 M ft. 1x 6x10/16'
60 M ft. 1x 7x10/16'	100 M ft. 1x 8x10/16'
100 M ft. 1x 8x10/16'	100 M ft. 1x10x10/16'
19 M ft. 1x 9x10/16'	100 M ft. 2x10x10/16'
100 M ft. 1x10x10/16'	100 M ft. 2x12x10/16'
100 M ft. 1x4/upx10/16'	
100 M ft. 2x4x12'	

All dry and ready for shipment.

JAMES R. SUMMERS

95 King St. East TORONTO

WE ARE BUYERS OF
Hardwood Lumber

**Handles
Staves Hoops
Headings**

James WEBSTER & Bro.

Limited

Bootle, Liverpool, England

London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

When in the market for

White or Red Pine

or for

Ontario Hardwoods

Let Us Quote You

We have a full line of White Pine and Spruce.

We are ready to contract for Output of mills in any Ontario Soft or Hardwoods.

Highest cash prices paid, and would advance money for operations.

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

If Woodsmanship Counts

hire us to do your
timber estimating
and surveying

James W. Sewall
OLD TOWN. - MAINE

WHOLESALE DEALERS

**Eastern and
Southern Lumber**

We are at all times in the market for dry
WHITE PINE. DIMENSION SPRUCE,
SPRUCE BOARDS, HEMLOCK BOARDS,
LATH and CLAPBOARDS.

Advise us of your Market
Prices and Stocks

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

**FARNWORTH
& JARDINE**

Cable Address: Farnworth, Liverpool

**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

Wanted for 1918

I am in the market for:
100,000 ft. 1½, 2, 2½, 3, 3½, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1¼, 1½, 2, 2½, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahogany.
All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with 7/8 round and flat chain, 128 ft. centres.
- 2—Waterous log kickers, 3 arms, 10 in. cylinder.
 - 2—Waterous log loaders, 3 arms, 10 in. cylinders.
 - 1—Waterous left-hand double cutting band mill for 13 in. saws; 8 ft. wheel with 3-block carriage, 40 in. opening; Payette set works and dogs; 10 in. x 36 ft. steam feed.
 - 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
 - 1—Waterous double edger; 20 in. saws; lever.
 - 1—Payette double edger; lever shifters.
 - 1—5 saw slasher, 88 chain, 44' centres.
 - 1—2 saw trimmer, live rolls to stops.
 - 1—3 strand chain sorter outfit, 142 ft. centres, long live rolls, gear and friction drives.
 - 1—outfit lumber loading rolls, power driven, for 16 cars; no waits for cars.
 - 20—high cars with roller tops, 24 in. wheel, standard gauge and heavy pattern.
 - 2—Waterous stationary steam niggers.
 - 1—Mershon 4-saw band gang.
 - 1—Payette picket machine for shade roller stock, also sorting table for same; chain top.
 - 1—Mitts and Merrill hog.
 - 1—Rogers Iron Works circular slab resaw for box stock.
 - 1—Payette edger, box and short stock.
 - 1—Rogers twin circular or tie maker.
 - 1—Giddings & Lewis heavy horizontal slab band resaw, 6 ft. wheel, 10 in. saws.
 - 1—Payette lath bolter.
 - 1—Payette lath machine.
 - 1—pair lath trimmers.
 - 1—picket trimmer; 1 saw.
 - Live rolls and drives.
 - Conveyor irons, chains and drives.
 - Pulleys, gears, line shafting and counter shafting. Large stock of double and triple leather belting in good condition. Saws and emery wheels.

Power House Equipment

- 3—Return tubular boilers, Galt make, 60 in. x 16 ft., with smoke fronts for dutch oven setting; breeching and 50 in. stack newly painted; 600 ft. new 1/2 in. guys and plate for brick pier; stack door.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction.
- 1—Pair Polson "Brown" type Engines, coupled 22 x 50, 16 ft. x 48 in. wheel.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Waterous band saw grinder for double cutting band saws, with stands, etc.
- 1—Baldwin retoucher for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

- Rails and frogs for yard.
- Booms and boom chains, 1/2, 5/8 & 3/4.
- Winches and other mill supplies.
- Small shunting locomotive.
- Double carts and waggon.
- Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

We begin 1918—a new organization with an old experience.

We will distribute **Graves, Bigwood & Co.'s**

products and other well
known lines as presented
in this space heretofore.

We will offer regularly hereunder varied and interesting items. As a statement of our position please read this extract from the Canada Lumberman:

Old Wine in New Bottles

The incorporation of the Canadian General Lumber Company, Limited, formed to deal in lumber and other forest products, with its head office in Toronto and an eastern office at Montreal, is one of the latest announcements of interest to the trade. While this is a new concern, its personnel is of long acquaintance in the lumber business. It constitutes rather a realignment and extension of efforts and undertakings that are not new. In a sense, its reputation is established.

When in 1908 the Canadian Pacific Railway opened its Toronto-Sudbury line, Graves, Bigwood & Company, in the rail access given to their mills at Byng Inlet, seized the opportunity to develop a car business direct from the mills and to increase the intimacy of their acquaintance with the retail trade of Eastern Canada and the Northeastern States. To successfully serve, they established large sorting facilities and a well-equipped planing mill. To utilize their lower grades and trimmings they installed a modern box shook factory. These facilities, their splendid manufacture, careful grading and service, brought speedy recognition by purchasers and each year an increased clientele.

The allied interests of Graves, Bigwood & Company had long been known as purchasers of mill cuts in Canada and the Michigan and Minnesota sections. It followed as a natural sequence to meet the activities of their sales force that Graves, Bigwood & Company should supplement their own stock with well-known lines to which they had entree. As a result, they have drawn on all the sawmill sections of Ontario, Quebec, and New Brunswick. In 1910 they started an operation at Deer Lake, Ont., on the C.N.O. Railway, to cut hardwoods. Thus they joined themselves to that field, and hardwoods have become a feature in their business.

All of this history is antecedent to and explanatory of the new organization. In order to give increased scope to the selling force and extend the merchandising features it has been decided to divorce the sales from the manufacturing end of the business. The Canadian General Lumber Company, Limited, has therefore been organized. Its personnel is well known, and in addition to certain of the principals of Graves, Bigwood & Company, includes the prominent members of that company's sales force. The directors are: A. C. Manbert, president; W. E. Bigwood, vice-president; H. I. George, treasurer; J. L. Macfarlane, secretary; F. H. Bigwood, general sales; F. V. Wilson, Ontario sales; C. Villiers, eastern sales.

Canadian General Lumber Co. Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

PETRIE'S FEBRUARY LIST

of
NEW and USED
WOOD TOOLS
for Immediate Delivery

Band Saws

- 54" Jackson-Cochrane re-saw.
- 30" Clark-Demill bracket.
- 30" Cowan, pedestal.
- 28" Ballantine, bracket.
- 26" Crescent, pedestal.

Saw Tables

- No. 2 Crescent, combination.
- No. 3 Crescent universal cut-off gauge.
- No. 5 Crescent, sliding top.
- Ballantine variable power feed.
- No. 257 Berlin power feed rip.
- Fisher, iron frame rip.
- 12ft. Defiance automatic cut-off.
- MacGregor Gourlay power feed cut-off.
- Greenlee automatic cross-cut.
- Champion combination wood top.
- 5 1/2 ft. Williams wood frame swing.
- 5 1/2 ft. Crescent swing.
- 8 ft. Crescent swing.

Planers

- 30" Whitney pattern single surfacer.
- 26" double surfacer, with divided roll and chip breaker.
- 24" Champion planer and matcher.
- 12" Galt buzz.
- No. 202 Canada Machinery Corp., timber sizer.

Moulders

- 13" Clark-Demill four side.
- 12" Cowan four side.
- 12" Woods, four-side, inside.
- 10" Houston four side.
- 8" Dundas four side.
- 6" Cowan four side.
- 6" Dundas sash sticker.

Mortisers

- M190 Cowan hollow chisel.
- No. 1 MacGregor-Gourlay upright.
- No. 5 New Britain chain.

Clothespin Machinery

- Humphrey No. 8 giant slab re-saw.
- Humphrey gang splitter.
- Humphrey cylinder cutting-off machine.
- Humphrey automatic lathes (6).
- Humphrey double slotters (4).

Miscellaneous

- Elliot universal woodworker.
- Cowan moulder and panel raiser.
- MacGregor Gourlay 12 spindle dovetailer.
- Fay & Egan 12 spindle dovetailer.
- M80 Cowan dowel machine.
- No. 1 Ballantine dowel machine.
- 12" Canada Mach. Corp. sander.
- No. 2 Defiance belt sander.
- Crescent post boring machine.
- M137 Cowan sash clamp.
- Egan sash and door tenoner.
- Dundas double head tenon machine.
- 18" Trevor box heading turner.
- 3" Pringle & Brodie variety lathe.
- No. 221 Woods planer knife sharpener.
- No. 6A Fox wood trimmer.
- 20" American wood scraper.
- 4-head rounding machine.
- MacGregor Gourlay 2 spindle shaper.
- M63 Cowan spindle carver.
- Iron frame 8-block sawmill.
- Dougherty horizontal shingle machine.
- 26" Dominion lath trimmer.
- Waterous lath machine.
- No. 2 Dominion lath machine and bolter.
- 48" 3-saw edger.
- No. 1 Hart automatic saw filer.
- No. 104 Covell band-saw roller.
- No. 66 Hamilton band-saw sharpener.
- No. 6 Covell band-saw swedge.
- No. 21 Covell filing lamp.
- Defiance automatic handle shapers.
- 24" Cochrane-Bly saw filer.
- Defiance rounding, boring and jointing machine.
- 18" leveling block.

Prices, Descriptions and full
particulars on request.

H. W. PETRIE, LTD.
Front St. West
TORONTO, ONT.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative

Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

Milne, Hall & Johns Co., Inc.

502-3-4 Gerke Bldg. CINCINNATI, OHIO

Manufacturers of
Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. **WHITE OAK**

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

WE SPECIALIZE IN

Spruce and Red Pine Piling

For Immediate Shipment. 30 to 50 ft. long.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

JOHN DONOGH & CO.

Wholesale Lumber Dealers

White Pine

early cut ready for shipment

Send in your enquiries.

1205 TRADERS BANK BUILDING, TORONTO

Milling in Transit Exclusively

We make a specialty of milling in transit—we do nothing else.

Prices on any size order gladly furnished.

We do moulding, trimming, planing, sticking, matching, etc.

Prompt service and good work guaranteed on all orders.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO

Mill at Orillia, Ont.

Established
1873

GILLIES BROS. Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

RIGHT GRADES QUICK SHIPMENTS



Canadian Western Lumber Co.

FRASER MILLS, B.C.

Eastern Sales Office—Toronto—L. D. Barclay, P. J. McCormack

ALBERTA
A. Montgomery

SASKATCHEWAN
E. M. Simonson

MANITOBA
Winnipeg—H. W. Dickey

BASS WOOD

We offer for immediate shipment—
1" and 1½" Dry Basswood

DRY BIRCH STOCK

We offer in Birch End Stock—

1 x 8½" 1 x 9" and wider
1 x 6 and 7" 1½" to 4"

SPRUCE BASSWOOD
ASH HEMLOCK and PINE

HART & McDONAGH

513 Continental Life Bldg.
Phone Main 2262

TORONTO



Plant of The Stearns Salt and Lumber Co.

Stearns Quality

Michigan Forest Products
Hardwood, Hemlock, White Pine
LUMBER and TIMBER

40 Million Feet Dry Stock
in pile containing a complete
assortment for rush shipment.

Grades— **GUARANTEED** —Quality

Hardwood Specialists

The
Stearns Salt & Lumber Co.
Ludington, Mich.

I HAVE IT

All Grades in White Pine
Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.
MIDLAND CANADA

LET'S GET TOGETHER

Long Leaf Yellow Pine, Louisiana Red Cypress
Ash, Oak, Sap and Red Gum, Cottonwood, etc.

Annual Capacity 350,000,000 Feet Yellow Pine
100,000,000 Feet Red Cypress
60,000,000 Feet Hardwoods

Nature's best in forest products Let Us Quote You Prices

Up-to-date mills and unsurpassed **SERVICE.**

We are *prepared* to fill orders—try us.

CHICAGO LUMBER & COAL COMPANY
Manufacturers

General Offices: EAST ST. LOUIS, ILLS.

The Rat Portage Lumber Co., Limited, Vancouver

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No. 2 Com.		12,000 ft.	2,900 ft.	500 ft.	1,300 ft.	200 ft.	1,000 ft.	200 ft.	
CYPRESS									
1 & 2 ...		38,000 ft.	41,000 ft.	17,500 ft.	43,000 ft.	32,000 ft.	50,000 ft.	32,000 ft.	
Selects ...		40,000 ft.	35,000 ft.	29,000 ft.	32,000 ft.	16,000 ft.	40,000 ft.	10,800 ft.	
No. 1 Shop		1,200 ft.	12,000 ft.	1,700 ft.	9,800 ft.	2,400 ft.	4,800 ft.	3,100 ft.	
HARD MAPLE									
1 & 2 ...	2,700 ft.	38,000 ft.	27,000 ft.	41,000 ft.	81,000 ft.	34,000 ft.	46,000 ft.	10,700 ft.	
No. 1 Com.	5,000 ft.	86,000 ft.	18,600 ft.	71,000 ft.	107,000 ft.	57,000 ft.	47,000 ft.	16,000 ft.	
No. 2 Com.		44,000 ft.	1,000 ft.	28,000 ft.	25,000 ft.	8,700 ft.	18,000 ft.	8,600 ft.	
SOFT MAPLE									
1 & 2 ...	1,700 ft.	19,500 ft.	900 ft.	4,700 ft.	24,000 ft.	6,000 ft.	21,000 ft.	5,900 ft.	
No. 1 Com.	2,500 ft.	19,000 ft.	600 ft.	10,000 ft.	19,000 ft.	5,300 ft.	18,500 ft.	3,700 ft.	
No. 2 Com.		10,000 ft.	250 ft.	12,000 ft.	7,000 ft.	1,100 ft.	13,000 ft.		
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No. 2 Com.		31,000 ft.	4,700 ft.	1,400 ft.	5,300 ft.	4,500 ft.	3,100 ft.	200 ft.	
PLAIN WHITE OAK									
1 & 2 ...	1,000 ft.	21,000 ft.	20,000 ft.	32,000 ft.	51,000 ft.	32,000 ft.	43,000 ft.	22,000 ft.	
No. 1 Com.	2,600 ft.	66,000 ft.	13,000 ft.	37,000 ft.	29,500 ft.	32,000 ft.	46,000 ft.	40,000 ft.	
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1 car 2 in.	No. 2 Com.	Wh. Ash
1 car 3 in.	No. 2 Com.	Wh. Ash
1 car 1 1/4 in.	1 & 2, Basswood	
1 car 1 in.	No. 1 Com.	Basswood
1 car 1 in.	No. 1 Com.	Beech
1 car 1 1/2 in.	No. 1 Com.	Beech
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1 car 1 in.	No. 1 Com.	Cherry
1 car 1 in.	No. 2 Com.	Cherry
1 car 3 in.	1 & 2 Soft Elm	
1 car 3 in.	No. 1 Com.	Soft Elm
1 car 1 1/2 in.	1 & 2, Red Gum	
1 car 2 in.	1 & 2 Red Gum	
1 car 2 1/2 in.	No. 1 Com.	Hickory
1 car 2 in.	No. 1 C., Q. W. Oak	
1 car 1 1/2 in.	Selects, Poplar	
1 car 1 in.	No. 2 Com., Poplar	
1 car 1 in.	Sap & Selects Poplar	
1 car 1 in.	No. 1 Com., Walnut	
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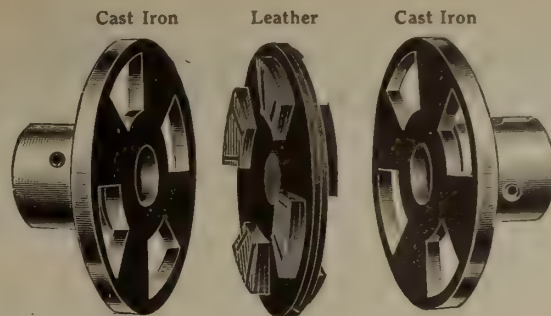
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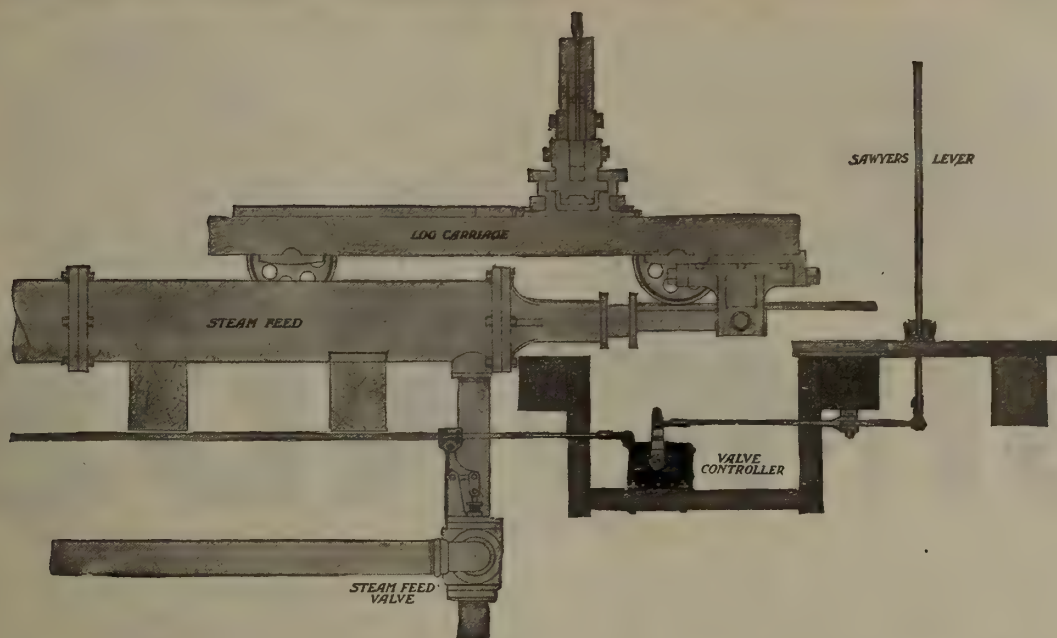
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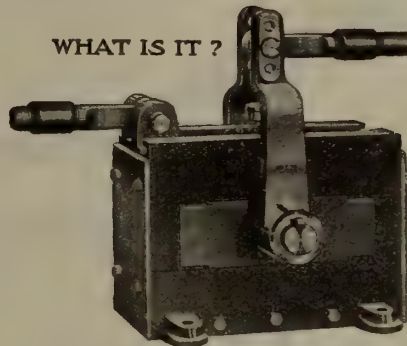
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(Signed) D. B. Anderson,
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Canada Lumberman & Wood Worker

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, February 1, 1918

No. 3

The Car Stake Problem—Who Should Pay for the Cost?

Hardly a day goes by in a lumber office without bringing with it some form of difficulty between one firm and another about a business deal which has not been made the subject of a mutual agreement and which is frequently the cause of misunderstanding and unpleasantness. These difficulties require diplomatic handling under present conditions because of the lack of uniformity in the methods practised by different firms. In connection with these matters it would be well if the various organizations and associations formed for the promotion of the welfare of the lumber trade and industry would endeavor to settle as many of them as possible and get them out of the way.

A striking instance of this sort of thing is the car staking trouble which crops up from time to time between lumber firms. By a recent mail the Canada Lumberman received a vigorous reference to this question, together with copies of a large quantity of correspondence which had been exchanged between two firms before an understanding was reached. Moreover, in the understanding reached, the correspondence indicates that the feeling of unpleasantness was not removed, although a settlement was made and an agreement entered into regarding future staking arrangements. The difficulty in this matter arises out of the divergence of interests between parties and the difficulty in knowing in advance whether a car is likely to be one needing stakes or not. It ought to be a simple enough matter, however, to reach an agreement which would regulate all arrangements regarding stakes where questions come up between firms which belong to one of the recognized trade associations. At the annual meeting of the Canadian Lumbermen's Association, about to be held, it would be a good thing if its members could adopt a definite understanding on this subject which could be held up as a standard for the transactions of all firms. The absence of any recognized standard makes it possible for any firm to-day to take an arbitrary stand and cause trouble. The Canada Lumberman has no solution of the question to offer. It is a matter which must be threshed out and probably

made a subject of compromise, but it ought to be settled once and for all.

Apparently there is no hope of ever making it compulsory upon the railway companies to furnish stakes. The manufacturer, therefore, is the first party to come face to face with the problem, and he naturally wants to make the wholesaler pay for the stakes, as they are passed on to him and never returned to the manufacturer. In a great many cases the retailer refuses to pay for the stakes, and so the wholesaler is stuck unless he wishes to be as firm as the retailer and run the risk of a lot of trouble with the manufacturer.

This is the situation in a nutshell, and so long as there is not a definite understanding upon the subject, trouble will be continually developing. If the Canadian Lumbermen's Association were to go on record as favoring a definite method of settling this question whenever it comes up, and if the Wholesale Lumber Dealers' Association, which has been recently formed, were to adopt a similar course, it would probably not be long before every one in the trade understood that the cost of car stakes was to be borne in a definite manner, and the correspondence files of lumber firms would no longer be burdened with a lot of useless letters.

Forest Products Laboratories Entitled to More Support

The interest taken by Canadian lumber manufacturers in the work of the Forest Products Laboratories at Montreal, an institution conducted by the Dominion Government with the co-operation of McGill University, has not been sufficient in the past to encourage much in the way of scientific research into matters relating to the utility, structure, etc., of Canadian woods, from a lumberman's point of view. To a great extent the researches carried on by the laboratories have been devoted to work which is of particular interest to the pulp and paper industries, and these industries have shown their appreciation and co-operation in a definite manner. The laboratories have been able, with the limited means and equipment at their disposal, to work out a number of important industrial problems which have resulted in reduction of costs and utilization of material which formerly went to waste. Similar results could probably be obtained in connection with the use of our forest products by the lumbering industry. In fact, to a small extent the laboratories have given their attention to such matters and have obtained valuable results. The lumber industry has been subjected to a great deal of criticism by the public on account of raw material which has to be wasted in the processes of manufacture. Undoubtedly important savings could be effected along these lines if the service of the Forest Products Laboratories were devoted to the problems in a thorough manner.

There are two definite reasons for this situation. In the first place, the lumber industry has not shown the same amount of interest as the pulp and paper industry; and, in the second place, the government, for one reason and another, has not been as generous with the laboratories as its possibilities require. The war has been to a large extent the cause of the government's failure to support the laboratories sufficiently to enable them to extend their field of enquiry, and, possibly for this reason, we will have to wait for better times before expecting much in the way of increased facilities; but, from discussions of the subject which we have heard from time to time, we believe that the government would be justified in giving this matter very serious attention to-day. There is always a limit to economy in connection with an undertaking of this nature, below which it is wasteful to fall, and apparently this limit has been encroached upon during the past two years, as the laboratories, instead of expanding in their facilities, their work, and their staff, have been obliged to continue with inadequate equipment and to restrain their field of work, at the same time looking on passively while their skilled men are being absorbed by industrial and commercial companies which realize that money expended upon services of this nature is really a source of gain rather than of increased operating costs.

The record of the laboratories during the past year is a creditable one, and it has produced definite results of value to Canadian manu-

facturers, although it has been handicapped in many directions. Such a record entitles it to generous treatment, and we hope that the government will see its way clear along these lines during the present year. If reasonably well equipped and staffed, the laboratories could demonstrate to the lumber industry almost as fully as they have to the pulp and paper industry that they can solve a number of the difficult and long-standing problems of lumber manufacturers. Moreover, our forest resources are of great value, and are in danger of permanent exhaustion. So it is not only a matter of expediency that scientific investigation into problems relating to conversion, utilization and reduction of waste should be carried on under government assistance, but is a matter of imperative necessity that the work should be done thoroughly and with as little delay as possible. The matter, moreover, is not solely one of industrial concern, but unquestionably has an intimate bearing upon our success in the war. The researches conducted by well equipped and manned forest products laboratories could not fail to bring forth information of importance in connection with the production of numerous kinds of war material. The government should make a close enquiry into this matter, and endeavor to make the Forest Products Laboratories nearly equal to their great opportunities.

Sawmill and Logging "Waste"

Lumbermen are often surprised at some of the strange statements which find their way into print in the daily press about the great amount of so-called "waste" for which they are said to be responsible in their manufacturing operations. Probably no other manufacturer has been so continuously blamed for alleged waste, and yet the justice of the charge is not so certain as the average man imagines. Leaving aside the important matter of a scientific definition of "waste," it is sufficient for the purpose of this reference to the matter to point out that much of the criticism of the lumber manufacturer of to-day is based upon conditions which no longer prevail, but had their existence a generation or more ago. There is much to be done yet in the direction of reducing this waste, but much has recently been accomplished, as a result of the keen necessities of modern competition, and the sweeping charges of wastefulness can not be substantiated to-day.

Nevertheless, these charges continue their round in the press and even in semi-scientific publications. "Popular Science Monthly" is one of the latest to use this idea as a good one for an article, and nearly everything the article says is inaccurate. The "Journal of Forestry" exposes the article in its latest issue as follows: Speaking of pulp manufacture the author says: "Dozens of chemists have endeavored to save money by devising ways of utilizing the liquors of what is known as the 'sulphite process.' . . . As yet a commercially practicable method has not been worked out." For some years chloroform, muriatic acid, lard substitutes, and road dressings have been a by-product of at least some pulp mills. That it is both feasible and profitable to utilize the waste liquor was long ago demonstrated and the methods applied.

In discussing lumber manufacture, it is stated that "only 15 per cent. of the standing tree appears as finished lumber after the axe and saw have done their work; more than 65 per cent. is left on the ground. The money lost in the form of mill waste is far greater than the profit made from salable lumber."

Under no conditions that exist at the present time is it probable that such wasteful utilization exists, since to leave 65 per cent. of the cubic volume of a tree in the forest would necessitate leaving a large part of the bole in the forest—a practice nowhere existing at the present time.

As an illustration of ordinary utilization practice, there may be cited the case of a 26-inch d. b. h. southern yellow-pine tree recently measured by the writer and which showed the following cubic contents: Stump, 3.996 cu. feet; bole, 113.828 cu. feet; limbs, 14.357 cu. feet. Total, 132.181 cu. feet. Of this amount, 98,537 cubic feet, or 74.5 per cent. of total cubic contents, was taken to the sawmill, instead of the 35 per cent. mentioned by the author of the article.

The bole when sawed into lumber would yield the following pro-

ducts: Lumber (rough), 59.33 cu. feet; sawdust, 17.993 cu. feet; slabs, 20.930 cu. feet. The final yield of lumber, therefore, was 45 per cent. of the volume instead of 15 per cent., as stated in the article. From a 14-inch tree, measured at the same time, there was taken to the mill 67 per cent. of the total volume, the lumber yield being 46.5 per cent. of the total cubic volume of the tree.

While the measurements of two trees are not a sufficient basis for concluding that the above percentages may be assumed as an average, yet the fact that the measured trees represented the general run of the timber being logged, and the final results were so nearly equal, shows that the yield in lumber far exceeds 15 per cent. of the total cubic contents of a tree.

In discussing sawdust as a waste product, the reader is led to believe that it is a source of heavy expense to the mill operator, since "there are not enough dolls to stuff into lifelike rotundity with it, nor enough bar-room floors to sprinkle with it. . . . Others try to burn it, but without much success."

As a matter of fact, for years sawdust has been burned in sawmill power-houses with great success, and has furnished and still furnishes the chief fuel which provides power for driving sawmill plants. Far from being a liability to the sawmill operator, it has a distinct money value to him, because it permits his power-house boilers to be stoked mechanically, and did he not have sawdust some other fuel would have to be provided at an increased cost. At many sawmill plants not only is all the sawdust used as fuel, but, in addition, planing-mill refuse; and often it is necessary to grind slabs and edgings into fine fuel in order to provide material for keeping the fires going at night and during Sundays and holidays.

Sawdust is not a waste, since fuel is an essential, and sawdust is the cheapest fuel available to the manufacturer. If the sawdust-disposal problem was the only one now confronting the lumberman, he would long ago have ceased to worry.

The time has come when such rubbish should no longer be printed by "popular" magazines, scientific or otherwise. If a real source of waste is being looked for, the person who spoils good printing paper in this way can find it much nearer home than he thinks.

Important Possibilities in Northern Quebec

In the course of a letter on the Transcontinental Railway, Mr. J. G. Scott, president of the Quebec Board of Trade, directs attention to the possibilities of the lumber industry in the territory served by the line. The presence of spruce, combined with many water powers, he says, is bound to result in many pulp and paper industries. The French-Canadian settlers are cutting enormous quantities of pulpwood; they have erected 14 sawmills, and for the lumber and pulpwood are asking 1,500 cars during each of the next eight months. He adds: "The value of our northern country, of our spruce forests and water powers, is not properly appreciated. About twenty years ago, a number of Quebec merchants built two railways into the north country—the Quebec and Lake St. John, and the Great Northern. Their efforts were treated with incredulity. But today the Saguenay and St. Maurice valleys, whose forests and water powers owe their development to these two roads, have industries which represent about eighty millions of capital and afford employment to 20,000 men, in five brand new manufacturing towns and in the woods, and attract annually to the country thousands of tourists and sportsmen."

A deputation from Ottawa, consisting of a controller and the city solicitor recently called on the Hon. G. Howard Ferguson, Provincial Minister of Lands and Mines, to ask the privilege of cutting wood for fuel in Algonquin Park. The permit was granted and the city of Ottawa proposes to have at least 10,000 cords of hard maple, birch and tamarac cut in Algonquin woods next summer and delivered for consumption during the autumn months. In order to conserve fuel the city will have an order passed prohibiting the use of coal before December 1st, and up to that time wood from Algonquin Park will be burned.

Freight Rate Increases Postponed

Sir Robert Borden Announces Adjournment of Hearing
Until March—Further Argument to be Received

The increased freight and passenger railway rates provided for by a judgment of the Board of Railway Commissioners for Canada under date of December 26th, 1917, are not to become effective until some time in March at the earliest. The increases were to have become effective on February 21st, and the postponement is the result of protests made to the Canadian Cabinet Council by Western Provincial Governments and public bodies with whom were associated the organized farmers and some of the most prominent business interests of Ontario.

Announcement of the postponement of the effective date for the new rates was made by Sir Robert Borden on January 24th, when the hearing upon the subject was resumed. Mr. H. J. Symington, on behalf of the Western Governments and other interests, was continuing his address when Sir Robert Borden stated that the Government was desirous of obtaining a perfectly clear presentation of the facts and he suggested that at the conclusion of Mr. Symington's address the hearing should stand adjourned until March 1st. If this was satisfactory, those opposed to the order of the Railway Board, and those supporting it, could place their cases in the hands of the government in printed form. He further suggested that those opposed should have their case in the hands of the government by February 8th. The railways could take until February 18th to reply and the rejoinder on behalf of the protesting governments and other bodies could be prepared not later than February 28th. The hearing of verbal arguments would be deferred until March 1 and the bringing into force of the new rates would be postponed until some time after the date fixed for the resumed hearing. No objection was raised to this proposal, and it therefore became effective.

The increased rates, as they apply to lumber, were published in detail in the Canada Lumberman of January 1st. On account of the shortness of time between the judgment and the date of publication, however, it was necessary to omit some interesting references to the subject which the judgment contained. In the course of his remarks, the Chief Commissioner said:—

"The consideration of chief importance underlying the lumber rates in the West is their relation one to the other. The spread is of greater importance to the lumber industry than the amount of the rate itself. A straight percentage increase would improperly accentuate existing spreads from lumber producing territories and dislocate business. It would have a specially detrimental effect upon the British Columbia industry.

"On the other hand, a general flat increase might bear with undue severity upon short hauls. There are rates as low as 5 cents a hundred. A flat increase of 3 cents, which on a rate of 46 cents would be an increase of only $6\frac{1}{2}$ per cent., would, in the case of a 5-cent rate, amount to an increase of 60 per cent.

"The whole western lumber rate situation is full of difficulty and presents a highly technical rate problem. The question as to how increases in lumber rates can be best made without dislocation of traffic by changing the rate relationship now existing between present mills and at the same time result in no undue hardship to the consumer, was referred to Mr. Hardwell (the Board's traffic expert), for his opinion. Mr. Hardwell's report, in part, is as follows:—

"As regards lumber; so far as the British Columbia mills are concerned, the desideratum being the preservation of the existing rate relationship between the various mills, as emphasized at the Calgary hearing and in past proceedings, it is clear that this cannot be attained by means of a percentage of increase, even though held down to a maximum per 100 pounds advance for the longer hauls.

"The entire situation has been very carefully examined, therefore, with the view of settling on flat increases in cents per 100 pounds which should avoid any possible complaints of preference or discrimination. Working on a tariff that has no uniform basis, it is impossible to arrive at advances accurately representing 15 per cent. I find, however, that the adoption of the following recommendations would not only afford a broad basis, but would nearly approximate 15 per cent."

Then follow the details of increases as published in the Canada Lumberman of January 1st.

Continuing, the judgment of the Chief Commissioner says:

"The adoption of Mr. Hardwell's recommendations will put the lumber rate upon a more scientific basis than it has been in the past.

"The rate situation which Mr. Hardwell's report preserves is the outcome of an agreement between the associated western mills and the railways. Under this arrangement, the rates from the coast mills east to Winnipeg and Port Arthur, are made the basic rates. The rates from the interior mountain mills and from the mills as far east as Calgary and Blairmore are all based on this standard

rate and scale, not strictly having regard to mileage, but scaled according to the agreement between the trade and the railways.

"These mills enter into more or less competition with mills in the Northern Spruce Belt (Northern Manitoba and Northern Saskatchewan), also with mills in the Lake of the Woods district on the Canadian Pacific, and in the Rainy River district on the Canadian Northern; and to some extent with the mills at Port Arthur.

"The situation is highly competitive having regard to the lumber business. Mr. Hardwell's report is, in my opinion, the best solution available.

"On through movements of these lumber commodities from western shipping points to destinations east of Port Arthur, under Mr. Hardwell's report, the increase permitted is a proper and logical result having regard to the dispositions made of other through movements, and in view of the increases already made in the all-rail and lake-and-rail rates."

Another interesting quotation from the judgment of the Chief Commissioner is as follows:—

"Railway tolls covering services incidental to transportation stand on a different footing to those charged for the line movement. The application for a general advance and authority permitting a general advance in freight rates not exceeding 15 per cent. would, however, include them unless specifically excepted. Some of these charges, for example, tariffs for heating and refrigeration, have been recently considered by the Board. Other such services in their nature represent entirely a terminal activity and have particular importance at different local points. Strong objection has been taken by Boards of Trade, particularly those at larger points, to any increase being made on this application and on the general grounds on which it is supported to any increase in these tolls.

"In my opinion the objections are well taken, and I would refuse on the present record any increase of tolls and tariffs, applicable to switching, whether local or inter-switching, weighing, demurrage, refrigeration, heated car service, car diversions, reconsignments, storage, wharfage, sleeping or parlor car accommodation, or other special services."

There is a disposition on the part of the public and the press to feel that this postponement means that the government desires to delay the making of any changes in freight rates, pending the possibility of an extension of government control or ownership of Canadian railways.

C. L. A. Meeting to Occupy Two Days

Owing to the large amount of business to be transacted at the annual meeting of the Canadian Lumbermen's Association, to be held in Montreal, it has been found imperative to make changes in the original programme by extending the sessions. It was at first contemplated to hold the meeting on February 5, with a banquet in the evening; this has now been altered to February 5 and 6, with the banquet on the evening of the first day, at the Windsor Hotel.

The committee, of which Mr. W. T. Mason is chairman, are expecting an unusually large attendance of out-of-town members, and have made very adequate arrangements for their reception.

President W. E. Bigwood, and Mr. F. Hawkins, the secretary, were recently in Montreal, and thoroughly discussed with the committee the various details. The question of the business to be dealt with was gone into, and as a result the change in the programme referred to above, extending the sessions, was agreed on.

Special arrangements have been made for lady visitors. Rooms have been engaged at the Windsor Hotel for their use, with the object of providing means for social intercourse while the members are absent attending the annual meeting.

The address of welcome to visiting members and friends at the banquet will be made by Mr. William Rutherford, Montreal. Mr. W. McNeill, of Vancouver, will be among the speakers at the banquet, and it is also expected that Mr. J. M. Woods, of the National Hardwood Lumber Association, Boston, will address the members during the two days' session.

Railway Cars Built in 1917

In the annual issue of the Railway Age, of Chicago and New York, complete figures are given of the orders for railway equipment built in the United States during 1917.

The total orders for freight cars during the year aggregated 164,058, but this includes orders for 30,500 cars for Russia, which are held in abeyance. The total freight car orders were as follows:

From car builders, 58,443; from company shops, 20,924; government orders for service overseas, 18,844; government orders for use in this country, 180; for France, 21,700; for Russia, 42,500; for other foreign governments, 1,467;—Total, 164,058.

Passenger cars ordered during the year totalled 1,167, the smallest since the records were started in 1901.

Toronto Lumbermen Hold Annual Dinner

Board of Trade Restaurant Crowded at Second Banquet of the Trade—
Striking Addresses on Practical Business Features



J. B. Reid—Toastmaster

The second annual dinner of the Lumbermen's Section of the Toronto Board of Trade was held in the Board of Trade restaurant on Friday, January 25th, and like its predecessor was an exceptionally successful event. Practically every lumberman in Toronto attended, and there were also a large number from outside points. The Board of Trade restaurant was filled completely, there being about 160 lumbermen in attendance.

Mr. J. B. Reid, chairman of the Section, acted as toast master, and there were also seated at the head table, Messrs. Andrew J. Brady, Jr., North Tonawanda, N.Y., the chief speaker of the evening; John G. Kent, former president of the Toronto Board of Trade; W. K. Grafftey, Montreal; W. E. Bigwood, Toronto, president of the

Canadian Lumbermen's Association; Thos. Patterson, Hamilton; H. J. Terry, Toronto; J. L. Campbell, Toronto, and A. E. Eckardt, Toronto.

At the conclusion of the dinner, Mr. Reid opened the speaking with a short address. The bringing together of so large a number of lumbermen, he said, was a matter of great significance to all of those who had been working for the past two or three years in order to effect the organization of the trade and to get the kinks out of the lumbermen which had been developing in them for the last thirty years. His ambition during the past two years had been to get as near to that point as possible. The lumbermen had accomplished a great deal already in the way of organization, but they had only started. Two years later he hoped that he would see all the lumbering interests of Canada co-operating and standing shoulder to shoulder to meet the competition and difficulties that were likely to arise after the war was over. During the last two years every man had felt the benefit of co-operation in the trade in Toronto. They had made more money and done more satisfactory business. The Lumbermen's Section of the Toronto Board of Trade which was established a couple of years ago was to-day, as the president of the Board would tell them, the liveliest section in the Board. In spite of their success, however, they really had only commenced the work of co-operation. They had been operating a Retail Credit Bureau for something over two years which had been the means of keeping the retailers out of the poor house. Then out of the Section there had also grown an organization of wholesalers. The wholesalers were the big men in the lumber business, the men with the money. They had seen the benefit of the retailers' credit bureau and had decided to form one for themselves in order to protect themselves against retailers. These were two organizations which might have been said to have grown out of the Section of the Board of Trade. Each was managing its own affairs and if ever there developed anything in the nature of a fight between them it would be like a family quarrel and they would bring it to the Board of Trade, who would settle it for them. The organization movement in the trade, moreover, had not stopped with these successes. Starting as it had in Toronto it was now spreading through the province, and already the retailers of the province had organized themselves into the Ontario Retail Lumber Dealers' Association, whose prospects for successful operation were exceptionally bright.

The programme of the after-dinner speaking consisted chiefly of three addresses under the general heading of "Trade Problems." In connection with these Mr. Reid called upon Mr. H. J. Terry, of Toronto, to speak for the wholesaler; Mr. Thos. Patterson, of Hamilton, for the retailer, and Mr. Andrew J. Brady, Jr., of North Tonawanda, for the salesman.

The Wholesaler

Mr. H. J. Terry, speaking for the wholesaler, recalled that before the war, housebuilding activity had been in evidence in all parts of the country. At that time conditions were such in the north that the wholesaler was able to purchase stocks and to supply the retailer with just what he wanted at a legitimate profit to himself. After the commencement of the war all this had changed. For a time every-

thing was upset. Then conditions began to adjust themselves and the wholesalers and other lumbermen in time adjusted themselves to the new situation. From that time until now lumber had gradually gone up in price until it had reached its present dizzy heights. One might say today that the manufacturer practically controlled the situation insofar as one individual could control his own affairs. The manufacturer perhaps was forced to ask what the wholesalers thought were abnormally high prices for his product. Unquestionably the wholesalers did feel that these prices were abnormal. This was one of their great present-day business difficulties. They also had transportation problems to face at the present time. These conditions and other problems had made it necessary to form what was now known as the Wholesale Lumber Dealers' Association, Inc., by means of which the wholesale trade expected to be able to thresh out the various problems of the wholesaler and to reach satisfactory solutions of them. Mr. Terry thought it was a good time right now to solicit those who had not already affiliated themselves with this association to do so. The association needed their help in order to make its work a pronounced success, and the association unquestionably could be of great benefit to all of the wholesale trade.

The Retailer

Mr. Thos. Patterson, speaking for the retailer, and as president of the Ontario Retail Lumber Dealers' Association, said that the retailers had had a pretty serious lot of problems before them during the past year. The matter of wages had been a very troublesome point. Then again, the question of getting material to meet the demand was keeping them at their wits ends. They had been up against the same general situation as the wholesaler. The railway companies had been unable to take care of their business. The demand for material had been different from the ordinary demand. Ordinary stocks had not been in demand at all. The buildings that had been gone on with and the class of material called for had been different from the regular lines and this has caused additional trouble in finding stock to fill the orders. The high price of steel had been of some help to the lumber trade as slow burning construction had come back and taken its place in the building trade once more. A few retailers had had a little experience with the munition box business in the early stages of the war. The contracts were let then for a fairly reasonable figure and those who obtained them had made a little profit. When the change in the chairmanship of the Munitions Board came about, however, the conditions of the contracts were also changed and the lowest bidder got the business thenceforth. In a great many instances he would have been much better off without it.

The retailers had had a fairly good year's business, but as a matter of fact the factories engaged in munition and other war work had all met with a new set of conditions which made their profits much less dependable and the cost of building had become so prohibitive that he was afraid the house builder would think twice before he went on with anything of consequence in 1918. Therefore, he believed that for the next year or two they would have to expect pretty slow trade.

Conditions lately had become such that the movement to organize the retail dealers in Ontario had made much headway and now an organization had been completed under the name of the Ontario Retail Lumber Dealers' Association. As retailers, they knew that the competition which they had to dread most was that of the man who did not know his business. They did not fear the competition of the man who knew what his goods and his business were costing him. The Association proposed to make an effort to educate the different members of the trade in a system of cost-keeping so that they would know just where they were at from year to year. Other matters that were going to be taken up by the Association were such as the standardization of grading. He believed that all present would admit that the rules governing the grading of lumber were on a very loose basis in Canada today. Years ago a set of rules had been adopted by the old Board of Trade of Toronto. This had been in June, 1890. Since that time these rules had apparently fallen into disuse, and the grading today was done by every manufacturer according to his own ideas.

Another matter that they proposed to give considerable attention to was the standardization of mill-work. At present if a retailer bought a carload of matched lumber from one mill he would find that this mill's idea of matching was probably different from that of another mill. If he had a little of the matched lumber left over and bought another carload from another mill, the chances were that he would not have two boards that would go together. Then again,

there was the question of the dressed board. Some mills seemed to think that 13/16 of an inch was thick enough, while others thought that 7/8 of an inch was the proper thickness. There should be a standard size for the dressed board. A retailer could not depend upon the size of a dressed board unless he specified it in his order. Mr. Patterson understood that in the United States today there were rules governing the dressing of timber in the different important sections. When a man ordered from a section he knew exactly what he was going to get. Another thing the retailers hoped to handle through their new association was the matter of credits. This was a most important subject in the retail business.

The Salesman

Mr. Reid next called upon Mr. Andrew J. Brady, Jr., North Tona-wanda, N.Y., to speak for the salesman. In introducing him, Mr. Reid said that if Mr. Brady were anything like some of the salesmen who struck the retail offices in Toronto he was afraid to spring him on them, but he noticed that Mr. Brady was an Irishman and an Irish salesman must be a dandy.

Mr. Brady expressed his pleasure and pride at being in attendance at the annual dinner of the Toronto lumbermen. He hoped that during 1918 they would have a successful and prosperous year. He realized, however, that their success as business men must be tempered with sacrifice, but it was sweet to know that they were all struggling in a noble cause, all banded together in the cause of democracy and were ready to sacrifice everything, if necessary, on the cross of humanity.

If we were to trace the history of business building in our countries, Mr. Brady said, from the day when the hardy pioneer blazed the trail, through the days when the struggling manufacturer and producer laid the foundations of their infant industries down through the days when work came to be distributed and the methods of scientific industrial development were worked out, down to the present day, when commercialism had become an art, business building a science and business men, from the producers down, scientists, one would be greatly impressed with the fact that the progress of business building in the United States and Canada had been the wonder of the ages. Many factors had been at work to weave this fabric of business progress. The manufacturer, the wholesaler and the retailer had all done their share. There was another factor, of perhaps not so great importance as those mentioned, but still a vital factor in the building of business as it was today, that expert in the marketing of goods—the salesman. The salesman was worthy of his place in the scheme of the business world. He was keeping pace with all the others. He was the scientist of sales. The salesman was the founder and the holder of trade. If we were to analyze that statement we would find that it about covered the signal points in a salesman's work.

One might speak for hours on the trials and tribulations of the salesman in his role as trade commissioner, but Mr. Brady preferred to speak briefly of the salesman who had "arrived," referring to him chiefly in regard to his relations with his trade and with his house. Of course, now and then, a salesman would have no "relations" whatever with some kinds of trade. Occasionally he would run across a class of buyer who in his own estimation considered the salesman as something which the vagaries of the winds had swept across his pathway and whom it was best to check instantly before he might chill the peculiar quality of his own importance. Thank God that only happened once in an age, and really only once in the same place. The ordinary relations of the salesman with his trade were those of man to man, expressed in the spirit of "Glad to see you again."

The spirit that moved in the transactions of the lumber salesman was "confidence." He might pile argument upon argument, but after it was all boiled down it would simply amount to this, that confidence, generated from truth, frankness and interest opened up the pathways of business friendship and regard and all conspired to the common end, co-operation in the matter of selling, co-operation in investigating claims, and co-operation in every other trade activity.

In the rural districts, the salesman who had built up a reciprocal feeling of confidence between himself and his trade had possibly a greater latitude for displaying all the intimacies of trade relations. In a hundred and one ways the salesman was invaluable to the small town dealer and this alliance was one which worked to the benefit of both parties. To his mind this confidence was the pivot around which turned all the salesman's success with his trade and this building up of confidence was no accident of fortune on the part of the salesman, but the result of a concentrated activity which brought out all the best there was in him of ability to conform to circumstances of courtesy, of courage, of determination, of optimism, of tenacity of purpose, of vigor and of zeal, all compounded and heated together in the crucible of work, the residue of which in its last analysis was efficiency.

Ability to conform to circumstances meant that the salesman would never make use of the popular cry "business as usual." Rather with such a salesman, the maxim today would be "business as un-

usual." On every side there were new and divergent paths that were bearing the brunt of travel of the energetic and resourceful salesman. The keen salesman was not travelling the line of least resistance, but picking out the strange pathway and the unknown channel. Success today meant reaching out and grasping the hand of each new opportunity. Of course, one occasionally came across the old "stand pat" salesman and the one who was always coming and going, but never arrived. The old stand pater lived on the record of his past performance. The "never arrive" had no record of past performance. In the former, opportunity was dead. In the latter it never existed. In both of them the sense of duty was infinitesimally small. They could never bring these men to believe that the salesman of today might possibly live up to the achievements of tomorrow, that work well done merited its own reward. The rank and file of the salesmen of today were keenly alive to present conditions. They knew that when the lines of travel were blocked there was only one thing to do and that was to detour and detour in the right direction.

In order that efficiency should be perfected to its highest state, the salesman's relation to his trade must swing around his other relations, his relations with his house. Success would crown the salesman's efforts only if there was co-existent between him and his house, a spirit of harmony which would operate not only in favor of the one but also of the other. The house must stand back of its salesman at all times. In short, all their relations must bear the mark of co-operation. On the salesman's part there must ever be concentrated in his mind the one idea to animate every deed and action. In all his channels of work, in the act of selling, as arbitrator of claims, as investigator of trade conditions, he must ever keep concentrated in his mind the one idea to which every other idea must be subordinated, that whatever he did must always conduce to the good of his house. This should be the salesman's one infallible guide. There were times when this doctrine was not adhered to as strictly as it should be. There were certain gentlemen travelling the road in the role of salesmen, who had but one idea in mind, and that was their own personal good and not the good of their house, men who were animated by one philosophy, of living at the other fellow's expense. In these days the thread of existence of such a salesman soon unravelled itself, because he had failed to live up to his vocation.

There should occasionally be, on the part of the house, a little of the spirit of accommodation, of congratulation. Salesmen were all human, after the old saying, grown up children, susceptible at all times and agreeable to a little patting on the back. If a salesman did something particularly worthy of mention, sent in an especially good order, the house should allow the humanizing influence of appreciation to get in its good work. Confidence and co-operation on all sides were the main avenues of the salesman's success and it was impossible for him to find them along the lines of intemperance and laziness.

Mr. J. G. Kent, ex-president of the Board of Trade, replied to the toast "to our guests." He suggested that it would be a good thing if the lumbermen of Toronto would get together and arrange for holding a convention during the first week of the Canadian National Exhibition. They could get together in Toronto and have a meeting and a good time as well. He could assure them that the Canadian National Exhibition would give them a splendid welcome and a good time. Mr. Kent was also pleased to have the opportunity to welcome the lumbermen as a branch of the Board of Trade and he assured them that it would always have the backing of the Board.

Mr. W. E. Bigwood, president of the Canadian Lumbermen's Association, was called upon and said that to his mind an organization like that of the Lumbermen's Section of the Toronto Board of Trade was an indication of the good results that came from seeking to develop the interests of all who were engaged in the lumber industry and trade. It embraced lumbermen from the Atlantic to the Pacific. The success of the Lumbermen's Section of the Toronto Board of Trade was an example of what could be done in the way of co-operation locally, and he hoped that it would lead to the creation of similar organizations elsewhere, all of which could unite in promoting the advancement of a splendid National Association. Mr. Bigwood then referred to the fact that the Canadian Lumbermen's Association would hold its annual meeting at Montreal in the Windsor Hotel on February 5th and 6th and urged as many as could do so to make a point of attending.

The toast to the "press" was replied to briefly by Mr. H. Boulton. During the evening a number of excellent musical selections were given which helped to make the programme attractive.

The Western Retail Lumbermen's Association, at its convention in Winnipeg, denounced the proposed increase in railway freight rates. As an alternative the suggestion was made that where the government lines, including the C. N. R. are duplicated, all such lines be torn up and the rails used to repair other systems. Another suggestion made was that the government should levy a special tax on freight bills during the war.

Wholesale Lumber Dealers Association

Organization Completed and an Office Opened at Toronto—Summary of the Association's Plan of Operation



A. E. Clark, chairman.

A short report of the organization of the Wholesale Lumber Dealers' Association, Inc., was published in the Canada Lumberman of January 15, with a statement that more complete information would be available for the February 1 issue. The provisional committee of the association has obtained a charter from the Dominion Government, incorporating the association, without share capital. Under this charter it is permitted to carry on the customary work pertaining to an association based upon the principle of co-operating, in order to handle matters of mutual interest, such as legislation, transportation, etc., and to exchange information relating to the financial standing of customers. Under this charter the main activity of the association at the commencement

will be the conducting of a "bureau of information," to furnish members with all available information regarding the financial standing of their customers and their reputation for making satisfactory payment.

At the last meeting of the association the provisional directors outlined the progress that had already been made, and laid before the members present a plan for the working of the "bureau of information." This plan was discussed in detail at the meeting. A number of alterations were made in it, and it was finally adopted. The plan provides a means whereby members will be able, through the bureau, to secure all vital information regarding credits at practically a moment's notice. The experience of other associations working upon a similar plan, particularly that of the Lumbermen's Credit Bureau, Inc., which handles credit reports for the retail trade of Toronto, shows that such a service is of inestimable value to the trade. It not only enables dealers to avoid losses, but it develops among them a measure of confidence in one another which enables them to conduct their business affairs upon a far more efficient basis. Sometimes, at the commencement of work of this nature, there are a few who stand aside and a few who co-operate, although they entertain a certain amount of doubt about the practical working out of the idea. Experience shows that these parties are quickly convinced, and become as thoroughly satisfied with the value of the work as those who were its energetic organizers. The wholesalers' association starts its career with a list of 23 members, and a considerable number of others have

expressed their interest to such an extent that they are expected to become members very soon.

One of the matters which caused considerable discussion among the members at the last meeting was whether membership should involve an obligation to abide by the regulations of the "Bureau of Information," which included furnishing much of the information upon which the bureau bases its reports. A proposal was made that a limited membership should be permitted which should not include this obligation, the idea being that members who take advantage of the limited membership at a somewhat reduced fee would, before long, learn so much about the advantages of full membership that they would decide to pay the additional fee and become full members. The result of the discussion was a decision that it would be best not to provide for a limited membership, but to have one class of membership only, and to include the obligation to co-operate in connection with the "Bureau of Information." Thus the association commences its work on a clear and simple basis, which will assure to its members the fullest possible measure of valuable service from the outset.

An office has been opened by the association at Room 405, Crown Office Building, 26 Queen Street East, Toronto, and arrangements have practically been completed which will make it possible to commence the preparation of reports upon credits on February 1.

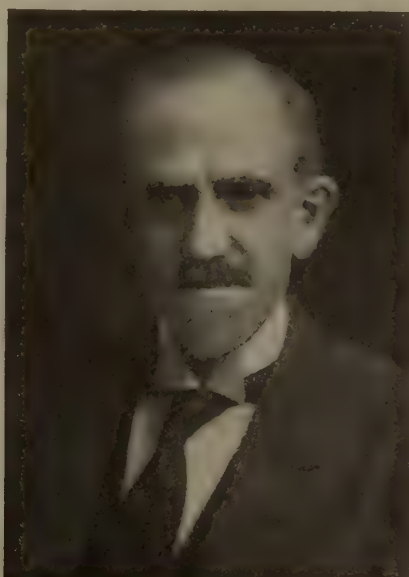
An important feature in connection with the new association is the fact that it will be kept continually in touch with the interests of the wholesale lumber trade by regular monthly meetings, which will be held in the evening following an informal dinner. Meetings of this nature furnish the means of getting together in order to discuss results already secured and to devise new methods of making the work effective. Moreover, there are many matters of importance which are continually developing in connection with such an important trade and which must be watched closely and dealt with promptly. These monthly meetings, supplemented by the watchfulness of an active board of directors and a secretary and office staff, who are at the service of the association, will furnish the means of checking up and working out solutions for every kind of problem that turns up.

The intention of the association, so far as its "Bureau of Information" is concerned, is to cover as fully as possible the field connected with the trade in Ontario and Quebec. Individuals or firms conducting a wholesale lumber business and selling to dealers in these provinces are eligible for membership. This makes it possible for firms elsewhere to become members. For instance, it is expected that a number of United States firms doing business in Ontario and Quebec, as well as firms in other parts of Canada, who sell to the trade in these provinces will become members. Already several of the large British Columbia firms which are interested in the Eastern trade have joined the association.

The accompanying portraits are those of the first chairman of the association, Mr. A. E. Clark, of Edward Clark & Sons, Ltd., Toronto,



A. E. Eckardt, Toronto.



A. C. Manbert, Toronto.



H. J. Terry, Toronto.

Three of the Directors of the Wholesale Lumber Dealers Association, Incorporated.

and three directors. It will be recognized by everyone in the trade that the officers of the association for the first year of its existence are as good a set of officers as could have been selected, and that their interest in it will make its success practically certain.

Log Sinkage Heavy Source of Loss

Ottawa Valley and Quebec Operators Testify to Quantities of Output Which Never Reach the Mills

During the progress of the Canadian Newsprint inquiry at Ottawa last month much information of interest to lumbermen was given by expert witnesses in regard to loss through sinkage on river drives. A record for two years produced by Mr. D. J. Salls, of the Howard Smith Company, for drives on the Chaudiere River route, showed 25,690 cords put into the water and 22,948 taken out, a loss of 2,742 cords. On the Etchemin River 11,777 cords were put in and 10,266 cords taken out, a loss of 910 cords, or 8.2 per cent. Mr. Salls said that sinkage was always a little higher than ten per cent. and sometimes reached 12 per cent. This applied to four-foot pulpwood spruce and balsam.

John R. Booth estimated his sinkage loss at fifteen per cent. He has allowed this percentage for sinkage for the last forty-five years. The drive averages 300 miles and takes from two to three years to reach the mill. Mr. H. I. Thomas, also of John R. Booth, testified that if small logs were driven the sinkage would amount to twenty-five per cent.

Mr. Charles Dougherty, secretary of the Rideau Lumber Company, Ottawa, showed statements indicating losses from 22.53 to 24.79 per cent. The lower figure applied to spruce logs only. The drive took two years and was about 150 miles. The figures were obtained by taking the difference between the number of logs put into the water and those which reached the mill.

Mr. S. A. Sabbaton, assistant manager of the Laurentide Company, produced a statement covering the years back to 1906. The average yearly loss was nine and two-tenths per cent.

Mr. Alexander MacLaurin, of the St. Maurice Pulp and Paper Company, gave evidence regarding lumbering on the North River, where sinkage covering a period of three years amounted to 18.9 per cent. Included in the figures given were 328 cords which were taken from the bottom of the river by a scow. Nine per cent. was written off for sinkage on spruce and from thirty to forty per cent. on balsam. The loss on sawlogs was given at nine per cent. and on four-foot pulp logs sixteen per cent.

An interesting sidelight on the scarcity of woods labor which is hindering lumbering operations this year was shown when counsel announced that one company had paid thirty thousand dollars to employment agencies alone to get men to go into the woods.

American Timber Sizes and Grades for Great Britain

In a recent report to the Bureau of Foreign and Domestic Commerce, United States Department of Agriculture, John R. Walker, of the Foreign Lumber Trade Commission, states that the adoption of American sizes and grades of timber for construction work after the war was recommended by the British National Housing and Town Planning Council at Leamington, England.

Mr. Walker writes as follows:—

"I have previously advised you that it was my intention to attend a conference of the National Housing and Town Planning Council at Leamington. I attended this conference and at their request addressed them in reference to the subject of my investigation and the desirability of providing in future building specifications for the use of our American grades and sizes of timber or lumber.

"I am now in receipt of copies of the report which was adopted at this conference, the important feature of which, from our standpoint, is that it directs attention to the importance of looking to the United States for timber supplies after the war and the recommendation that authoritative action should be taken to demonstrate to users of timber that constructional timbers of such sections as are in common use in the United States may be adopted with safety for similar work in Great Britain. I now have this subject under discussion with the timber controller, the Royal Institute of British Architects, the National Federation of Building Trade Employers, and numerous other agencies, as well as with the National Housing and Town Planning Council, and I feel confident that I shall be able to bring it about that provision will be made in the specifications of the future for the use of American timber in the grades and sizes which are in use in the United States. Whenever the shipping situation is restored to normal this will have the effect of doubling our exports as it will create an entirely new demand for our timber which has heretofore been supplied entirely by Russia, Sweden and Norway. I regard this as quite the most important result which my mission may be able to accom-

plish and I am sure that the timber trade would be interested to receive from the bureau a brief summary of this report of the National Housing and Town Planning Council insofar as it relates to the use of our standard sizes in the construction work which will take place after the war. You will understand that our scantlings, joists and boards are of somewhat smaller dimension than those customarily used over here. I have, of course, pointed out to these parties the fact that our principal construction woods—yellow pine and Douglas fir—are harder and stronger than the woods of Northern Europe which are used for construction purposes in Great Britain, and that therefore our smaller standard sizes produce fully the equivalent of strength and utility of the softer northern woods."

While this report refers specifically to the construction timbers produced in the United States, it is, nevertheless, of interest to Canadian lumber firms because timbers for construction form an important part of the Canadian lumber industry and, undoubtedly, Canadian lumbermen will make a strong bid for British trade after the war.

Montreal Trade Ask Farmers' Aid

The Lumber Industry Committee of the Montreal Chambre de Commerce reported at a recent meeting, through the chairman, Mr. Frank Pauze, that circulars had been sent to all the general storekeepers throughout the wooded sections of the province, giving them an idea of the present demand for wood of all kinds and the probable gigantic future demand. The circular asked the storekeepers to engage all those who were able to do it to cut all the wood convenient to their dwellings, either to exchange for merchandise or to sell it to the merchants, who could doubtless sell it again to the wood merchants in the cities.

In giving this report, Mr. Pauze said the farmer, as a rule, asked the general merchant what kind of wood he desired, and then found that he could obtain this wood only by going a long distance and at a greater expense, whereas the better method would be for the farmer to cut whatever saleable wood was easiest and most economical for him to get at. As a rule, the farmer asked the price which the storekeeper was willing to give, though it would be better for him to make his own price. The colonist or farmer always asked the merchant for an advance before starting work, whereas he should establish a credit which would be available to him from the first deliveries.

As the general merchant had an interest in exchanging merchandise for wood at a legitimate profit, as he had an additional interest in the general development of the region which followed, as the enormous demand rendered over-production impossible, as present prices were advantageous, and as in the future there would be a tremendous demand for export of such wood, as it would be to the advantage of the wood-cutter to be told that he could cut and sell advantageously the wood without dealing with the great companies who ordered certain trees at fixed prices and without causing detriment to the woods, the committee stated its belief that the general merchant in the wooded sections of the province was the man best to act as intermediary between the wood-cutters and the wood merchants of the city.

After a lively debate, the report was accepted, with thanks to Mr. Pauze for the trouble taken.

Birch for Gun Stocks

Birch is to be used to some extent by the United States Government for making gun stocks, especially during the winter, when it is thought that bad country roads may tend to render the supply of black walnut for gun stocks temporarily short.

After the director of lumber recently located a reserve supply of birch wood for this purpose, the Ordnance Bureau of the War Department has contracted for some 300,000 to 400,000 feet of so-called red birch measuring two and one-half inches thick, eight inches wide and wider, ten feet long and longer, No. 1 and 2 common and better. This material was found dried and ready for use in a number of leading hardwood lumber yards in various parts of the country, especially in Buffalo, Chicago and Philadelphia.

About 122,000 feet of the orders were placed through the Northern Hardwood Emergency Bureau, being the first order it has received from the government, it is said. Various prices are to be paid for the material. In some instances prices were considered high by government people, but hardwood dealers said that the sizes specified would leave on their hands narrow widths that would be difficult to find a market for elsewhere.

The names of the contractors are not made public for reasons of the director of lumber.

A discussion has been indulged in at Ottawa regarding the possibility of the government taking over a couple of paper mills and furnishing the newspapers with a supply of newsprint.

Newsprint Price Fixed for Three Months

R. A. Pringle, Dominion Government Commissioner to enquire into the newsprint situation, has sent an interim report to the Minister of Finance. He recommends that for three months, from February 1st, the price fixed by the government for newsprint be \$2.85 per hundred pounds. This is an advance of 35 cents on the price which the newspapers have been paying. Should the Commissioner, at the end of that period, find from the investigations of the United States Federal Trade Commissioner or from other investigations that this price is excessive, he reserves the right to make any reduction ordered retroactive to February 1st.

Commissioner Pringle finds from evidence so far available that from July 1st last a price of \$2.60½ would not have been unreasonable, but instead of availing himself of the retroactive arrangement and ordering newspapers to make up the difference to the paper-makers, he fixes the price for the next three months at \$2.85, which will produce the equivalent of the \$2.60½ for the previous seven months. No increase is ordered in classes of newsprint other than rolls.

Commissioner Pringle's report says in part: "In dealing with the question of prices to govern from February 1st, 1918, a difficulty presents itself by reason of the provision in the order of June 30, 1917, which is as follows: 'This order is made subject to revision as to price in the event of it being decided at a later date that the price now charged is either too high or too low.' A similar provision has been made in all orders fixing price subsequent to June 30, 1917. If an increased price were now fixed dating back to July 1, 1917, I have very grave doubts as to whether it would be feasible to collect from the small newspapers, from the Atlantic to the Pacific, the amounts that might be found due by them. Recognizing the injustice that might be done in the event of my making an order fixing price until I was thoroughly satisfied there was sufficient evidence before me to fix it with some degree of accuracy, I refrained from either increasing or lowering the price when making my order of November, 1917, extending the price then in force from November 20, 1917, to January 20, 1918.

Value of Pulp on Stump

"Some question has been raised in regard to the value of pulpwood on the stump. I have taken the position that pulpwood has a value. It has been contended that when obtained under concessions it should be taken into costs at the amount of the royalties paid in respect of it only. Where pulpwood has been purchased by the mills, it has been taken at cost in arriving at the cost of newsprint. Where a mill has large limits and their woodland investment is eliminated in considering their cost the manufacturer of newsprint has allowed a price of \$2 per cord, and there is abundant evidence to be found in the evidence filed with this interim report to justify this allowance. As a matter of fact the evidence shows that in the province of Quebec accessible pulp areas have become very valuable, and a much larger price than \$2 per cord has been paid for pulpwood on the stump in that province."

"A pulp and paper industry," the Commissioner continues, "is one of the most expensive industries to establish—it requires a capital of \$25,000 to \$35,000 for every ton of production, with the result that a successful industry cannot very well be established in the forest without an outlay of two or three million dollars, and once it is established my opinion is that pulpwood adjacent thereto has a value of \$2 per cord as cut."

The Commissioner also says: "The Federal Trade Commission will have to fix a price by the first of April, 1918, but as there is a provision for an appeal, and the appeal may not be disposed of until the first of May, 1918, I deemed it more advisable that instead of making the order operative to the first of April, 1918, I should make it operative to the first of May, 1918. In the meantime I am proceeding to hear all evidence that may be brought before me, and possibly the same evidence that will be brought before the Federal Trade Commission will be available for me."

The United States Hardwood War Service Board

The United States War Service Bureau has been organized under the auspices of the National Hardwood Lumber Association. The organization is now complete and over 2,500 concerns and individuals eligible to participate in the activities of the Bureau have been invited to co-operate. The Bureau will maintain quarters at 332 Munsey Building, Washington, D.C., to which address all communications should be sent.

The regulations of the Bureau have been approved by the Director of Lumber of the Council of National Defence. A letter has been addressed to the hardwood operators in the United States and Canada asking them to co-operate with the Bureau. Manufacturers are invited to send a complete inventory of their hardwood stocks, giving thickness, grade and location of the stocks. Sawmill owners are

also requested to furnish information regarding their daily capacity, timber supply and what wood or woods they can furnish to best advantage. In order that the Bureau may be thoroughly efficient it must be advised regarding changes in original inventories filed with it.

The War Service Bureau is open to all bona-fide owners of hardwood lumber in the United States and Canada and for the present no charge will be assessed against concerns co-operating with it. The National Hardwood Lumber Association plans to finance the Bureau at its own expense, but states that if it develops later on that some membership charge for orders placed is necessary, notice will be sent to hardwood operators.

Lumbermen and the "Excess Profits" Tax

A number of prominent United States lumbermen recently presented their views to the Internal Revenue Bureau regarding the application of the "excess profits" tax as it affects the lumber industry, and made a number of suggestions for its just application.

The statement which was laid before the Commissioner of Internal Revenue is too lengthy for reproduction here, but the following extract from the statement and the recommendations made by the lumbermen indicates what their views are on the subject:—

Extract from Lumbermen's Statement

"The underlying theory of the law is that a business, before being subjected to a tax on that amount of its income which is to be regarded as 'excess profits,' shall be permitted to earn some return (not less than 7 per cent. nor more than 9 per cent.) which shall not be taxable as excess profits, and that earnings over and above such return are taxable as excess profits.

"It is generally taken for granted throughout the lumber industry (and doubtless by all other lines of business) that the earnings that would be taxed would be the earnings from the investment which a business actually was employing in the conduct of its operations during the year for which the tax should be imposed; that is, that the amount of its employed capital for any taxable year should be deemed to be its gross assets at their reasonable current market values during the tax year, less the indebtedness of the business."

Recommendations Made to Revenue Bureau

These recommendations are made by the lumbermen:

1. That "invested capital" be definitely defined as being the fair market value of the property employed in a business, less any indebtedness. Where the rate of earnings upon "invested capital" is, as in this law, a factor in determining the amount of tax payable, the rate of earnings can not either in fairness or without enormously disorganizing the business be based upon any value other than the real value which produces these earnings in the period for which they are to be taxed. No administrative difficulties in determining actual values need be anticipated, as all lumber companies have already, as required by the income tax law of 1916, determined the value of timber as of March 1, 1913, and values subsequent to that date may be established with certainty.

2. That enhanced value over original cost of timber be definitely established as "earned surplus or undivided profits used or employed in the business." Such enhanced value is as truly employed in the business and therefore excluded from producing a return in any other business as is the cash originally paid into the business, and it is ignoring actual facts to ignore such enhanced value as a real factor in ascertaining earnings.

3. That the value of assets turned into a subsidiary corporation be definitely established as that corporation's "invested capital," irrespective of the par value of the stock issued therefor, where such stock is owned by or for the parent corporation; and that the business conducted in the name of such subsidiary corporation be definitely established as a continuation of a business theretofore conducted, within the meaning of Section 204, irrespective of the proportion of the parent corporation's business now being conducted by the subsidiary.

The establishment of such rules is of vital necessity to the lumber business, wherever may lie the legal power to make them effective.

The United States Government has placed an embargo on the exportation of all Douglas fir lumber which can be utilized for war purposes in the construction of airplanes and wooden ships. According to an announcement emanating from the Seattle office of the United States Shipping Board and Emergency Fleet Corporation, the embargo will not operate to curtail the output of the mills, but is designed solely to speed up production and to conserve lumber products required for war industries.

The sixteenth annual meeting of the Hardwood Manufacturers' Association will be held at the Hotel Sinton, Cincinnati, Ohio, on February 5 and 6. The program includes a number of important addresses and a smoker and vaudeville entertainment.

Busy Association Week at Montreal

The week of February 4th at Montreal will be well filled with live public meetings of more than ordinary interest to all concerned in the forest industries. On Tuesday the annual meeting of the Canadian Lumbermen's Association will be held at the Windsor Hotel, where the entire series will be held. On Wednesday, February 6th, the Canadian Forestry Association holds its annual meeting, the afternoon being devoted to public addresses, for which the Association is working up a particularly strong programme. R. A. Pringle, K.C., Paper Controller, will be one of the chief speakers. The public session will probably be continued on the morning of Thursday, February 7th. It is intended to hold a Wood Fuel Symposium to discuss in the most practical way the pressing problem of a cordwood supply to offset the coal scarcity. The Fuel Controller has been asked to introduce the discussion and will be followed by a railroad fuel expert, a fuel merchant, and several foresters who have given the subject particular study. On Thursday afternoon the Woodlands Section, recently organized in the Canadian Pulp and Paper Association, will open its first public meeting with addresses and discussions closely bearing upon the problems of the woods manager and the forester. The following day, Friday, February 8th, will be occupied from 10 a.m. to 5 p.m. with a special session, organized by the Quebec Forest Protective Associations, dealing particularly with fire problems and allied topics. To all of these sessions a cordial invitation is extended to the public.

The Quebec Forest Protective Association, representing the St. Maurice Forest Protective Association, Ottawa River Forest Protective Association, the Southern St. Lawrence Forest Protective Association, and the Laurentian Forest Protective Association, will hold a Forest Convention in the Windsor Hotel, on Friday, February 8th, the sessions starting at 10 a.m. and 2 p.m.

This will be the most important forest convention in reference to forest protection ever held in Eastern Canada. In addition to speeches on general forest preservation, there will be cinematographic pictures of forest protection, also an exhibit of fire signs, circulars, apparatus, etc., used in the forest protection work.

The annual meetings of shareholders of the St. Maurice Forest Protective Association, Limited, and the Southern St. Lawrence Forest Protective Association will be held at the Windsor Hotel, Montreal, on Thursday, February 7th.

Miscellaneous Notes of Interest to the Trade

The wooden steamship "Warnootka" was recently launched at the Western Canada Ship Yards, Victoria, B.C. This is the first of six hulls to be built by this company.

According to Hon. T. D. Pattullo, Minister of Lands for British Columbia, private firms in the province have made definite arrangements for taking out about 10,000,000 feet of airplane spruce per month.

Exports of forest products from Canada during the twelve months ending October, 1917, were valued at \$52,440,491. During the corresponding periods of 1916 and 1915 the values were \$53,899,809 and \$47,808,698 respectively.

A recent report from the United States says that a government demand for lumber is in sight as a result of reports that 50,000,000 feet are needed to build barges for handling freight on the inland waterways of the country.

Brigadier-General Alex. McDougal, of Ottawa, commanding the Canadian Forestry Corps in England, has been made a Companion of the Bath, while Lieut.-Col. John Donnelly and Lieut.-Col. John White, of the Forestry Corps, have received the D.S.O.

The Midland Shipbuilding Company has been incorporated at Ottawa by Norman L. Playfair, Marcus Smith, and Thomas C. Luke, all of Midland, Ont., to carry on the business of shipbuilding in all its branches at Midland, Ont., with a capital of \$1,000,000.

George Gordon & Co., Cache Bay, Ont., are sending out an attractive calendar for the year 1918 to their friends in the trade. A reproduction in colors of a painting entitled "On the Coast of Cornwall," by Daniel Sherrin, is a beautiful feature of the calendar, which is a large one, specially suitable for offices.

Statistics of Lachine Canal traffic show that during the 1917 season lumber from Ottawa for United States ports by United States canal boats totalled 37,442 tons, or 22,465,000 feet board measure, as against 39,591 tons or 23,754,000 feet board measure in 1916, a decrease of 1,289,400 feet board measure.

The pulpwood traffic to Canadian ports aggregated 24,425 cords, an increase of 8,309 cords, and to United States ports 66,177 cords, a decrease of 59,577 cords. With regard to pulp, nothing was carried to Canadian ports, against 2,000 tons in 1916, while to United States

ports the tonnage was 86,810, a gain of 26,693 tons—a total increase on the combined pulp traffic of 24,693 tons.

Personal News of Interest to Lumbermen

Mr. W. A. Walker, formerly manager of the Bank of Hochelaga, at Hawkesbury, Ont., has been appointed accountant of the firm of Edward Clark & Sons, Limited, Stair Building, Toronto.

It is officially announced from London that Lt. Col. Reginald M. Beckett, forestry corps, has been attached to the British war mission to America as Imperial Board of Trade representative for timber.

Mr. J. B. Reid, of Reid & Company, foot of Berkeley Street, Toronto, retail lumber dealers, is leaving, accompanied by Mrs. Reid, for a visit to Los Angeles on February 2nd. Mr. Reid intends to remain in the south for the balance of the winter.

Major Taylor, who is in charge of the spruce production for the government in British Columbia, requires close to 60,000,000 feet of spruce this year for the British war authorities. Contracts for 29,000,000 feet have been let or are pending, involving an expenditure of three-quarters of a million dollars every month for the whole of this year.

The Dominion Government recently issued an Order-in-Council providing for the commandeering, in any part of Canada, of lumber and building material needed for reconstruction of the devastated section of Halifax. R. H. Fraser has been appointed commandeering agent with full authority to fix prices which he deems fair and reasonable.

Major D. J. O'Donahoe, D.S.O., formerly secretary of the McAuliffe, Davis Lumber Company, Ottawa, has been decorated with the Distinguished Service Order and has been mentioned in despatches by Field Marshal Sir Douglas Haig. Major T. F. Elmitt, D.S.O., who is also well known in Ottawa lumbering circles, has been decorated and mentioned in General Haig's despatches. Major Elmitt is second in command of the 21st Ottawa Kingston battalion and before going overseas was engaged in the wholesale lumber trade.

Mr. H. H. Blanchet in a recent interview at Amherst, N.S., said he had discussed with the Honorable C. C. Ballantyne, Minister of Marine and Fisheries for Nova Scotia, the matter of bonusing wooden shipbuilding in that province. The Minister said he could not act on the suggestion. In a suggestion to the government Mr. Blanchet advises building one thousand ton wooden vessels with auxiliary engines to burn crude oil. He states that if the Dominion Government would give a bonus of \$20 per ton for wooden vessels for fifteen years all the shipbuilding plants in Nova Scotia would double their capacity.

Major G. H. Hanbury, Vancouver, B.C., is now operating a saw-mill "somewhere in France" near the Swiss boundary line. The mill is manned by a force of B. C. lumbermen, under Major Hanbury's direction. Lieut. "Laurie" Hanbury, a brother of Major Hanbury, is also connected with the mill. Major Hanbury was located in Winnipeg prior to joining the overseas forces. He went overseas with the first contingent and was wounded in the battle of the Somme. He returned to Canada during his period of leave and when returning overseas was summoned to Ottawa and asked to recruit a forestry corps in British Columbia.

Eastern Spruce for Airplanes

The Eastern United States Spruce Manufacturers have been appealed to for a maximum output of stock necessary for war preparations. The United States Government has turned its attention towards eastern spruce for airplanes. A suggestion has been made from Washington that the eastern spruce manufacturers organize an emergency bureau through which the government could deal to secure its spruce requirements.

The matter was taken up by the spruce manufacturers and after they had placed information concerning the class of stocks they could produce before the War Bureau a member of that Bureau went to Boston and went into the matter in detail with the result that contracts have been entered into with the spruce mills represented in that city. The government agrees to take every foot of airplane stock produced by these mills during the next six months at prices ranging from \$100 to \$125, according to lengths.

Log Ownership Problem in Court

Mr. Justice Letellier rendered judgment in the Superior Court recently upholding Peter McLean's claim to the proprietorship of a quantity of logs which were held by Joseph Lasalle at Point Fortune. The logs were gathered in from the Ottawa River during a spring thaw, but in face of plaintiff's proof of ownership the court ordered that Lasalle must accept McLean's offer of \$25 for his work of rescuing the logs and give up their possession. In default, Lasalle will have to pay \$107.80 to McLean, as the value of the timber.

Advertising for the Retail Yard

There is scarcely a retail merchant in the country who would not willingly place his business on a cash basis if he thought that he could make such a change in policy without reducing the volume of his sales and lowering his profits. Business has been so long established along credit lines that it is often hard even to think of its thriving on any other basis, and, to some extent, it is truly hard. In a farming community where the income for the year is developed in the fall at harvest time it seems to be the most natural thing in the world that the farmer should live on the prospect of this income, and time and custom have led us to the general following of this way of dealing with the farmer. It has worked out in a satisfactory manner, and nearly all the buying public indulged in that manner of dealing, and everyone seemed satisfied. There came a time, however, when those who were paying their bills regularly realized that they were paying a certain percentage of the costs of carrying on that credit business, and they commenced to demand that their cash bring them certain advantages that the credit buyer could not demand. As a whole, the retail trade were not quick to grasp the suggestion, and they refused to recognize the difference between the cash customer and the one who asked the long-time credit.

There were some men, however, who saw this great opportunity of operating a business on a cash basis, and there developed from this the great mail order houses with which the retail merchant of to-day has to compete. Instead of extending an unlimited line of credit and then charging a high rate of interest as the retail merchant did, they filled the country with their "cash with order catalogue," and relied on their cash discounts from the producer to give them their interest on their money, and also to put them in the position of preferred buyers with these concerns. The growth in their business is evidence of the soundness of their reasoning. While the retail merchant must, in a measure, be brought into active competition with these dealers, there is really no comparison in the service that is rendered, and the country merchant has the advantage in every case, if he will recognize this advantage and make the most of it. I think that one thing the dealer must do is, as far as possible, follow the popular demand for improvement in his contact with the public and in their service.

In this respect we believe that C. E. Axtell & Co., retail dealers at Deep River, have made a step in the right direction, and are unquestionably making a move for which they have seen a popular demand. In a territory such as is covered by their business there is undoubtedly a demand for both cash and time payments and in the notice, herewith reproduced, this enterprising concern cover this point in a very satisfactory manner. We predict that if they follow out in a consistent manner the principles involved in the first step to encourage cash payments in their business they will find that more and more of their dealings will be for cash. They must not lose sight of the fact that it is an advantage to make the cash buyer realize that his cash counts with them, but at the same time it is equally a disadvantage to place too much emphasis on the penalties of a credit account. In such a campaign as this concern has started the idea involved need not necessarily discourage credit buying, but rather encourage more cash buying. Not to make it look as though credit were a thing not consistent with economical handling, but that cash will gain certain concessions.—Mississippi Valley Lumberman.

¶ Acting on the advice of many of our customers, we have decided that on and after Feb. 1 we will allow a discount of 4 per cent. on all cash purchases amounting to 50 cents or more.

¶ Time accounts, unless other special arrangements are made, will be due in 60 days, and settlement is expected to be made within that time.

¶ This cash discount, as you know, is a very liberal one in our line, and will make your dollar reach farther than ever before. We find that by paying cash we are able to buy for less, therefore we can sell for less by getting the cash.

¶ We trust this plan will meet with your approval and co-operation.

¶ Outstanding accounts are expected to be liquidated at once, so we can start the plan right.

Advertising's Persistent Power

Advertising is no respecter of commodities, territories, peoples, nor times. It does its work just as thoroughly for one person as for another person in exact proportion to the thought, energy, enthusiasm, belief, judgment, persistency, and accuracy, in any language, in any place on God's green earth, if backed up and followed up by honest, efficient service, all the time. Advertising is not a piker's or a non-believer's game—it is an Honest-to-God paying investment.

Useful Credit Forms

A very interesting and valuable set of credit forms is being used by the members of the Buffalo Lumber Dealers' Credit Corporation. These forms were prepared by the attorney of the corporation, Mr. Babcock, and have proven quite valuable in safeguarding accounts, particularly those of contractors of doubtful standing. The forms number five in all, beginning with an order for the delivery of goods, and include an application for credit with a statement as to how loans and payments on the job are to be made, an order on the maker of the building loan—by the owner, an order of the contractor on the owner, and a guarantee of payment form. Those who have looked them over have been greatly impressed by their merit. A set may be obtained by writing to K. C. Evarts, secretary, 616 Prudential Building, Buffalo, N.Y.

Another set of forms no less useful are those adopted by the Building Material Men's Association of Westchester County. These are arranged somewhat differently, and cover order, method of payment, acceptance, and guarantee. These forms were prepared by a well-known law firm of New York City, and have given general satisfaction to users. Copies may be had from J. A. Mahlstedt, of the J. A. Mahlstedt Lumber and Coal Company, New Rochelle, N.Y.

How to Make a Forty-Year Shingle Roof

The first essential is good shingles.

For rafters use sized 2 x 4's or 2 x 6's, spaced on not over 2-foot centres, spiked solid and braced as load requires.

For roof boards or sheathing use good material, SIS strips 1 x 4 inches or random width to not more than 8 inches, spaced not more than two inches apart, and nailed solid with 8d. nails.

Preparation of shingles—If they are to be stained, use dry shingles, dipping each one in the stain not less than 8 inches from butt. Shingles that are not to be stained should be wet thoroughly before laying.

If additional fire-resistant quality is wanted, dip in good quality of mineral paint, or such other approved fire-resistant treatment as may be available.

Shingle nails—Solid copper, solid zinc, or hot-dipped zinc coated nails preferred. Where these are not available use old-fashioned cut nails.

Size of nail—For 5 to 2 inches or thinner shingles, 3d.; for thicker shingles, 4d.

Laying the shingles—Start at eaves and lay first course two-ply, giving 2 inches projection over crown-mould and 1-inch projection at gables. Throw out all defective shingles.

On one-third or more pitch lay 16-inch shingles 4½ inches to the weather; on less than one-third pitch lay 16-inch shingles 4 inches to the weather. On one-third or more pitch lay 18-inch shingles 5½ inches to the weather; on less than one-third pitch lay 18-inch shingles 4½ inches to the weather.

Use a straight-edge to make sure courses are laid straight.

Break all joints at least 1¼ inches, seeing that no break comes directly over another on any three consecutive courses, thereby covering all nails.

Nail shingles 6 inches from butt (for 4½-inch lap) and ½ inch from sides, and put only two nails in each shingle. Shingles wider than 10 inches should be split.

Lay shingles so that water will run with the grain, and do not drive nail heads into shingles.

Lay wet shingles with butts close together. Leave ¼-inch space between dry shingles.

Use 14-inch galvanized iron, not less than 26 gauge, or best quality old-style tin, heavily coated, for valleys; copper or galvanized iron for ridge roll.

Use galvanized or heavily coated tin flashing around chimneys. If tin is used, it should be painted two coats—one as soon as roof is completed and the second coat within two weeks. Galvanized metal should be painted two coats, but should be given thirty days for oxidation before painting. No patent dryer or turpentine should be used. Finish hips by laying a course of even width narrow shingles on both sides of hip over regular courses.—American Lumberman.

Logging Camp Meals Standardized

A despatch from Spokane, Wash., states that the loggers of the United States Inland Empire have promptly tackled the problem of working out a standard menu for logging camps following the lead of the Federal Food Administration in recently suggesting menus for fourteen days. The Inland Empire loggers have prepared standard menus for fourteen days which take as little meat, wheat and fats as possible, at the same time realizing that men who perform the vigorous, outdoor, physical work of logging must have a hearty diet, and that meat is one of the principal articles of food required in a well-conducted logging camp.

This May Land the Cheque

Here is a collection letter, suggested by System, which has successfully been used by one firm in collection of its well nigh hopeless accounts which have been followed up by statements, collection letters, and threats to call in an attorney. It is as follows:

"Just why you have not favored us with your remittance covering your account is not quite clear to us, and your reason for not doing so may be of such a personal nature that it is none of our business. But we would appreciate learning **when** you expect to send us your cheque."

Will Your Inventory Show This?

Following is a questionnaire which is being issued to members of retail lumber dealers' associations in the United States to determine accurate average cost of retail lumber distribution:

1. **YARDING**—Includes wages of superintendents, foreman, tallymen, sorters, laborers, watchmen, and all other expenses pertaining to the handling of lumber in and out of yard.

2. **CARTAGE**—Includes barn bosses', teamsters', and truck drivers' wages, horseshoeing, wagon repairs, feed bills, gasoline, oil, auto supplies and repairs, and all other expenses pertaining to the delivery of lumber.

3. **SELLING**—Includes salaries and expenses of all kinds, of all employes handling sales; also all commissions paid and all advertising.

4. **COLLECTING**—Includes all collectors' salaries and expenses; also all legal and agency expenses.

5. **ADMINISTRATIVE AND EXECUTIVE EXPENSES**—Includes salaries of principals of firms or officers of corporations; also all other office employees other than those handling selling and collecting.

6. **CASH DISCOUNT**—Paid in excess of amount received.

7. **INSURANCE**—One-half of annual amount of premiums. Includes premiums for all kinds of insurance carried.

8. **TAXES AND LICENSES**—One-half of annual amount. Includes personal property and government taxes; also city license.

9. **RENT**—One-half of annual amount. The actual rent paid is to be used. If under lease, then include whatever taxes, improvements or other assessments the lease requires you to pay. If your yard site is owned in fee simple then use an amount which the site would bring if rented to others for similar purposes. Ten per cent. of the assessed valuation is considered equitable.

10. **INVESTMENT**—Interest six months at 6 per cent. per annum. On capital stock, to the extent that it is paid up, plus surplus, if any. Capital stock and surplus represent investment, and the sum of both is considered as chargeable, with 6 per cent. per annum.

11. **INTEREST**—Paid in excess of amount received.

12. **DEPRECIATION**—For six months, total, consisting of: (a) At 10 per cent. per annum on original costs of office fixtures, sheds, stables, garages, planing mills, and switching tracks; (b) at 20 per cent. per annum on original costs of horses, wagons, automobiles, and all other equipment of every kind and character used in the business; (c) at 2½ per cent. per annum on the value of the average stock of lumber, etc., carried during the year.

13. **BAD DEBTS**—Estimated at ½ of 1 per cent. on sales.

14. **DRESSING**—Cost of dressing and re-manufacturing any and all lumber handled during this period.

15. **POSTAGE, TELEPHONE, TELEGRAMS, STATIONERY AND ALL OTHER INCIDENTAL EXPENSES.**

16. **TOTAL COSTS**—April-September, 1917.

17—**TOTAL SALES**—April-September, 1917.

The Seasoning of Wood

A treatise on "The Seasoning of Wood," by natural and artificial methods, written by Joseph B. Wagner, has been published by D. Van Nostrand Company, 25 Park Place, New York, N.Y. The book contains a very thorough discussion and description of the various processes employed in the preparation of lumber for manufacture, together with detailed explanations of the uses of lumber and its characteristics and properties. Several chapters at the commencement of the book are devoted to descriptions of timber, which are both interesting and useful. Many illustrations are published throughout the book, giving an excellent idea of the various kinds of wood and the methods by which they are seasoned. An interesting section is devoted to a consideration of the enemies of wood, such as timber beetles, borers, worms, and other insects, and definite and extensive information is given of the various methods of preventing injury done by these insects. Separate chapters are devoted to a study of the distribution of water in wood, the nature of the seasoning of wood, the advantages of seasoning, the difficulties of drying wood, how the process is carried on, etc. The various types of dry kilns are explained and illustrated in detail, and a separate chapter is devoted to a description of various helpful appliances used in kiln-drying. The final section

of the book includes a bibliography, glossary, and an index of Latin and common names. The book is published at the price of \$3.

Speeding Up Spruce Production

A meeting was held recently at Victoria, B.C., between the Chief Forester and the district foresters. One of the matters taken up was the speeding up of the spruce logging business, certain facilities for which were granted by the provincial executive in a recent order-in-council. The Chief Forester and his assistants will co-operate with the Munitions Board to the utmost of their ability in the production of spruce. The order-in-council passed by the executive grants powers to the government to arrange with the Imperial Munitions Board for the logging of airplane spruce on all vacant areas of Crown lands and calls upon the holders of such to proceed with the necessary operations forthwith. On failure to comply on the part of such holders the right is reserved to the Minister to instruct the Department of Lands to make its own arrangements in co-operation with the Imperial Munitions Board, with equitable compensation to follow in respect of timber to cut.

Death of E. S. Singer of Guelph

The death occurred recently of Mr. E. S. Singer, of E. S. Singer & Company, Guelph, Ont. The late Mr. Singer was 69 years of age and was born in Alsace Lorraine. Mr. Singer had an extensive experience in the lumber business, first as a buyer of mahogany logs in South America, then in St. Louis, Mo., where he organized the Waldstein Lumber Company. After twenty years in St. Louis Mr. Singer transferred his activities to Guelph, Ont., where he was engaged with the Robert Stewart Lumber Company until he formed the E. S. Singer Company to handle yellow pine, hardwoods, B. C. shingles and cooperage stock. Mr. Singer held the position of inspector in Canada for the National Cooperage Manufacturers' Association.

Emergency Bureau for Box Industry

The National Emergency Bureau of the wooden box industry has opened offices in Washington, D.C. The requirements of the United States Government for wooden packing boxes for the handling of munitions, etc., are very great. In order to meet these needs the box industry decided to establish an emergency Bureau representing the box manufacturers throughout the country. It is said that the War Department is buying at least 20 per cent. of the wooden boxes produced in the United States.

Calendars for 1918

An attractive office calendar has been sent out to their friends in the trade by the Campbell MacLaurin Lumber Company, Ltd., Board of Trade Building, Montreal. The calendar is a large one, specially suited for offices, and carries a large colored landscape, entitled "Evening Glow."

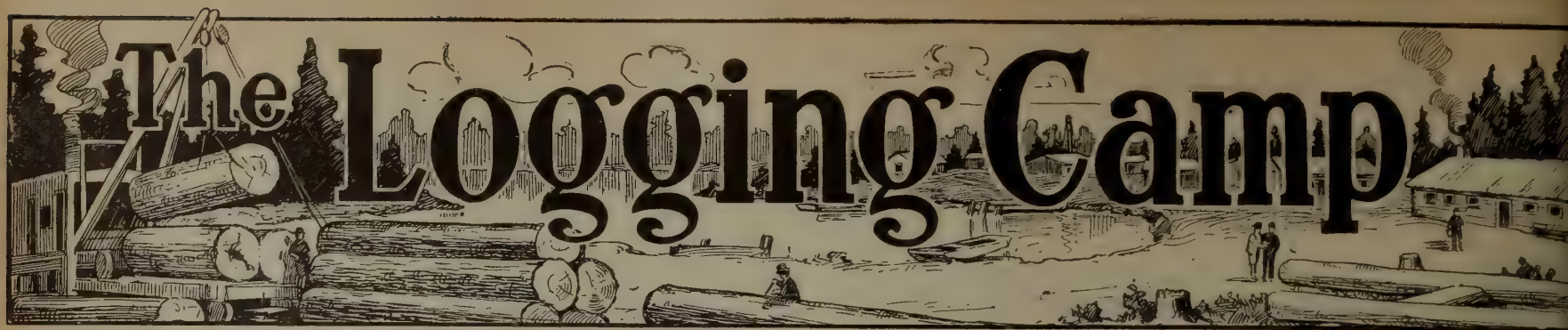
"A Cozy Evening in the Olden Days," is the title of an attractive color reproduction which has been selected by the C. Beck Mfg. Company, Limited, Penetanguishene, Ont., as a decoration for their calendar for the year 1918. The calendar is handsomely designed and will be welcome to the friends of this firm who are fortunate enough to secure a copy.

Trinidad Traders Interested in Canadian Lumber

Mr. Edgar Tripp, Canadian Commercial Agent, Trinidad, sends under recent date a list of traders in Trinidad who are or may become interested in imports from Canada. The names of firms represented in the list may be obtained on application to the Commercial Intelligence Branch of the Department of Trade and Commerce (refer File No. 19886). One of the articles included in the list is lumber.

The Copeland Shoepack Company of Midland

The P. T. Gendron Shoepack Company, of Midland, Ont., have changed the name of their company to the Copeland Shoepack Company of Midland. No change in the personnel of the company is involved. Mr. A. E. Copeland is the sole owner. The business of the Copeland Shoepack Company of Midland has been in existence for over two years and the company have been successful in creating a large demand for their excellent product. During 1917 the company tripled its sales in Ontario. The Copeland Shoepack Company of Midland are continually seeking to meet the requirements of the market as fully as possible and an indication of this is the fact that they recently added to their extensive lines of shoepacks a new line of river drivers' boots, which undoubtedly will become as popular as their other well known lines.



University Night Schools for Logging Camps

College professors cannot hope to get far with this work without the advice and the helping hand of the lumberman. Therefore this subject is very properly taken up in public meetings of the Pacific Logging Congress.

I may be able to suggest some few ways in which the different universities may co-operate with the timbermen in this work if it is undertaken, yet it remains for the lumberman and practical logger to each add as many pointed, practical suggestions as he can, both now and hereafter, if this night school idea is to amount to very much.

Labor is, after all, in a strict sense only another form of machinery. Any invention or suggestion which tends to improve our machines, is, of course, welcomed by all. We want better machines and are willing to go to some trouble and expense to secure these. As to the matter of animal labor, we are all agreed that a horse of a certain build, weight and disposition is the most suitable for work in logging camps, but when it comes to men, what do we have as a standard? We find the situation very much mixed, indeed. One boss wants Hungarians, another Russians or Poles, while a third is equally pronounced in his preference for men of Scandinavian extraction. About the only things on which these logging bosses agree are:—

First: None of them want booze-fighters, and yet they practically all have them to a greater or less extent.

Second: They all want steady men who will stay on the job for the greatest possible length of time.

Here are two points of agreement among loggers worth noticing. They also raise two questions. First, how can we eliminate the man who drinks to excess—periodically quitting to go off on a spree? And second, how can we get steady men who will settle down with one company for a period of years? What general scheme can be offered for bringing these two things about?

I shall offer only a general suggestion. It is this: We should labor together to make better men in every division of the lumber industry, even including the lumberjack. I know that some men will say that you cannot make a whistle out of a pig's tail—that a lumberjack is just a lumberjack and nothing more. I will admit that this is true of many lumberjacks I have seen; and that many of these men are so "down and out" that there is little chance of doing much to advance them. Yet I am not willing to admit that this is the case with a large majority of the younger men. Even though they be foreigners and their opportunities for advancement have been very limited indeed, I know that they will take to training be it ever so elementary, both kindly and eagerly if the work of getting them started is properly handled. I have seen this with my own eyes and I know it is being done in other lines. Employers of labor of all classes are learning that it pays to feed the minds of their men as well as it does to feed the bodies; that a healthful mental state is just as important as a healthful physical state. In fact, the two should and must go hand in hand before any system of labor is truly sound. Where they do, conditions are invariably better than where they do not. This fact explains why the largest employers of labor are constantly banding to the task of improving the conditions of their men and also doing what they can to encourage the men to employ their spare time in improving themselves rather than in wasting their wages and debauching themselves.

If this self-improvement is good for one class of men why not for another? If the brick maker or the foundry hand is better off and also better satisfied to be improving his mind at night, why not the lumberjack? I believe that every man in a logging camp from the dago who "slinga de rig" to the man who pulls the throttle on the biggest bull donkey, can be helped by carefully arranged and properly given courses in night school work.

I fully realize that in many of the smaller and more transient camps this would be entirely impracticable, but in the large, more or less permanent camps, I am sure that good will result to the operators as well as to the men from an undertaking of this kind, and it need not be very expensive.

How can the different universities co-operate with the operators

in this work? I should say that they must get together on fundamental principles. What are the fundamental principles? The following are worthy of consideration:

First: The parties benefitted should pay for the service they get. Something for nothing should not be encouraged even in educational matters. We are taxed for the education of our children. Men in the logging camps should pay a small fee for the privilege of attending night school. They will work harder and appreciate more highly what they get.

Second: The universities should put this work on their extension lists. They should pay the traveling expenses of the faculty members giving the various courses, just the same as is now done in giving the courses in agriculture and home economics extension work and in the farmers' short courses. This is also done in night school work in the cities in a number of mechanical, economical, cultural and technical subjects. In many of these the university employs special instructors or sets aside a portion of the time of certain instructors for this work. The timbermen have a right to demand this of the universities. No class pays a heavier proportion of taxes toward supporting our schools than does the timber owner. Why should he not demand the same assistance in the way of improving the class of labor he uses, that is accorded to large operators in other fields? I have for years maintained that the forest resources of our country and those handling them, have been neglected in many ways as compared with agriculture, mining, engineering, etc. You have been tardy, considering the great value of the resources involved, in securing recognition in the way of properly manned and equipped forest schools and experimental laboratories, as well as adequate appropriations for the great experimental problems confronting you. The work of training technical men to assist the timber owners in their many fields has not had the financial and moral support it deserves. Scarcely a single forest school in America today is receiving its fair share of university funds, both state and national, and none of them have a teaching and experimental staff at all comparable in either numbers or specialists, with the departments just named, although the problems they face are fully as great as can be found anywhere.

I know that some will attempt to condone this condition by explaining that forestry is new in America. Forestry is not new here. We have been practicing a certain kind of forestry since the landing of the Pilgrim Fathers, but it has not been the best kind, and what we still need is more light on this great subject. If our universities spend vast sums on subjects involving other great natural resources, thereby enabling those operating in these fields to use more refined and scientific methods and to have a higher and better class of labor, why should not forestry have its full share? This is, in a way, a digression, but I wish to leave the facts it contains for your further consideration. "Lest you forget, stick a pin here," the lumbermen as a class, should take a keener interest in the forest school and their welfare.

Third: The forest school faculties and the timber operators should get together and work out a course or series of courses which are practical and which can be given in logging camps with the lowest possible expense considering the value to be secured.

By way of suggestion, the following are some things which could be done by this committee of forest schools and lumbermen:

1. Reading could be outlined. There are now many valuable books and bulletins on forestry subjects written in such language and style that the layman can get much information simply by reading alone. A few lectures and explanations should either accompany or follow these reading courses, which should generally close with some kind of an examination.

2. Technical and popular trade journals and periodicals could be secured and made accessible as general reading. Seminary hours can be held once or twice a week for the general discussion of the best articles in each. This method has been found to be one of the greatest to stimulate thought among college students, and create a desire to learn. It could easily and cheaply be adapted to the night school work in the larger camps.

3. An inexpensive library could be provided, consisting of:

- (a) Government bulletins on forestry and related subjects.
- (b) Standard texts and books dealing with trees, woods, tree diseases, forest insects, logging and lumbering machinery, forest protection, etc.
- (c) Reports of associations, such as the Conservation Association, American Forestry, State Forestry Reports, Logging Congress Reports, Protective Association Reports, etc., Lumbermen's Meetings.
- (d) Some good standard books on biography, history, travel, etc. Also some good magazines.

In some of the larger camps the Y. M. C. A. has already done considerable good work along this latter line.

Fourth: The universities can help by loaning their faculty members. Each institution is allowed to pay the travelling expenses of its faculty members when travelling within the state on business connected with educational or departmental matters. This night school work is both, so far as the forestry departments are concerned. Other departments can legitimately enter the work in certain courses from an educational standpoint, for many of these men should be taught English and civics and should know something of our laws and their own rights and privileges.

The universities can also help by loaning illustrative material needed, such as specimens of wood, herbarium specimens of cones, leaves, seed, bark, fungi and mounted insects, wood and lumber damaged thereby, etc. Apparatus could also be loaned, such as lanterns and microscopes with slides, maps, charts, etc.

Fifth: The timbermen can also help by providing some kind of room or place where this idea can be put into practice. This should not be an expensive place, but should be large enough, well lighted and ventilated and kept warm and clean. The Y. M. C. A. rooms or the welfare car, already provided in some cases, could be made to serve admirably for this purpose. Many operators can help by giving practical talks to the men on various subjects.

Sixth: The Y. M. C. A. will be glad to be of any service possible in forwarding the night school work. Their secretaries are often men of considerable experience in night school work. They can help in very many ways. Especially their personal influence is apt to create an added interest in this work.

Seventh: The Forest Service can furnish a limited amount of highly valuable aid by allowing their specialists to lecture in the field along the special line of effort of these Forest Service experts.

Eighth: The lumber and trade journals can help by publishing outlines and announcements of courses to be given and in many ways use their columns to create a favorable sentiment toward this work.

Ninth: The very spirit of a scheme of this kind is a great encouragement, especially to the younger and better class of men, for it unlocks at least one small door of opportunity, giving them some chance to learn and perhaps to advantage.

In conclusion, I would suggest that a committee of representative timber operators and instructors from the forest schools be appointed for the purpose of determining whether or not this idea can be worked out in such a way as to be practicable, and if so, to prepare in outline a limited number of courses which may be offered in the larger camps.

T. and N. O. Pulpwood Shipments

Pulpwood shipments were made during November, 1917, by the T. and N. O. Railway to Merritton, Ottawa, Thorold, Toronto, St. Catharines, Ont.; Niagara Falls, Suspension Bridge, Buffalo, Fulton, and Norfolk, N.Y.; Johnsonburg, Pa., and Port Huron, Mich.:

	Cords.
November 1 to 7	1,375
November 8 to 14	1,951
November 15 to 21	1,549
November 22 to 30	1,883
	6,758

Representing a decrease of 773 cords compared with preceding month, or 10 per cent., which was due to car shortage.

Wood pulp and paper shipments were as follows:

	Wood pulp. Tons.	Paper. Tons.
November 1 to 7	279	780
November 8 to 14	546	1,639
November 15 to 21	258	1,136
November 22 to 30	960	2,212
	2,043	5,767

This is an increase in wood pulp shipments of 92 tons, or 4.7 per cent., and decrease in paper shipments of 13 tons, or .21 per cent.

The Foundation Company, Victoria, B.C., is completing the laying of the keel of the fifth wooden steamer to be built at its plant.

Coupling Science to Timber Crops

By G. C. Piche, chief forester of Quebec.

An address before the Woodlands section of the Canadian Pulp and Paper Association.

I have always wondered why such a class of men as the pulp and paper manufacturers were not taking more care of their forests, why should they bend their efforts only in one direction. It is very sensible to improve your fabrication, but why should you leave your forests, your source of raw material in a bad state; why not apply the same methods of scientific management that you employ successfully in your mill for the production of your timber supply; why leave your forest operations in the hands of your choppers, of your jobbers who have only a precarious interest, instead of employing technical men as you do in your mills. Is this not a lack of foresight, and—if you would be sincere—have not some of you found that the savings made in your mill by your improved methods have been more than wiped out by the increased cost of your wood? Why should the cost of your wood always be on the increasing scale, whereas you have succeeded in halting your cost price in your mill, to an almost fixed basis, and then when the cost of labor and supplies follow the same trend on both cases? I know some will object that you are obliged to go further for your logs, that driving is becoming more and more expensive, but why did you not foresee this?

It is becoming a necessity, an imperious want that the paper men will devote some of their energy—to the care and handling of their woodlands. It is obvious that a well-defined program should be followed and the work must be systematized if results are desired.

A Permanent Forest

The pulp and paper industry, being established for a long time can afford to manage its forests on a permanent basis, better than any other class of lumberman. Therefore there should not be any hesitation in considering the question from a broad point of view; and though the expenses may seem high in many cases they will often be an addition to the capital of the company, just as when you replace a type of screening machine by a more efficient one. The question of depreciation of timber limits is another subject that should be considered broadly—and I am glad to note that at the last enquiry directed by Mr. Pringle this was agitated with good and telling effect for many who ignored it before.

I suppose that you expect me to draft a sort of a program. I feel the necessity of one, and however imperfect it may be, it will pave the way for discussion, for suggestions, and something may come out of it. Naturally the first effort to be made is to secure the proper man to put in charge of your timber lands; without any question this man should be a forester, a man with technical training, and I hope that my friends of the technical section will not dispute me in this matter. You do not go to any plain man for your chemical work, but employ a chemist; for your engineering work you employ a real engineer; why not employ a good forester for your forest work? Some will object that a practical man is needed. This question of practice has always been brought forth by the men who wanted to save their jobs when a better man appeared on the stage. A forester needs practice as much as the chemist, as the engineer, but he does not require to have grey hairs, he will not be any good then. He will be afraid of going into the woods, his rheumatism will prevent him from plodding all over the works. A forester if given a chance, if employed for the work for which he has trained himself, will certainly do good.

Inventoring Timber

The next move is to make an inventory of your timberlands. How can you work without this data? You keep a strict account of your stocks of sulphur, of coal, of china clay, of colors; why should you not do the same with your forest? The operations to be conducted in an efficient manner must be directed by the head office according to a working plan and not be carried in a haphazard way as done now. The timber should be cut not only on one river, with the chances of jamming, but on different streams and on several grounds so as to equalize the cost price, instead of allowing it to jump every year. The improvements to be made in the way of portage roads, of depots, of river cleaning, of dams, should be known in advance and a fixed budget prepared every year for the carrying of this class of work.

Studies should be made of the rate of growth of the various species found on your timberlands; so as to know how they should be cut. Investigations of the old lumbered tracts should also be conducted so as to find what have been the results of the lumbering as it was done then. A good deal could be learned this way which would help greatly for drafting plans of lumbering on similar areas. We have begun this work in a few localities, but the province is too large and the interested should have the same studies made for their own benefit.

Reforestation is another subject that will require to be looked

after. With the increasing cost of labor and supplies, it will become more and more necessary to have a larger yield of raw material per unit of surface; instead of culling on an average 2,000 feet per acre; it will be far more economical to cut in 30-40 years from now 5,000 to 10,000 feet per acre. I claim that most of the paper men are limit poor, as a mill producing 100 tons per day would only require a forest area of 200,000 acres, or 500 square miles, if same was managed to produce wood properly. What an enormous capital is carried uselessly by the companies on account of the fact that their holdings are too poor in timber. I calculate that by adding \$1.00 more to the cost price of your wood you could reforest enough land each year to insure you a permanent supply for the future. Naturally the question of time will have to be considered here, but in your plan you can take care of this matter.

The utilization of the hardwoods is another subject that should be taken into consideration. It may be necessary to modify the present methods of lumbering in order to assure a more complete utilization of all the trees now found on the timber limits, but this problem requires an immediate study, and we should all unite to find the solution.

The Gasoline Locomotive in Logging Operations

In an address before the Pacific Logging Congress, Mr. H. H. Logan, of the Maritime Motor Car Company, Limited, Vancouver, B.C., spoke on the "Gasoline Locomotive in Logging Operations." In the course of his address Mr. Logan said:

The first machines that we built were largely experimental, and were not as well constructed as the later types, but in spite of that have done good work, and are still at it. Three of these have been used for hauling concrete and other material on construction work, over a bad track with sharp turns and grades, and handled by inexperienced drivers. As a result of our experience with these, we concluded that we were working along the right lines, and in the last two locomotives that we have built we followed the same general principles, and corrected any faults that we found in the first machines. We have greatly improved many features for efficiency, convenience and durability, and our latest machine, which weighs four tons and runs on a 42-inch gauge track, is so easily operated that it could be handled by a boy. It is used in the yards of the Coughlan shipyard in this city, to transfer material from one place to another, and is giving absolute satisfaction.

The largest locomotive that we have built is in use at the logging camp of John K. O'Brien, at Careden Bay, B.C., for taking a pair of logging trucks up a two per cent. grade, and handling the load of logs down the grade. At last report the rails were being laid, and it is likely that by now the logging is under way. Mr. O'Brien was the first to suggest to us the possibility of using a gasoline locomotive for logging, but since that time I have talked with a number of practical men familiar with the logging industry, and it is the opinion of a good many of them that it would be a great boon to the industry if such a machine can be built to suit the work. It would require much heavier machines than we can build in our present plant to take care of the heavy grades where it is often necessary to log, and where geared steam locomotives have been commonly used.

In our designs we have endeavored to produce as simple and accessible a machine as possible, so that the services of an expert would not be required every time that some little thing needed attention.

We have adopted Hyatt roller bearings for use on all shafts and axles, in order that the greatest efficiency may be obtained, together with a minimum of trouble. These bearings are used in a housing of our design that is self-aligning and dustproof, at the same time holding an oil bath to assure constant lubrication providing that they are filled from time to time.

The self-aligning feature is important as it allows the locomotive to distort on an uneven track without springing and binding the shafts and other parts of machinery. We use cut steel sprockets and the best grade of roller chain, and as far as possible, we use the friction drive, which eliminates a great deal of mechanism that costs extra money in the first place and is more expensive to maintain. We have found the friction drive absolutely successful, but we realize that it has its limitations, and on the larger machines it would not be practicable to use it, for mechanical reasons.

The machines that we have developed are so simple that an ordinary millwright should be able to take care of the up-keep and repairs, and they are built with a margin of safety that should insure a minimum of delays on account of trouble.

Within a few months we expect to build one or more locomotives weighing 18 tons, which would have a greater demand in the logging industry than any that we have yet undertaken. These, however, are for yard work, but should give a good idea of the practicability of our design on the larger machines.

Now we have considered steam, electric and gasoline locomotives with their advantages and disadvantages, and it can readily be seen that for an out-of-the-way place operating on a moderate scale, the electric locomotive is out of the question. That leaves it between the steam and the gasoline machines. With the steam locomotive it is necessary to have a licensed engineer, but not so with the gasoline machine. The steam locomotive may set fire to the forest, but there is small chance of the gasoline machine doing that. The steam locomotive must be attended while waiting, in order to keep the steam and water right, but the gasoline locomotive may be stopped and left that way until the moment when it is required for work, and does not consume any fuel whatever while standing.

The fireman or engineer of the steam locomotive has to come out early in the morning to get steam up to start work on time, but the driver of the gasoline machine does not need to have his alarm clock wagging its tail before it is time for the whole crew to tumble out, and he knows that when he arrives with the rest of the crew, he is ready to put his machine to work.

The fuel cost for operating the gasoline locomotive is in its favor, especially by using distillate, which if a proper carburetor is used, will reduce the fuel cost upwards of 30 per cent. from the cost of gasoline. We have not yet made any tests for fuel efficiency, but operators report good economy.

The fuel consumption will vary greatly with different conditions of road, grade, load, etc., but for a general idea, I will give the figures of an Eastern firm who have been in the gasoline locomotive business for a considerable time, and who should be in a position to furnish accurate data.

On their three-ton locomotive using an engine of upwards of 23 horse-power, they figure a fuel consumption of from five to six gallons for 10 hours, and on the six-ton machine with a 50 horse-power engine, they figure from 10 to 12 gallons for 10 hours at general hard work. You will notice that this equals .024 of a gallon per horse-power per hour, and is possibly a good average estimate.

The initial cost of the gasoline locomotive should compare favorably with that of the steam locomotive, and in the lighter ones particularly, its cost should be less for the same capacity.

There are many other things that might be said on this interesting subject, and after we have gained additional experience, I may be able to go into the subject so as to give more definite information to those interested, for in this I have only touched the high spots, and have not endeavored to assemble any data other than what I have from memory. I have also tried to avoid technicalities, and to discuss the subjects from the standpoint of a man who is considering the type of locomotive that is best suited to his requirements, and I hope that some of the facts and suggestions that I have offered may be of practical use to someone interested in the subject.

If this paper should be the means of leading to actual tests being made in a logging camp under average conditions, with a suitable machine, I believe it would measure up to all that I claim for it, and in addition would furnish accurate data on which to base further calculations and comparisons.

If any of our experience is of use, as I believe it is, in assisting to conduct such a test, or in any way assisting in getting down to definite and official facts that could be relied on in general practice, I should be pleased to co-operate in any way within my power, for I feel, as many others do, that it should be possible, without great expense to get this information in concrete form, and it should not be necessary to try the most extreme case first, but to approach it by degrees, and I believe such research and experiments as may be necessary to arrive at the most suitable designs will be well rewarded, for "It takes practice to make perfect," and "The proof of the pudding is the eating."

Watch Exchange on U. S. Business

A wholesale lumberman in Toronto, during a recent interview, stated that some Canadian lumbermen who are shipping quantities of stock to the United States are not securing the benefit of the difference in exchange rates as they should. He stated that one lumberman he knew of had lost in the neighborhood of \$1,000 through neglecting to take this matter up with his banker. The difference in exchange usually varies from $\frac{3}{4}$ to 1 per cent. in favor of the United States, and on one occasion recently reached as high as $1\frac{1}{2}$ per cent. This difference in exchange amounts to quite an important item when a large amount of business is being transacted. The wholesaler who brought up this point says that when lumbermen present their cheques in payment for shipments to the United States at their banks they should insist on the banker crediting them with the difference in exchange. He pointed out that if the premium happened to be on Canadian money instead of United States money, the banker would not forget to discount the cheque and that the rule should work both ways.

Points Worth Remembering in Connection with Rubber Belts

(Contributed by Dunlop Tire & Rubber Goods Company, Limited)

No one part of a belt should be subjected to undue strain; neither should a belt be run against the splice.

Shift belts slowly and carefully with a shifting gear that will not damage the belt's edges.

Lagging pulleys with rubber-frictioned duck increases belt adhesion. Belts should be put on the pulleys at low speed only.

Never run the seam side of a belt next to the pulley, as the other side is specially designed to take up the strain.

Lace-holes should be cut small, clean, and round, not too close together nor too near end of belt; otherwise they are likely to pull out.

Keep driving surface clean. Avoid sticky dressing—it dries the rubber, causes peeling, and forms lumps on the pulleys as well as on the belts.

When splicing or lacing belts, cut the ends absolutely square and true, and about $\frac{1}{8}$ to $\frac{1}{4}$ of an inch—according to size of belt—to each foot shorter than the actual distance between and around pulleys.

It is bad practice to work a belt to its full capacity. A reasonable margin of safety should be allowed to take care of any extra strain to which the belt might be subjected in the course of its use. The more exacting the conditions the greater the margin necessary.

Flapping when running at high speed is due to air being trapped in between belt and pulley. To overcome this condition, bore a few small holes in the pulley. This will increase belt adhesion, as will also holes in the pulley plugged with cork.

Never stand in front of a quickly-revolving pulley or main drive wheel at any time. Should the belt break, serious injury or death might result from the force of the blow.

Do not unnecessarily expose a belt to excessive heat—either artificial or that caused by friction—or injurious substances, such as oils or greases. Many belts are damaged by oil leaking from bearings or being splashed on to them. Avoid vertical suspension of belting wherever possible.

Keep belting square in the centre of pulley, and see that the crown of pulley is not greater than $\frac{1}{8}$ of an inch per foot; otherwise the centre of the belt has to bear unnecessary strain.

As a belt seeks the highest point of the pulley, and that highest point is the centre of the crowned pulley, "running-off" will be avoided. If not crowned, driving and driven pulleys must be exactly parallel, or uneven stretching will result, and "running-off" will be a common occurrence.

When new belts are put on old or badly-arranged pulleys or shafting, the use of idlers, to take up the slack, is preferable to the crossing of the belt, as the same result is secured with less injury. The best plan is to buy new pulleys and rearrange the shafting.

Avoid crossing belts, however, wherever possible. Do not use belt tighteners or idlers unless absolutely necessary. Crossing belts tends to twist and strain them, and idlers and tighteners increase belting costs through extra wear. It is much wiser to arrange equipment in the first place, so that the practice of crossing belts or using idlers or tighteners will not be necessary.

Should the belt slip, moisten it very lightly on the pulley side with boiled linseed oil. Slipping is caused by overloading, the accumulation of dust, pulleys out of alignment, belts being too loose or drying up, and through general neglect. The possibility of a belt slipping decreases with age. It is more likely to slip when running at low speed than at high.

Provide pulleys of ample diameter and face to avoid abnormal stretch on the outside and compression on the inside, caused by the constant bending of the belt. The width, thickness, and length of belt govern the size of the pulley. The heavier and thicker the belt the larger the pulley should be.

When rubber belts are to be idle for any length of time, they should be dusted well with powdered soapstone, rolled up on a wooden core, and carefully wrapped in heavy canvas on which a generous supply of soapstone has also been sprinkled. The addition of a good dressing before applying the soapstone keeps the belt pliable. The belt should then be stored in dark, dry, and cool quarters. Light, heat, and extremely dry air tend to rot rubber, while darkness and moisture preserve it. If the above method is carefully observed when storing belts shrinkage will be reduced to a minimum, and no deterioration should be apparent when the belt is again put into use.

National Wholesalers Add New Feature to Service

The National Wholesale Lumber Dealers' Association in a recent edition of their Bulletin published several legal opinions on subjects of timely interest to the trade. These legal opinions are a new feature of the Association's service.

One of the questions asked and answered concerns the liability of a mill which is unable to fill contracts owing to inability to secure cars. The answer is that the inability of the mill to secure cars is no excuse for failure to carry out its part of the contract. It is there-

fore liable for damages unless this point has been provided for in drawing up the contract.

Another enquiry concerns the three per cent. tax on freight charges. In a letter to its members on October 3rd, the Association suggested that the following clause be used on quotations and orders:

"These prices are based upon present existing freight rate and if the rate is advanced before shipment the buyer is to pay the increase. Any expense caused by government tax or regulation, to be paid for by the buyer in addition to contract price."

The Association says the last sentence in this clause covers the three per cent. tax on freight bills and in this connection they have been asked for information as to whether the tax is effective on shipments started prior to November 1st and on which freight would be collected after that date. They are also asked for information as to who is to pay the freight tax on orders accepted without the tax clause and where shipments are made after November 1st.

The reply deals with the question in detail, but summarized is as follows:—Where the clause suggested to the Association members is made part of the contract, in the opinion of the Association's attorneys, there is no doubt that under such a contract the buyer is to pay the three per cent. freight tax.

The Farmer's Ideals of Comfort Changing

Not every retail lumber dealer is properly aware of the transformation that is taking place to-day on the farms of North America—a transformation which is fraught with importance to the retailer. The merging of the ideals of comfort entertained by the farmer and the city dweller is making the farmer a greater user of lumber than ever before, and this movement is only in its infancy. Just how the change is being brought about and what it involves was outlined by R. S. Whiting, architectural engineer, in an address upon farm buildings at the University of Missouri recently.

"Fresh air is essential to health," he said. "Sunlight is one of the most powerful disease-destroying agencies known. A building affording these properties and at the same time giving ample shelter from the winter cold and summer heat is the object sought in the construction of farm buildings in Northern and Southern as well as Eastern and Western states.

"The arrangement of the yards and fields and the location of the well, machinery shed and granaries should be considered carefully in locating the barn. It should be at least 200 feet from the house, and in such a position that the prevailing winds do not carry the odors from the barn towards the house. Under the best sanitary conditions possible there will be some odor from the barn, and the amount of time saved in going to and from the barn by having it close to the house will not be due compensation for enduring the obnoxious odors. The barn should not be made the most conspicuous farm building. It is secondary to the house, and should be so located as not to obstruct views from the house. Usually a location at one side and somewhat to the rear of the house will be found the most suitable.

"The American farm home is coming to its own. It has suffered neglect during past years of industrial progress and territorial expansion, but there is no longer so great a need as formerly for sacrificing the home "to get a start." Moreover, the American farm family knows to-day, better than ever before, that home improvements are necessary to a realization of the things in life that are most worth while. It knows, too, that the future holds greater opportunities for the farm home and greater incentives for improving it than have been obtained in the past.

"The physical and social lines between country and town are growing less distinct. City folk are building their homes in the country and farm families are driving in their automobiles and riding on interurban cars to church and school in town. The obscure farmhouse of to-day may be on a paved highway or a boulevard to-morrow. Such changes are now accomplished facts in some of the older states, and they are encroaching rapidly upon the newer ones. With better roads and more automobiles, with telephones and other home conveniences, there will be better farmhouses, also, and more people who will want to live in them."

Speaking before the Insurance Institute of Toronto at its January meeting, E. J. Zavitz, Provincial Forester for Ontario, gave a talk on Forest Fire Protection in Ontario. He described how under the Forest Fire Protection Act passed at the last legislature the province is divided into 34 districts with a chief ranger in charge of each district. Mr. Zavitz explained that about 1,050 fire rangers or patrol men are scattered throughout northern Ontario. Besides these there are lookout towers connected by telephone to central parts of communication. Boats equipped with fire-fighting equipment are also used on the navigable rivers. The lecture was illustrated by moving pictures which showed the lookout towers, the various methods of transportation and the methods used in fighting the fires.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch) \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Maple Axles Wanted

Let us know what you have.

JACKSON WAGON CO., LIMITED,

3-4 St. George, Ont.

White Pine Wanted

Always in the market for good White Pine. Please write us.

1-t.f. The Fisher & Wilson Company, Cleveland, O.

Wanted

Pine, Basswood and Spruce Bolts, 18 inches long.

REID BROS.,

3-3 Bothwell, Ontario.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Basswood Wanted

1 car of 4 in. x 5 in. Common Basswood Squares, 8/16 ft. long. Hearts stock no objection.

3-4 D. AITCHISON & COMPANY, Hamilton, Ontario.

Wanted

WE REQUIRE SEVERAL MILLION FT. of Elm, Basswood, Maple and Beech, to be sawn to our order. Spot cash settlements and assistance given if necessary. Box 672, Canada Lumberman, Toronto. 3-3

Hardwood Logs Wanted

Rock Elm, Maple, White Ash, Shellbark Hickory, Soft Elm and White Beech, in car lots. Cut 10 ft., 12 ft. and 14 ft. long. Highest market price paid. Address,

2-3 St. Marys Wood Specialty Co., Limited, St. Marys, Ont.

For Sale-Lumber

Cedar Posts For Sale

15 Cars 4 1/2 in. and up peeled Cedar posts. F. McGIBBON & SONS, Sarnia, Ontario. 3-6

Three to five cars Selected White Pine Trimmer Ends.

John B. Smith & Sons, Ltd.

Toronto

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts. One car 5 x 5 Maple Boxed Hearts. One car 6 x 6 Maple Boxed Hearts. Seven cars Fir Doors. Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

For Sale-Machinery

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, automatic saw sharpener, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,

Port Arthur, Ont.

Machinery For Sale

Light Planer, Matcher and Moulder. Variety Trim Saw. Power Feed Rip Saw. 36 in. Band Saw. 12 in. Heavy Moulder. 12 in. Jointer. Three Drum Sander. Other Woodworking Machinery.

A. J. LINDSAY,

90 Pembroke Street,

Toronto, Ont.

For Sale

One tandem compound Goldie & McCulloch steam engine, 135 h.p. rating.

One Laurie Engine Co. 13 x 30 Corliss engine.

The above engines are in A1 condition.

We have also a large amount of 4, 6 and 7 in. wrought iron steam and exhaust pipes, complete with valves and fittings. The price F.O.B. cars will be quoted to those interested.

Apply H. M. Miller, Water, Light & Heat Commissioner, St. Marys, Ontario. 3-6

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents

CAPABLE, RELIABLE MILL FOREMAN wants position. Good references. Box 663, Canada Lumberman, Toronto, Ont. 2-4

MARRIED MAN, 38 years of age, with 12 years' experience in logging office of large lumber firm, desires change. Available in July next. Best of recommendations. Box 665, Canada Lumberman, Toronto. 2-4

POSITION WANTED AS OFFICE MANAGER or Accountant with lumber and wood-working business, 15 years with one large Ontario concern; 5 years as treasurer and office manager. Practical knowledge in all departments of business. Aggressive and up-to-date methods, best credentials. At present engaged but desire opportunity with large concern where advancement is assured as reward for ability and services. Apply Box 673, Canada Lumberman, Toronto. 3-4

POSITION WANTED by a young married man 33 years of age of good appearance and address. Fifteen years' experience as an inspector. Will consider any capacity. Apply Box 667, Canada Lumberman, Toronto. 3-5

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

Experienced Lumberman

Open March 1st for position by experienced lumberman in wholesale hard and soft woods, both native and foreign. Thorough knowledge of the business in both buying and selling end. Highest reference given. Apply Box 7, No. 4 Oldfield Ave., Montreal. 3-3

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

YARD MAN WANTED immediately for wholesale and retail lumber yard. Must be familiar with scaling, culling, handling men and teams, loading and unloading cars, and have knowledge of how to get orders out of timber to the best advantage. Apply to

The Fletcher Pulp & Lumber Co., Ltd.,

3-4 Sherbrooke, Que.

Business Chances

Jobbers Wanted

We wish to let several contracts to take out logs on Berth No. 6, being broken front lying between the Magnetawan and French Rivers. This berth is all convenient to Canadian Northern Railway.

John Harrison & Sons Company, Limited,

Saw and Planing Mills,

9-t.f. Owen Sound, Ont.

Western Canada

HAVE YOU A PRODUCT TO SELL through the lumber dealers of Western Canada? We can represent you, as we are selling only lumber lines and are in direct touch with all dealers in Manitoba, Saskatchewan and Alberta. Now is the time to line up for 1918 business. Box 658, Canada Lumberman, Toronto, Ont. 2-3

Tide-Water Stumpage

For Sale or Exchange

For sale, or will exchange for good ranch or farm land, B. C. Tide-water stumpage, cruised and surveyed.

CARL BLOCK,

19-t.f. Peoria, Illinois.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

8-t.f. P. O. Box 2624, Montreal, Que.

For Sale

Sawmill, camps and equipment. Logs on lake for this summer cut. Will take lumber as part payment. Good opportunity. Apply Box 671, Canada Lumberman, Toronto. 3-3

Tenders Wanted

on about 1,200 cords of dry 4 ft. spruce slabs and edgings, at a mill located on a 4c rate from Montreal. Apply Box 674, Canada Lumberman, Toronto. 3-3

FOR SALE

as a Going Concern
Saw Mill and One Hundred
Square Miles Crown
Lands

Mill capable of sawing eight million superficial feet per year. New boilers, good engine and pumps, gang and rotary shingle and lath machines and planer. Railway siding in yard, also water shipping.

This property is situated in a thriving centre where labor is available. Good general store, boarding house and other buildings in connection with property. Good reasons given for selling.

No one need apply except bona fide purchasers.

Apply, Lumber, Box 643, Canada Lumberman and Woodworker, Toronto, Ont. 22-t.f.

"Business Chances"

Fine new mill-constructed concrete wood-shop with modern equipment. Open to bid on standard or special wood products in quantities for the woodenware trade. Send blue prints, specification or models for quotations.

James Smart Mfg. Company, Limited, Brockville, Ont. 2-5

Will Wood Fuel Take the Place of Coal?

During the current season, the unfortunate dependence of Canada on the United States for its supply of coal has been brought into vivid prominence and, as a result, there has been much searching for possible substitutes. Naturally, wood was one of the substitutes to attract attention. The fuel value of good hardwood compares unfavorably with anthracite coal, a pound of such coal being equal to approximately two pounds of hardwood. For this reason, in markets that are far removed from sources of supply, wood is more expensive than anthracite, so long as the prices and available supplies remain as now.

The southern portions of Manitoba, Saskatchewan and Alberta

have no large supplies of wood. Up to a few years ago, wood, cut locally, was used to some extent, but, with the gradual exhaustion of these supplies, the demand for coal is increasing yearly. The cordwood used in the prairie provinces comes from the Rainy River district of Ontario, south-eastern Manitoba, the western shores of lakes Winnipeg and Manitoba, the Riding Mountains, the vicinity of Prince Albert, the Kootenay district of British Columbia and Minnesota.

These sources of supply are at a considerable distance from the centres of population, and, as cordwood is bulky, the long freight haul to market largely increases the price. Even in certain of the areas mentioned, supplies of cordwood are becoming exhausted, and it is evident that, under present conditions of transportation, there is no likelihood of its being used to any greater extent than at present.

Large Warehouses Being Constructed in Chicago

Three monster warehouses for the United States Government are now under construction in Chicago and will be rushed to completion rapidly. They are located in the Central Manufacturing District and will extend along West Thirty-ninth Street from Ashland to Wood Street. Each building will be 1,325 feet long and 96 feet wide, and the cost is placed at \$500,000. The buildings will be one storey high, the side walls will be of tile construction, the posts and girders will be wooden construction, while there will be joist constructed roofs. In every 176 feet of length of the building there will be a fire wall. It is believed the buildings will be ready for occupancy within six weeks. Capt. A. H. McComb, who had charge of construction at Camp Custer, Battle Creek, Mich., is in charge of the work; the contract for building the three warehouses is had by the Central Manufacturing District. Perhaps no other place in Chicago is so well served by connecting railroad lines and for that reason the site was selected. The buildings will be sprinklered.

Wood Alcohol an Important Product in War

An announcement came from Washington recently that the country's supply of wood alcohol has been taken over by the National Government. The importance of this announcement to the lumber industry will promptly be recognized, and it will undoubtedly be a very material stimulus to the wood chemical industry—a very practical form of conservation of mill and forest waste, although in this connection applying chiefly to hardwoods. Wood alcohol is a product hav-

ing a number of important industrial uses, but its greatest importance at the present time rest upon its use in the manufacture of explosives.

It will, of course, be possible very largely to increase the manufacture of wood alcohol in this country if labor and plant equipment are obtainable, and if the established price for it is sufficiently attractive to compete with demands for human effort in other industrial lines.—American Lumberman.

Reforestation in Quebec

Reforestation of denuded lands in Quebec continues to make progress, though on a small scale. The provincial forest nursery at Berthierville is to be materially extended. The reforestation work of the Laurentide Company is particularly notable. Planting also has been done by the Riorden Co. and the Pejepscot Co.

So far, practically all of the forest planting has been done on privately-owned lands, but the provincial government has now under consideration the question of systematic reforestation of denuded Crown lands. Obviously, the question is one of the highest possible importance.—"Conservation."

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices. SALADA TEA CO. TORONTO

J. B. BRAND

Bank of British North America Bldg. ST. JOHN, N.B.

Wholesale Lumber

HARDWOOD LATHS
SPRUCE HEMLOCK

HARDWOOD DIMENSION STOCK a Specialty.

On hand now for immediate shipment:

2 cars of Dry Birch Chair Seats,
13 x 13 in. sq. to 19 x 19 in. sq.
by 1 1/4 in.
12 x 7 1/2 in. x 1 1/4 in.
13 x 6 1/2 in. x 1 1/4 in.
15 x 6 1/2 in. x 1 1/4 in.
17 x 6 1/2 in. x 1 1/4 in.
17 x 8 1/2 in. x 1 1/4 in.
16 x 5 1/2 in. x 1 1/4 in.

Union Lumber Co.

Limited

White Pine

Red Pine

Spruce

Red and Jack Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building

TORONTO, CANADA

Timber Estimating

Appraisal, reports, timber maps. All contracts receive my personal attention.

D. E. LAUDERBURN, Forest Engineer

Rm. 1233, 156 Fifth Ave., New York, N. Y.

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

Write for Quotations.

LAILAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.



DR. BELL'S Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

PRESSES

Hydraulic and Screw

for

VENEER

VENEER DRYERS

PULP

Special machinery made to order

WILLIAM R. PERRIN

TORONTO, CANADA Limited

HORSES

UNION STOCK YARDS
OF TORONTO, Limited

'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Review of Current Trade Conditions

Ontario

The chief feature in the Ontario lumber trade is the difficulty of transportation. There has been a continual shortage of cars and now the severe weather of the past couple of weeks has brought about a tie-up of shipments. A Toronto wholesaler states that the Grand Trunk Railway recently placed an embargo against all connections at North Bay. Another rumor that is going around is to the effect that the railways are considering placing embargoes on all but strictly war orders. Apart from the transportation feature there is a good volume of business offering for this time of year and prices are well maintained. Consignees are suffering a loss owing to delays in delivery. The increasing value of the material and the carrying charges on lumber that cannot be shipped make a serious item and the trade all round is losing on this account.

As an instance of the increasing cost of doing business in the lumber trade a wholesaler reports that the railways are now charging for their tariffs. These were formerly given free of charge to shippers. This wholesaler is making shipments to the east and west and also to the United States, and is obliged to have nearly all tariffs put out by the different railways. He estimates that these will now cost him in the neighborhood of \$25. It is not a very large item, but still it is one of many such items that are constantly being added to the cost of doing business.

The latest reports from Ottawa indicate that there are prospects for a good year's business in sight, taking present enquiries and orders as a criterion. A slight lull occurred during the first part of January, but a very noticeable revival was apparent during the last ten days. Prices are firm and are showing an upward tendency, this being chiefly noticeable with grades of spruce and pine. Quotations from wholesalers show an increase of \$2 and upwards per thousand on dressed stock. Retail prices for dressed clapboard and scantling advanced from \$3 to \$5 per thousand. There is a strong belief on the part of the trade that prices will advance again before the summer months. Stocks are low and dry stock is in good demand. In the Ottawa district, as elsewhere, the car situation has interfered greatly with shipments and is at present the principal concern of the lumbermen. An estimate made to the Canada Lumberman states that between 2,500 and 3,000 carloads of lumber were being held up in the Ottawa Valley. There has been an increase in the number of embargoes to United States destinations. These embargoes are being continually lifted and applied, thus causing considerable trouble.

New contracts for about 300,000 shell boxes have been let by the Imperial Munitions Board. The price has not been announced by the Board, but is understood to have been in the neighborhood of 75c per box for boxes that were made six months ago at 86c. The cut in the Ottawa Valley is expected to be considerably below that of the 1916-1917 season. The labor situation has shown a slight improvement lately, in some instances, while in other cases it has remained unchanged.

Eastern Canada

The very severe weather which has been experienced in Canada during the past couple of weeks has greatly disorganized the transportation systems, thus interfering to a great extent with the movement of cars of lumber. In some instances cars have been on their way for several weeks, and even now there is not much prospect of their speedy arrival in view of the congested condition of some of the railroads. In the Montreal district wholesalers who have been doing business with the United States have been particularly affected by the tie-up in transportation facilities. Orders from the States are fairly plentiful, but in Montreal the local trade is almost at a standstill. A few transactions are reported for shell box lumber, but this business has not been particularly active during the past few weeks. This may be due to some extent to the fact that the first of the year is the favorite time for stocktaking with the woodworking plants, and manufacturers generally. The Imperial Munitions Board have given out some orders for shell boxes recently, but prices are said to be low. Dimension timber is not in much demand owing to the inactivity in the building situation. From the northern producing sections of Quebec province, the reports are to the effect that the cut will be even smaller than was anticipated. The chief factor in this situation is the difficulty in securing labor.

The question of future prices is the most important subject of conversation in the lumber trade. According to wholesalers, a considerable stiffening in values is inevitable. Manufacturers who have been interviewed regarding this year's cut are not inclined to say

much about prices. They are apparently adopting the policy of waiting until the season is further advanced. The general position of the lumber trade is uncertain, but there is no doubt that prices will be increased. To some extent, opinions vary, but most of the producers are agreed that the cost of logging and manufacturing will be considerably more than heretofore.

The amount of spruce being shipped to British and French ports is very small, but a great deal of stock has been purchased during the past week in the St. John territory, by agents of the United States Government. This is expected to be shipped at once, as there are no restrictions or embargoes that will affect the movement of stocks for war purposes. It is said that if the United States Government continues buying, there will be very little stock of any kind left at St. John. The British Admiralty has been purchasing considerable stock which is now being moved out by rail to United States points.

Spruce boards have practically disappeared from the market and nearly all the boards that are to be found are being resawn from deals. As the deals are very high in price and the cost of resawing has to be added, the price of spruce boards is away up. No sales of English deals for 1918 sawing have yet been made. Manufacturers appear to be waiting to find out definitely what their costs of production will be before accepting offers for deals. The cost of producing logs is expected to be considerably higher than was anticipated last fall, as in many cases it is taking two men to do the work previously done by one. Logs which cost \$21 to \$22 a year ago are expected to cost this year from \$25 to \$37. A considerable shortage of material is looked for at St. John for the coming year. The prices on pine are very firm and practically all pine stocks at St. John have been purchased for early delivery. There are very few laths left at the wharf and shingles are also pretty well cleaned up, outside shingles being brought in for local consumption.

In the Eastern States, prices are well maintained and stocks are scarce. A great deal of difficulty is still being experienced in regard to transportation facilities and the outlook for the future is practically based on this factor. At Boston prices are firm and while no recent notable advance is apparent, there is every indication that prices will advance.

United States

General business in the United States is irregular, although it is commencing to revive again after the holidays. The very unfavorable weather which has prevailed during recent weeks and the pronounced shortage of coal have interfered to some extent with the carrying on of business generally. Deliveries in particular have been interfered with, and the transportation facilities are not creating any enthusiasm in the lumber trade. There may be some improvement now that the government has taken over the railways, but the lumber firms have not been able to come to any definite conclusion in this regard.

Another factor that is said to be responsible for the present unsettled condition in the lumber trade is that many woodworking establishments throughout the country are being converted into ammunition factories, the owners of these plants probably thinking that there is a chance of the woodworking industry being classed as a non-essential industry.

Sales of southern pine are showing a considerable increase, although it is said that they are not as heavy as might be expected at this season of the year. The chief difficulty here is the severe winter weather, the inability to get cars to make shipments, the smallness of unsold stocks in manufacturers' hands and the lack of fuel at many of the lumber consuming plants.

The car situation is spotty. In some districts west of the Mississippi, for example, a better supply of cars is available than was to be had a month ago. Apart from the hardwoods consumed by the factories engaged in the manufacture of war supplies, there is not a great deal of activity. There is some buying by the furniture makers and some other lines, but this business is not up to normal. This is no doubt due to the fact that January and February are usually about the slackest months on the furniture manufacturers' calendar. This has been responsible for some orders being placed with manufacturers, but here as elsewhere broken stocks at the mills and the inability to get cars to make shipments have interfered seriously with the business.

Weather conditions have been particularly severe in the southern producing territory and have interfered to a large extent with manufacturers' operations. The Mississippi River and its tributaries are



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closed to transportation and are likely to be so for some time. The production of logs has been somewhat greater than usual, but cars in which to move them are not forthcoming. There is said to be a good deal of concern in regard to what the conditions will be this spring in the white pine market. White pine is about one of the scarcest items on the lumber list. Eastern stocks are very badly broken and the winter cut has been exceptionally small. White pine is used for so many purposes where it is considered the only suitable material, that great concern is felt in regard to its scarcity. Special efforts are being made to increase the production of logs. These efforts are meeting with a certain amount of success, because farmers and small operators are cutting in isolated tracts where it would not be possible to conduct logging operations on a large scale.

At North Tonawanda, an increasing demand for better grades is reported by wholesalers, and stocks are being depleted to such an extent that very little hope is held out of wholesalers being able to meet the requirements of the trade until new stocks are obtainable. Great inroads are being made into the upper grades by the requirements of the government. The government is also taking large quantities of the poorer items. Customers are endeavoring to place orders for spring requirements and these are showing rather large proportions. Retailers are helping each other out to some extent by furnishing stocks to fill out shipments, but a number of orders are going unfilled owing to the inability of the yards to supply the stock, and this in spite of the fact that prospective buyers are willing to pay very liberal prices.

Great Britain

There is very little prospect of the export situation being improved until the end of the war. The British Timber Controller in a recent address stated that he hoped to see a production in 1918 of English home-grown wood totalling 600,000 standards of sawn goods, or about double the quantity produced in 1917. He also looks forward to a production of 3,500,000 tons of pitwood for mining purposes. These plans for an increased production in England indicate that the very apparent shortage of timber stocks in that country will be replenished as far as possible by home production instead of looking for relief from the import situation. There is some doubt as to whether it will be possible to increase the home production in accordance with the Timber Controller's requirements, owing to the labor shortage.

The stocks of spruce available in Great Britain are very small. In fact they are reported to be lower than at any time during the year just past. The question of tonnage has undoubtedly been mainly responsible for this situation. Cargo space is scarce, but in view of the fact that spruce enters so largely into airplane construction, the import restrictions might be relaxed to some extent.

At Liverpool business has not yet been resumed to any great extent since the holiday break. A lack of vigor is said to be the feature most in evidence. An inventory of the stocks of wood goods recently shows a quantity of British Columbia and Oregon pine stocks of 42,000 cubic feet. This quantity is considered to be fairly satisfactory, and compares favorably with the volume on hand at the close of 1915 and 1916. The stocks of sawn pitch pine show an entirely different situation. The inventory taken on December 31st shows 129,000 cubic feet as against 673,000 cubic feet in 1916, and 399,000 cubic feet for 1915. The discrepancy between pitch pine boards held this year and in December, 1915 and 1916 is shown to be even greater. The quantity for the present year is 39,000 cubic feet, while for the two years preceding the stocks were 302,000 cubic feet and 393,000 cubic feet respectively. A comparison of the stock of birch logs and planks shows that they are similarly low in comparison with the two previous years. The number of spruce standards on hand at the date of the inventory was 5,980, as compared with 15,770 for December, 1916.

At Manchester, the timber trade has been rather slow in resuming business after the holidays. This slowness is said to be due to some extent to the lack of hope on the part of the trade for any improvement in business conditions for 1918. The outlook is problematical and so many outside factors have to be considered that no increase in trade is looked for. Apart from the uncertain future, the trade at Manchester is in a fairly healthy condition. The demand is taxing supplies and importers are making strong efforts to replenish their stocks.

One favorable feature noticed in regard to the British import trade is the tendency to increase the freight space available for imported hardwoods. Recently a number of carloads of American oak and poplar have reached the Liverpool market. These imports, however, have only been a drop in the bucket, in view of the situation existing in this market.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Trade Showing Brisk Improvement

Ottawa, January 25; (Special to the Canada Lumberman):—Indications of a good year's business presented themselves in the form of enquiries and orders in the Ottawa lumber market during the closing period of January. The lull which occurred during the first part of the month vanished almost completely during the last ten days. Inquiries and orders increased as compared with the first two weeks of the year and were more numerous than during a corresponding period in 1917.

The market remained firm. Prices generally showed an upward tendency. The increases in the manufacturers' prices dealt chiefly with grades of spruce and pine. Wholesalers advanced their quotations on dressed stock two dollars and upwards per thousand. With the retailers dressed stock, clapboard and scantling advanced from three to five dollars per thousand. It is generally believed by the trade that prices will advance again before the summer months. The market is not overstocked. Dry stock especially is in good demand. Nearly all of the cut in the manufacturers' yards has been sold. In some cases it has not been removed owing to transportation difficulties.

The principal demand was for export. The demand for grades suitable for building purposes was light. The sash and door trade did not show much activity.

The car situation became acute and, with the various embargoes on shipments to American points, was the chief concern of the lumbermen. On an estimate given the Canada Lumberman it was stated that between two thousand five hundred and three thousand carloads of lumber were being held up in the Ottawa Valley owing to transportation difficulties. Allowing 17,000 feet to the car this estimate means that between 42,500,000 feet to 51,000,000 feet is being delayed in shipment. W. C. Edwards & Company have 800 carloads on order to ship from Rockland, but cannot get cars. The majority of the delayed stock is for export orders.

An increase in the number of embargoes to American destinations

was felt by the trade. The embargoes are constantly being lifted and applied and have caused the local trade much trouble and worry. The woods labor situation improved with some of the mills, and with others remained unchanged or unsatisfactory. The 1917-18 cut of the Ottawa Valley, it is believed by some lumbermen, will be below that of the 1916-17 season.

Fresh contracts for approximately 300,000 shell boxes have been let by the Imperial Munitions Board. The price, which was not announced by the Board, is understood to have been close in the neighborhood of seventy-five cents per box. Six months ago, at Ottawa, similar boxes were made at eighty-six cents. One Ottawa plant secured a contract.

Gilmour and Company report the market firm and prospects for business good, if cars can be secured. A stiff advance in price is expected before spring. Orders and inquiries continue good. The embargoes as well as the car shortage are causing inconvenience to this company.

Mr. Jackson C. Booth reports that this season's cut of John R. Booth will not be as large as last season's. The shortage of woods labor is stated to be one of the chief causes. Bush operations showed some improvement during January. Shortage of cars and the indefinite date of embargoes at American points are delaying many shipments from the Booth yards. The restrictions on export shipments to Great Britain are causing congestion in stocks sawn for the English market.

The Hawkesbury Lumber Company reports that its cut will be about twenty-five per cent. below that of last year. Their woods situation is now satisfactory. The shipments of this company are also hampered by shortage of cars and embargoes. Mr. R. G. Blackburn states that there is sufficient lumber to meet demands if cars could be secured to move it. Whether the present year will be a satisfactory one to lumbermen in the Ottawa Valley depends on transportation and labor, he says.

Shepard and Morse report a decrease of about thirty per cent. in

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this season's cut as compared with last season's. The woods labor situation has been unsatisfactory with this company. Mr. P. C. Walker reports that shortage of cars and embargoes are increasing other difficulties. Orders and inquiries increased as compared with the opening period of the month. Mr. Walker further says he can see no reason for or indications of the market weakening.

W. C. Edwards & Company have secured a contract for 50,000 4.5 inch shell boxes. The order will take about three months to complete. Woods operations are reported as proceeding as well as could be expected. The car situation is bad and the company report that they have not been able to get cars for shipment to the United States for two weeks.

The McAuliffe, Davis Lumber Company report local trade quiet and trouble through car shortage and embargoes.

The Estate James Davidson has eight gangs working in the woods. The deep snow is making operations difficult. The cut this year will be reduced by twenty-five per cent. as compared with the 1916-17 cut. Good progress is being made by this company on its 128,000 shell box order.

Montreal Markets—Transportation the Chief Problem

Montreal, January 24; (Special to the Canada Lumberman):—The car situation is the dominant feature of the Montreal market. Heavy storms and railway disorganization have prevented the moving of lumber to any extent, wholesalers who are doing business with the United States being especially hard hit. Some cars have been on their way several weeks, and even now there is little prospect of their speedy arrival, having regard to the extraordinarily congested condition of the roads.

Orders from the United States are coming in very well, considering the conditions, but local trade is almost at a standstill, except for a few transactions in shell box lumber. Two or three additional orders for boxes have been given out by the Imperial Munitions Board. The price is stated to be low, taking into account the advance in lumber.

Dimension timber is in little better request.

Reports from the northern part of the province are to the effect that the cut will be smaller than was anticipated. Labor is very hard to get, and commands good wages.

The talk is still as to the future prices. Judging from conversa-

tions with wholesalers, an appreciable stiffening in values, even over the recent advances, is inevitable. Certain manufacturers who have been approached as to the new cut are disinclined to say anything as to prices, and are apparently adopting a "wait and see" policy as to the output. The general position is quite uncertain—lumber will be dearer, but to what extent, there is a diversity of opinion, although most are agreed that the extra cost of logging and manufacturing will be high.

The demand for sulphite pulp is fair, but prices are inclined to be lower. There has been a substantial reduction from the quotations obtained in the days of the boom. Plenty of ground wood is available. Newsprint is again a firm market, with plenty of buyers.

St. John Markets—U. S. Making Large Purchases

St. John, N.B., January 23; (Special to the Canada Lumberman):—While no great amount of spruce is moving by liners and transport for British or French ports, considerable stock has been purchased during the past week by agents of the United States Government. This will be moved at once by cars, as no restrictions or embargoes affect the movement of stocks for war works. Should the United States Government keep on buying, very little stock of any kind will be left at St. John, as what has not already been purchased by the Admiralty is moving out very quickly by rail to United States points. Spruce boards are a thing of the past, really all the boards to be found are what are being resawn from deals, and as the deals are very expensive to begin with, when one adds the cost of resawing, a very high priced board is the result. Ordinary number 3 boards, planed one side are bringing \$30 per thousand, and matched \$35, with anticipated advance in the very near future.

No sales of English deals to be sawn by the mills in 1918 have yet been made, in fact the manufacturer is in no way keen to offer any sawn material until he has a positive knowledge of his stock of logs and their cost. If the present outlook holds good all through the winter season a very short crop of logs will be the result, besides a much higher cost per thousand than was ever anticipated last fall, when men went into the woods in this section of the country. It is really taking two men to do the work done previously by one. Even at the extremely high rates of pay the men refuse to work steadily and are wandering from one camp to another. This causes a very material shortage in log production, which, it goes without saying,

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DRIVE PULLEY.—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR.—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

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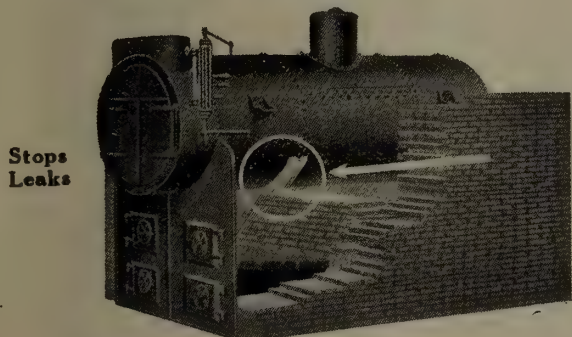
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will add very much to the cost of the logs. Logs which a year ago cost \$21 to \$22 per thousand will this year cost \$25 to \$27 per thousand, and not nearly so many will be produced as a year ago. Should there be any demand whatsoever during the coming year, the eastern mills will certainly be short of material. At St. John the grade of logs, so far as size is concerned, will not be nearly as large as usual. This will result in stocks of smaller sizes rather than the wider widths. Just where the manufacturer is going to fit in during the coming year is as yet a conundrum. The past year has been a good one, but it certainly does not look very promising for 1918. A year ago, logs were much cheaper and prices advanced quickly, while this year logs will be higher, and it is felt that prices in the United States certainly cannot go very much higher, unless something unforeseen arises. Transportation is the great trouble. If this problem were solved the situation would change. England and France are very short of stocks, but with tonnage conditions in their present state very little outlet can be looked for in that direction. When spring comes, mills at St. John will be cleaned out ready to pile up again. In other sections of New Brunswick not a stick is moving, as no cars can be had for interior points, and ships are not available.

Prices for all wood goods remain firm. Pine prices are extremely firm and about all pine stocks here have been purchased for prompt delivery.

Laths are about all cleaned from wharves. Shingles are also cleaned out entirely, and only outside shingles are being brought in for local consumption. It looks at present as if cedar shingles would be very scarce at St. John during the coming season, as a shortage in cedar logs is bound to take place. All stocks of refuse lumber have been cleaned up and it is hard to find enough to go around for local trade.

Local trade so far has been much better than during the winter of a year ago, even though the weather has been extremely cold and rough.

The Kiln Drying of Spruce

The director of the United States Bureau of Standards in making his annual report recently to the secretary of commerce has the following to say in connection with the investigation made to the effect of kiln drying spruce:

"The scarcity of good air-dried spruce for the purpose of airplane manufacture has led to an investigation of the effect of kiln drying on spruce lumber. It is hoped that this investigation will result in a suitable method for kiln drying spruce which will give a material as satisfactory for use in airplane construction as the present air-dried spruce. This work has been outlined and is now in progress. The results, when obtained, will be communicated to the Aircraft Board of the government for their immediate use." Taking up the airplane strut investigation the report continues:

"A tentative outline of the investigation of airplane struts was submitted to the various airplane manufacturers for criticism and suggestions before this work was begun. The suggestions made are incorporated into the final programme insofar as this was possible.

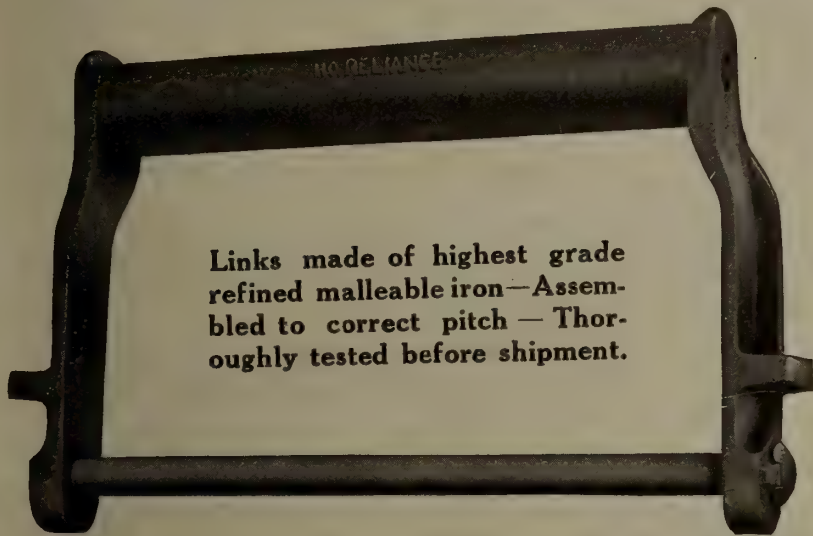
"Work is now under way on an investigation to determine a suitable column formula for use in design of airplane struts. This investigation is being conducted upon air-dried spruce and comprises lengths of log run from 25 to 250. It is the intention to determine from this investigation an empirical formula to be used as a guide in the design of airplane struts, no formula at present being available for this work." Taking up the question of the resistance of wood to alternating stress the report says:

"Investigation on the resistance of various kinds of wood to alternating stress was undertaken some time ago. A few preliminary experiments were conducted on a machine now in the possession of the bureau, but this machine was found to be wholly unsatisfactory for the work. The results obtained, however, were indicative of the necessity of such an investigation and a machine was designed and has been built in the shops of the bureau. The investigation is now under way. A sufficient number of tests have not yet been made to warrant the drawing of any conclusions. A battery of these machines is now being built so that the results may become immediately available for use at the present time. These results will be communicated to the proper board, when available, for their guidance in the selection of material for aircraft production."

Mr. H. M. Fullerton, secretary-treasurer of the New Westminster Construction and Engineering Company, New Westminster, B.C., is of the opinion that shipbuilding has now become one of the established industries of the country and will continue to flourish after the war. He states that shipbuilding is not dependent on war conditions and is capable of developing and becoming an important factor in the industrial life of the country on its own merits.

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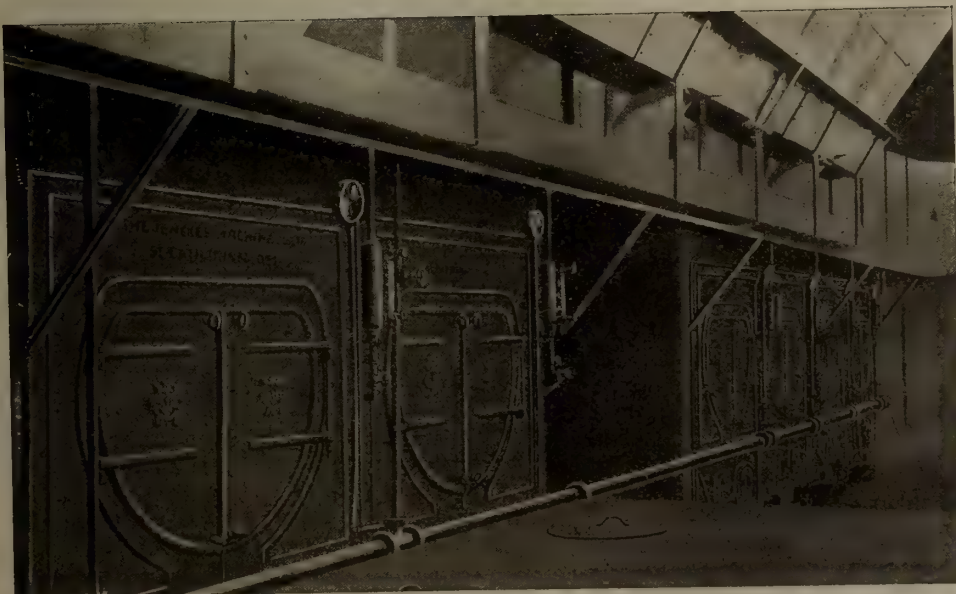
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EDGINGS

Ontario

The new plant of the Port Arthur Pulp and Paper Company, at Port Arthur, Ont., with a capacity of fifty tons of pulp daily, has commenced operations.

The firm of Edward Clark & Son, Stair Building, Toronto, have obtained incorporation under the new name of Edward Clark & Sons, Limited, at the same address.

O. & W. R. Smith, 12 Drayton Ave., Toronto, Ont., have started work on the erection of a planing mill to cost \$2,500. The owners will supply the lumber and supervise the work.

Holinshead and Rogers, who have been operating a sawmill on the shore of Peninsula Lake, have sold their property to Mr. Geo. Tennant, of Bracebridge, Ont. Mr. Tennant's interests will be managed by Mr. J. G. Golden. Mr. Tennant will continue cutting the hardwood at the Peninsula Lake mill, but the softwood will be driven down the Muskoka River to Bracebridge, where he has a mill in operation.

Eastern Canada

G. M. Cochrane, Port Greville, N. S., has commenced the construction of an 850-ton four-masted schooner.

W. R. Huntley & Son, Parrsboro, N. S., have commenced the construction of an 850-ton four-masted schooner.

Foley Bros., Hantsport, N. S., have commenced work on the construction of three four-masted schooners, each 900 tons.

Chabot & Freres, sawmill owners, St. Madeleine, P.Q., have been registered. Those interested are C. Chabot and F. Chabot.

J. E. Gaskele, Meteghan, N. S., is in the market for a quantity of hardwood, spruce, Douglas fir, pine, etc., for his shipbuilding operations at that point.

The Southern Salvage Company, Brooklyn, Queens County, N. S., have commenced the construction of a 3,000 ton steamer for the Imperial Munitions Board.

Dr. T. H. McDonald, Meteghan, N. S., is in the market for a quantity of hardwood, spruce, Douglas fir, etc., in connection with his shipbuilding operations at that point.

The Clare Shipbuilding Company, Meteghan River, N. S., are in the market for a quantity of spruce, pine, hardware, Douglas fir, etc., for the construction of a schooner which will cost \$50,000.

W. D. Piercey, Sunnyside, Halifax, N.S., has purchased an old cotton factory recently destroyed and contemplates the erection of a woodworking plant. He expects to start operations early in the spring.

A large shipbuilding yard for the construction of wooden vessels for coast service has been started at Rexton, Kent County, N.B., and already the work of shipbuilding has begun. When in operation from 100 to 150 men will be employed.

The Comeau Shipbuilding Company, Limited, Comeauville, N. S., have started work upon the erection of a shipbuilding plant at a cost of \$50,000. They are in the market for a quantity of spruce, Douglas fir, hardwood, etc. The officers of the company are: President, Edward L. Comeau; Secretary, J. W. Comeau; master builder, L. Melanson.

The Brompton Pulp and Paper Company, East Angus, P.Q., has acquired the Claremont Paper Company, Claremont, New Hampshire, and Wyman, Flint and Company, Bellows Falls, Vermont. These are old customers of the Brompton Company, the former having an output of fifty tons of kraft paper per day, and the latter an output of twenty tons of specialties per day.

The Saulnierville Shipbuilding Company, Limited, has commenced work upon the erection of a shipbuilding plant at Saulnierville, N. S., and are in the market for a quantity of spruce, pine, Douglas fir, hardwood, etc. The president of the company is Mr. F. E. Comeau, the manager is Mr. F. P. Comeau, and the secretary-treasurer, Mr. Denis D'Entremont, Meteghan River.

Price Bros. & Company, Limited, 56 St. Peter Street, Quebec, P.Q., are contemplating the erection of a pulp and paper mill at Ste. Genevieve de Batiscan, P.Q., to cost approximately \$30,000. Mr. Boyce is in charge of the Batiscan branch. The company has sent engineers to look for a site on the River Batiscan, near St. Narcisse with a view to establishing a grinding and pulp mill there.

Western Canada

The Manning-Sutherland Lumber Company, Limited, will open a lumber yard at Red Deer, Alta.

A recent press despatch states that an order has been issued for winding up of the Arrow Lakes Lumber Company of Vancouver, B.C.

The Small-Bucklin Lumber Company's sawmill at New Westminster, B.C.,

has resumed operations and will run on two shifts, night and day. The company expect to cut 50,000,000 feet of lumber this year.

The Fraser River Shipbuilding Company has been organized at New Westminster to construct all classes of ships, wood, steel and concrete. The site of the proposed shipyard is centrally located on the Fraser River.

A five-masted auxiliary schooner built by the Cameron-Genoa Mills Shipbuilders, Limited, was recently loaded with 1,500,000 feet of lumber at the Canadian Western Lumber Company's wharf at Fraser Mills, B. C., for Melbourne, Australia.

The Service Lumber Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as sawmill, planing mill and shingle mill proprietors and to manufacture and deal in timber, lumber, logs, lath, sash, doors, etc.

The A. Fraser Company, Vancouver, B.C., have purchased a tract of timber on Hayden Island, estimated to contain 17,000,000 feet, from L. A. Matthews, receiver of the Canadian Pacific Lumber Company. The purchasers contemplate logging the timber immediately.

The Graham Island Spruce & Cedar Company, Limited, Prince Rupert, B. C., report that the plant they are erecting at Port Clements will be about 50 x 150 feet, and that its maximum capacity will be 75,000 feet per day. It is being erected chiefly for the purpose of sawing airplane spruce and the company expect to have it ready for operation about the first of March.

The Pine Grove Logging Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$20,000, to purchase and take over the logging and lumber business now carried on by Frank King and Wm. R. Allen at Pine Grove. The new company will carry on business as timber and lumber merchants, sawmill proprietors, and will manufacture lumber and timber products.

Sealed tenders are being received by the Minister of Lands for British Columbia, until the 20th day of February, 1918, for the purchase of License X468, to cut 4,331,000 feet of fir, cedar, hemlock and white pine on an area adjoining Lot 516, Sonora Island, Sayward District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 20th day of March, 1918, for the purchase of License X1147, to cut 7,387,500 feet of yellow pine and Douglas fir on an area situated four miles south of Princeton, Similkameen District. Three years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

The B. C. Loggers' Association, at its annual meeting in Vancouver recently, elected officers for the coming term as follows: President, A. E. Munn; vice-president, N. S. Loughheed; secretary-treasurer, W. B. W. Armstrong; directors, P. A. Lamb, A. P. Allison, F. C. Riley, M. D. Rector, W. C. McMaster, P. A. Wilson, J. M. Dempsey, A. A. Twart, F. R. Pendleton, J. M. O'Brien; auditors, T. A. Lamb, W. C. Broomfield.

Sealed tenders are being received by the Minister of Lands for British Columbia, until the 21st day of March, 1918, for the purchase of License X113, to cut 18,166,000 feet of fir, hemlock, cedar, balsam, white pine and spruce on an area adjoining S. T. L. 36134, Johnstone Straits, Rupert District. Three years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Sealed tenders are being received by the Minister of Lands for British Columbia, until the 21st day of February, 1918, for the purchase of License X1240, to cut 1,404,000 feet of fir, cedar and hemlock on an area situated within Lot 24, Mayne Passage, Thurlow Island, R. 1, Coast District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

The G. & L. Logging Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to acquire and take over the interest of Henry Dahl, Alfred Falk and Gustav Larson in that certain timber contract held by the said parties with the receiver of the Canadian Pacific Lumber Company, Limited, and all other assets of or belonging to said Dahl, Falk and Larson. The new company will carry on business as timber and lumber merchants, loggers, etc., and will manufacture and deal in timber, logs, lumber, shingles, sash, doors, portable houses, boxes, etc.

The United States Public Service Commission in a recent decision established a rate of \$1.50 per thousand feet on logs in trainload lots from points on the Tacoma & Eastern to Tacoma. The railroad had endeavored to raise the rate to \$1.75 per thousand, but this has been cut to \$1.50 for trainload shipments of not less than ten cars. The \$1.75 rate applies on single car shipments.

The Newspaper Bureau, which succeeds the old Newsprint Manufacturers' Association, in its report for November, 1917, shows the output of the United States mills to be at the lowest point for the year, while Canadian production was satisfactorily maintained. The production of Canadian mills for the 11 months in 1917 totalled more than for the entire year 1916.

WHOLESALE LUMBER

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1 x 3 in., 6 ft. and up	Merchantable Spruce	45 M
1 x 4 in.	"	350 M
1 x 5 in.	"	150 M
1 x 6 in.	"	45 M
1 1/4 x 4 in.	"	45 M
1 1/4 x 5 in.	"	105 M
1 1/4 x 6 in.	"	62 M
1 1/4 x 7 in.	"	30 M
2 in. Scant by 5 in., 6 ft. and up	"	480 M
6 in.	"	650 M
7 in.	"	525 M
8 in.	"	300 M
9 in.	"	150 M
10 in.	"	75 M

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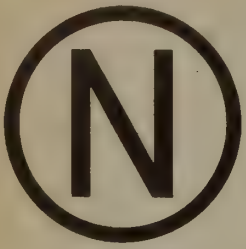
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4/4, 6/4, 8/4, 12/4

in 1s and 2nd

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No. 2 Common

No. 3 Common

Quebec Spruce

2,000,000 Feet

2 in. and 3 in. thick

Merchantable Stock

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MONTREAL

New Specifications for Rived Spruce

Col. Brice Disque, of the United States Army Signal Corps, is cancelling all previous arrangements for rived airplane spruce. The changes are noted in a new bulletin, No. 10, issued on December 18th. The government now offers \$90 per thousand f.o.b. cars at point of inspection with a bonus of \$40 per thousand for everything accepted up to January 31st, and a bonus of \$30 per thousand for everything accepted up to February 28th.

The following specifications and rules governing the production and purchasing of rived or split spruce for airplane stock, are extracted from the revised bulletin No. 10:—

Spruce purchased must be split by wedging. The use of explosives in any manner whatever is prohibited. Cants must be 18 to 26 feet full in length; four sides clear, not more than 14 inches thick nor more than three feet wide on the bark surface. Annular rings must not be less than six to the inch. Grain must be straight throughout the entire length of the timber, without waves, knots or rot. Timbers should not be hewn or squared. The heart will always be removed. Only finest specimens of live trees should be fallen and no attempt should be made to utilize dead or down trees lying on the ground, or which appear to have shaky or spiral growth or have been burned. No piece with pitch pocket evidence will be accepted. Any abuse of these conditions will result in a rejection of the material and consequent loss to the producer.

The government will pay within ten days for carload lots of this material a price of \$90 per thousand f.o.b. cars at point of inspection. As an incentive to producers to make early deliveries, a bonus of \$40 per thousand will be paid for all pieces accepted up to January 31, 1918, and a bonus of \$30 per thousand for all accepted up to February 28, 1918. No piece accepted measuring less than seven inches at thinnest point either way, end measurement. No piece accepted containing less than 50 square inches on small end. To figure contents of pieces, take the average thickness each way and multiply to get square of end.

The Spruce Production Division, Signal Corps, U. S. Army, is operating under the following specifications for aircraft lumber which includes both Sitka spruce and Douglas fir.

Sitka Spruce Specifications

Thickness—2 in. to 6 in. inclusive, at least 60 per cent. to be 3 in. and 4 in. thick. Not more than 40 per cent. 2 in., 5 in. and 6 in. thick.

Width—All to be 4 in. and wider, not over 10 per cent. under 5 in. wide.

Length—Fifty per cent. to be 18 ft. and longer. Fifty per cent. to be 4 ft. and longer.

Measurement—Widths and thickness fractional inches. Lengths in multiples of one foot.

Grain—All lumber 3 in. and thicker shall be not less than 70 per cent. vertical grain of an angle of 45 degs. to 90 degs. on each carload.

All lumber 2 in. thick shall be not less than 30 per cent. vertical grain of an angle of 45 degs. to 90 degs. on each carload.

Grades—The 50 per cent. of all lumber 18 ft. and longer shall be clear four sides, straight grained, not less than six annual growth rings for each one inch, sound and well manufactured, free from shakes, spiral and curly grain.

This grade will admit of bright sap, wane, pin worm holes, slight variations in sawing or other defects that will not impair its use for wing beams.

The 50 per cent. of all lumber 4 ft. and longer shall yield clear cuttings straight grained, not less than six annual growth rings per each one inch, sound and well manufactured, free from shakes, spiral and curly grain; same may contain knots, pitch pockets, wane, pin worm holes, slight variations in sawing and other defects that will not impair its use for the purpose intended, providing, however, that each piece must produce, for buyer, clear straight grain, cuttings from 4 ft. to 17 ft. lengths, which shall not include over 5 per cent. of such cuttings 4 ft. to 7 ft. inclusive.

Knots—90 per cent. of the entire delivery to be free from knots on all four sides.

Douglas Fir Specifications for Wing Beams

Thickness and Width—4 to 8 inches thick; 4 to 16 inches wide.

Option—The mills, at their option, may furnish 10 per cent. 2 inches by 4, 6, 8, 10 and 12 inches; 5 per cent. 3 inches by 4, 8 and 12 inches.

Length Beams—18 feet to 40 feet; average 22 feet or more.

Grain—Straight; not less than eight annual rings to one inch.

Sap—To be bright and to be allowed in any one piece up to three-quarters of one inch in width on any corner.

Pitch Pockets—Will be allowed in any one piece not exceeding 2 inches in length, if the piece will produce by re-manufacture 75 per cent. beam stock 2 inches by 4 inches, 18 feet, or larger, vertical grain.

The Arctic Eiderdown Sleeping Robe



"Living the out door life in comfort."

GUARANTEES PERFECT SATISFACTION—ALWAYS.

Of the thousands of these robes sold we have never had one returned, nor in any way condemned.

The Arctic Eiderdown Robe is absolutely wind and moisture proof. Frost cannot penetrate it. It is positively sanitary—the more sun and air it is given the more resilient and thicker it will become.

Hunters, Motorists, Woodsmen and Lumbermen should never be without one. It can be slept on, in or under.

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Send name and address for interesting booklet just issued giving full information.

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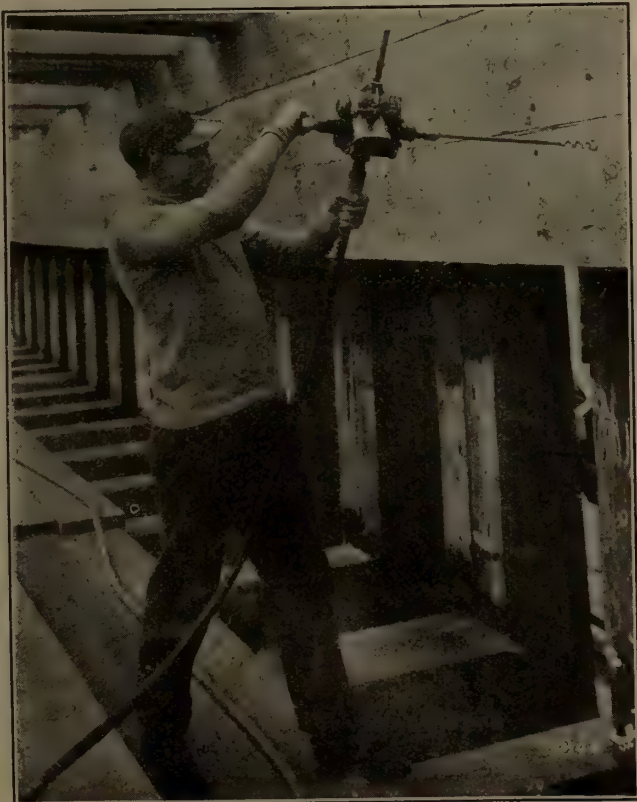
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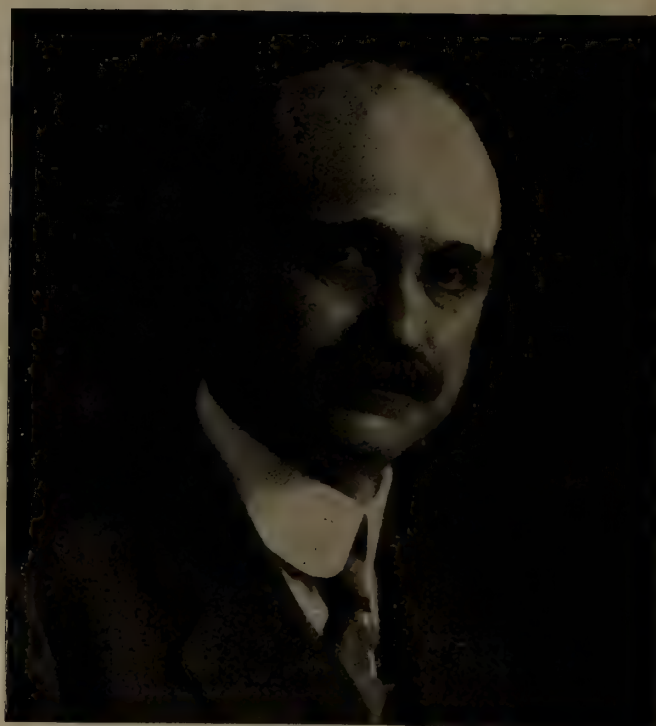


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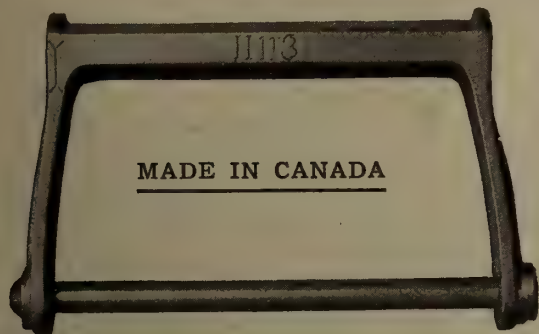
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TORONTO, ONT.

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White Pine:			
1 x 4/7 Good Strips	\$47 00	\$48 00	
1 1/4 and 1 1/2 x 4/7 Good Strips	55 00	57 00	
2 x 4/7 Good Strips	57 00	59 00	
1 x 8 and up Good Sides	58 00	60 00	
1 1/4 and 1 1/2 x 8 and wider Good			

Sides			
2 x 8 and wider Good Sides	75 00	77 00	
1 in. No. 1, 2 and 3 Cuts	47 00	49 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	53 00	55 00	
2 in. No. 1, 2 and 3 Cuts	55 00	57 00	
1 x 4 and 5 Mill Run	41 00	42 00	
1 x 6 Mill Run	44 00	45 00	
1 x 8 Mill Run	44 00	45 00	
1 x 10 Mill Run	47 00	49 00	
1 x 12 Mill Run	48 00	50 00	
5/4 and 6/4 x 4 Mill Run	41 00	42 00	
5/4 and 6/4 x 5 Mill Run	41 00	42 00	
1 x 6 Mill Run	42 00	44 00	
1 x 7, 9 and 11 Mill Run	43 00	45 00	
1 x 8 Mill Run	43 00	45 00	
1 x 10 Mill Run	49 00	51 00	
1 x 12 Mill Run	50 00	52 00	
2 x 4 Mill Run	40 00	42 00	
2 x 6 Mill Run	43 00	45 00	
2 x 8 Mill Run	43 00	45 00	
2 x 10 Mill Run	48 00	50 00	
2 x 12 Mill Run	49 00	51 00	
1 in. Mill Run Shorts	33 00	35 00	

Red Pine:			
1 x 4 and 5 Mill Run	35 00	37 00	
1 x 6 Mill Run	37 00	39 00	
1 x 8 Mill Run	37 00	39 00	
1 x 10 Mill Run	40 00	42 00	
2 x 4 Mill Run	35 00	37 00	
2 x 6 Mill Run	37 00	39 00	
2 x 8 Mill Run	37 00	39 00	
2 x 10 Mill Run	40 00	42 00	
1 in. Clear and Clear Face	43 00	45 00	
2 in. Clear and Clear Face	47 00	48 00	
Spruce mill run 1-in. and 2-in.	35 00	37 00	
Spruce mill culls	29 00	31 00	

Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft.	28 00		
1 x 6 in. x 9 to 16 ft.	31 00	32 00	
1 x 8 in. x 9 to 16 ft.	33 00	34 00	
1 x 10 and 12 in. x 9 to 16 ft.	33 00	34 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	31 00	32 00	
2 x 4 to 12, 10 and 16 ft.	32 00	33 00	
2 x 4 to 12 ft., 12 and 14 ft.	31 00	32 00	
2 x 4 to 12 in., 18 ft.	33 00	34 00	
2 x 4 to 12 in. 20 ft.	34 00	35 00	
1 in. No. 2, 6 ft. to 16 ft.	25 00	26 00	
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	24 00	25 00	

Douglas Fir:			
Dimension Timber up to 32 feet:			
6x6 and 8, 8x10, 10x10 and 12, 12x12.	\$46 50		
6x10, 8x10, 10x14, 12x14, 14x14	47 00		
6x12, 8x12	47 50		
14x16, 16x16	48 00		
6x14, 8x14, 10x16, 12x16	48 50		
14x18	49 00		
8x16, 10x18, 12x18	49 50		
18x18, 20x20	50 00		
12x20, 24x24	50 50		

Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain..	43 50		
Fir flooring, 1 x 4, edge grain..	46 50		
Fir flooring, 1 x 4, flat grain..	39 50		
No. 1 and 2, 1-in. clear Fir rough	50 75		
No. 1 and 2, 1 1/4 and 1 1/2 in. clear Fir rough	56 00		
No. 1 and 2, 2-in. clear Fir rough	52 00		
1 1/2 in. No. 1, 4-ft. pine lath.	6 00		
1 1/2 in. No. 2 4-ft. lath	5 70		
1 1/2 in. 32-in. pine	2 75		
1 1/2 in. No. 1 4-ft. hemlock lath.	4 50		
1 1/2 in. mill run hemlock lath.	4 25		
XX B. C. cedar shingles	3 05		
XXX 6 butts to 2 in.	4 20		
XXXXX	4 50		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$60.00	\$40.00	\$22.00
5/4 & 6/4	73.00	53.00	25.00
8/4	95.00	75.00	30.00
10/4 & 12/4	125.00	105.00	65.00
16/4	145.00	125.00	65.00

Ash, Brown			
4/4	60.00	40.00	22.00
6/4	65.00	45.00	25.00
8/4	65.00	45.00	32.00

Birch, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	55 58	40	32
5/4 & 6/4	62 64	45 47	33
8/4	62 64	48 50	33
10/4 & 12/4	72 74	60 62	40
16/4	87 89	72 74	50

Basswood, dry weight 2500 lbs. per M. ft.			
	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$53.00	\$41.00	\$33.00
5/4 & 6/4	55.00	43.00	35.00
8/4	57.00	45.00	35.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	No. 1	Sound	Wormy
1s & 2s	Com.	Com.	Com.
4/4	\$63.00	\$47.00	\$45.00
5/4 & 6/4	67.00	51.00	48.00
8/4	67.00	51.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$51	\$40	\$30
6/4 & 8/4	58 60	46	32
12/4	65 67	53	40

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$57.00	\$60.00
5/4 & 6/4	63.00	51.00
8/4	63.00	51.00

Gum, Sap			
	1s & 2s	No. 1 Com.	
4/4	\$49.00	\$42.00	
5/4 & 6/4	52.00	45.00	
8/4	52.00	45.00	

Hickory, dry weight, 4500 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$65.00	\$45.00
6/4	90.00	60.00
8/4	90.00	60.00

Maple, hard, dry weight 3900 lbs. per M. ft.			
	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$52 \$54	\$42	\$30
5/4 & 6/4	55 57	45	33
8/4	58 60	48	33
12/4	70	60	45
16/4	85	72	45

Soft Maple			
	No. 1	No. 2	
1s & 2s	Com.	Com.	
4/4	\$65.00	\$45.00	
6/4	90.00	60.00	
8/4	90.00	60.00	

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$32.00
No. 2 and better	35.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$75.00	\$60.00
5/4 & 6/4	80.00	65.00
8/4	85.00	70.00
10/4	120.00	90.00
12/4	120.00	90.00
16/4	120.00	90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$98.00	\$68.00
5/4 & 6/4	110.00	80.00
8/4	120.00	90.00

Red Oak, quarter cut.			
	1s & 2s	No. 1 Com.	
4/4	\$85.00	\$55.00	
5/4 & 6/4	95.00	65.00	
8/4	105.00	75.00	

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 1/2-in. x 8-in. & up	70 00	75 00	
2-in. x 7-in. and up	72 00	76 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	45 00	48 00	
1 1/2-in. and 1 1/2-in.	55 00	56 00	
2-in.	56 00	57 00	

Pine good shorts:			
1-in. x 7-in. and up	45 00	50 00	
1-in. x 4-in. to 6-in.	38 00		
1 1/2-in. and 1 1/2-in.	53 00	55 00	
2-in.	54 00	56 00	
7-in. to 9-in. A sidings	30 00	34 00	

Pine, No. 1 dressing sidings			
Pine, No. 1 dressing strips	42 00	47 00	
Pine, No. 1 dressing shorts	40 00	43 00	
Pine, 1-in. x 4-in. s.c. strips	37 00		
Pine, 1-in. x 5-in. s.c. strips	38 00		
Pine, 1-in. x 6-in. s.c. strips	40 00		
Pine, 1-in. x 7-in. s.c. strips	40 00		
Pine, 1 x 8-in. s.c., 12 to 16 ft.	40 00	41 00	
Pine, 1-in. x 10-in. M.R.	45 00		
Pine, s.c. sidings, 1 1/2 and 2-in.	42 00		
Pine, s.c. strips 1-in.	37 00		
1 1/2, 1 1/2 and 2-in.	38 00		
Pine, s.c. shorts, 1 x 4 to 6 in.	34 00		
Pine, s.c. and bet. shorts 1 x 5	33 00		
Pine, s.c. and bet. shorts, 1 x 6	35 00		
Pine, s.c. shorts, 6'-11', 1"x10"	37 00		

Pine box boards:			
1"x4" and up, 6'-11'	30 00		
1"x3", 12'-16'	30 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up			
			34 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.			
			25 00

O. culls r & w p			
			20 00

Red Pine, log run:			
mill culls out, 1-in.	32 00	34 00	
mill culls out, 1 1/2-in.	32 00	35 00	
mill culls out, 1 1/2-in.	32 00	35 00	
mill culls out, 2-in.	34 00	37 00	
mill culls, white pine, 1"x7"			
and up			34 00

Mill run Spruce:			
1"x4" and up, 6'-11'	32 00	33 00	
1"x4" and up, 12'-16'	34 00		
1"x9" 10" and up, 12'-16'	40 00	42 00	
1 1/2"x7" 8" and up, 12'-16'	40 00	42 00	
1 1/2"x10" and up, 12'-16'	42 00		
1 1/2" & 2" x 12" and up, 12'-16'	42 00		

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	16 00	18 00
Hemlock, 1-in. log run	23 00	24 00
Hemlock, 2x4, 6, 8, 10, 12/16'	26 00	28 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	30 00	40 00
Basswood, log run, mill culls out	26 00	28 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	40 00	45 00
1 x 10 No. 2 barn	38 00	40 00
1 x 8 and 9 No. 2 barn	38 00	38 00

Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft.	5 25	5 50	
No. 2 white pine	5 00		
Mill run white pine	5 25		
Spruce, mill run 1 1/2-in.	4 50		
Red pine, mill run	4 75		
Hemlock, mill run	4 00		
32-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.		5 00	
Clear butt, 18-in.		4 00	
18-in. xx		2 75	
Spruce logs (pulp)	13 00	15 00	

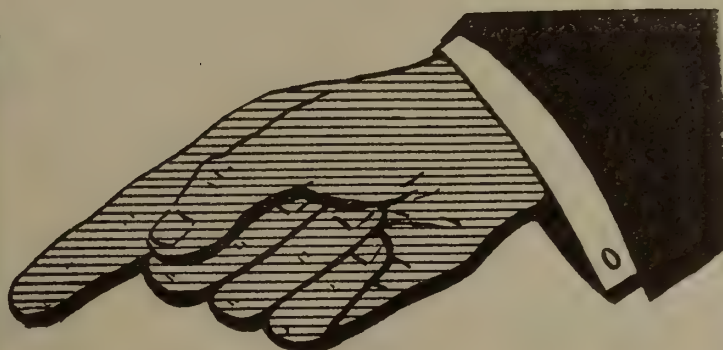
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5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	44 - 46	34 - 36	22 - 24
Thicker	46 - 48	36 - 38	22 - 24
PLAIN OAK			
4/4	55 - 57	33 - 35	19 - 21
5/4 to 8/4	56 - 58	29 - 31	17 - 19
ASH, WHITE AND BROWN			
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5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	74 - 87	46 - 48	22 - 24

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Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	124 00
White pine uppers, 2½ and 3 in.	139 00
White pine uppers, 4 in.	149 00
Selects, 1 to 2 in.	110 00
Selects, 2½ and 3 in.	114 00
Selects, 4 in.	129 00
Fine common, 1 in., 30 per cent.	139 00
12 in. and up	80 00
Fine common, 1 x 8 to 11 in.	77 00
Fine common, 1½ to 2 in.	91 00
Fine Common, 2½ and 3 in.	94 00
Fine Common, 4 in.	124 00
1 in. shaly clear	125 00
1½ to 2 in. shaly clear	65 00
1 in. No. 2 dressing	69 00
1½ to 2 in. No. 2 dressing	57 00
No. 1 Cuts, 1 in.	62 00
No. 1 Cuts, 1½ to 2 in.	62 00
No. 1 Cuts, 2½ and 3 in.	79 00
No. 2 Cuts, 1 in.	104 00
No. 2 Cuts, 1 in.	54 00

No. 2 Cuts, 1½ to 2 in.	66 00	67 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7,	34 00
Barn Boards, No. 1, 1 x 12	65 00	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 10	59 00	59 00	2 x 8 in.	39 00
No. 1, 1 x 8	56 00	56 00	All other random lengths, 7-in.	
No. 2, 1 x 12	60 00	60 00	and under, 8 ft. and up	34 00
No. 2, 1 x 10	57 00	57 00	5-inch and up merchantable	
No. 2, 1 x 8	54 00	54 00	boards, 8 ft. and up, p 1s	33 00
No. 3, 1 x 12	53 00	53 00	1 x 2	32 00
No. 3, 1 x 10	53 00	53 00	1 x 3	30 00
No. 3, 1 x 8	51 00	51 00	1½ in. spruce lath	4 50
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 25
1 x 10 in.	52 00	52 00		
No. 1 1 x 4 to 7 in.	42 00	43 00	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	44 00	45 00	Extras	4 50
No. 1 1 x 10 in.	46 00	47 00	Clears	4 15
No. 2 1 x 4 & 5 in.	35 00	36 00	Second Clears	3 25
No. 2 1 x 6 & 7 in.	38 00	39 00	Clear whites	2 50
No. 2 1 x 8 & 9 in.	40 00	40 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 10 in.	44 00	44 00	Extra 1s (Clear whites out)	1 65
No. 2 1 x 12 in.	45 00	45 00	Red Cedar Extras, 16-in. 5 butts	
Spruce, 12 in. dimension	46 00	46 00	to 2-in.	4 73
Spruce, 10 in. dimension	44 00	44 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	43 00	43 00	butts to 2-in.	5 40
Spruce, 8 in. under dimen.	40 00	40 00	Red Cedar Perfections, 5 butts	
10 and 12 in. random lengths,			to 2½	6 07
8 ft. and up	42 00	43 00	Washington 16-in. 5 butts to 2-	
			in. extra red cedar	4 80

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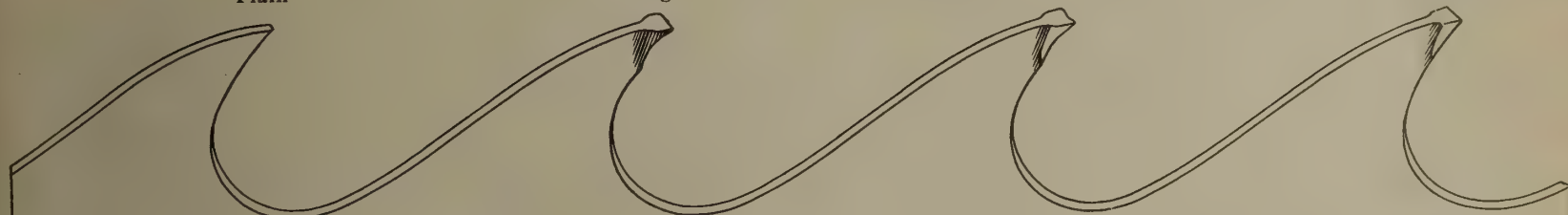
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Edgar Lumber Company.
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Montreal Locomotive Works.

(Continued on page 62)

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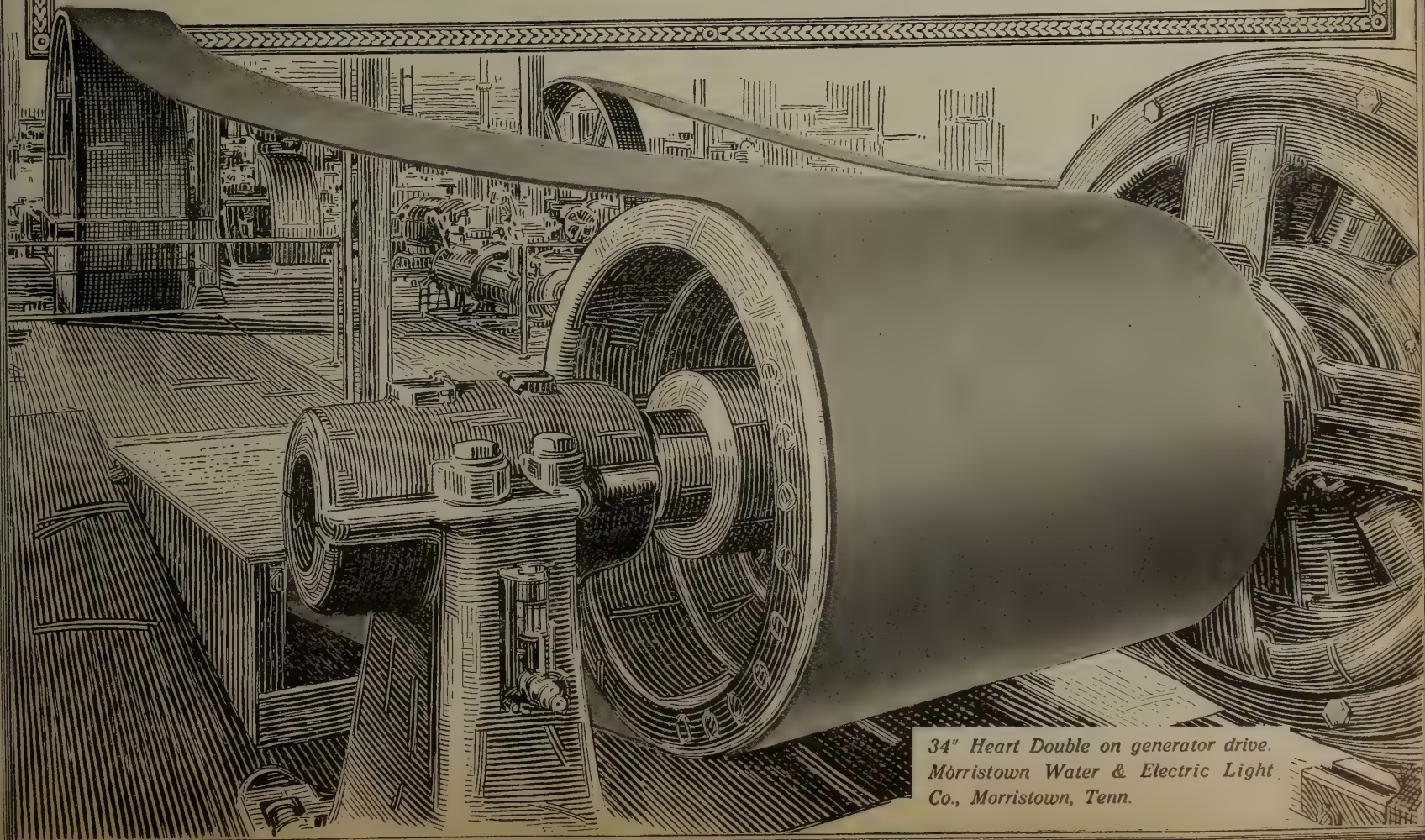
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Heeney, Percy E.
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(Continued on page 64)

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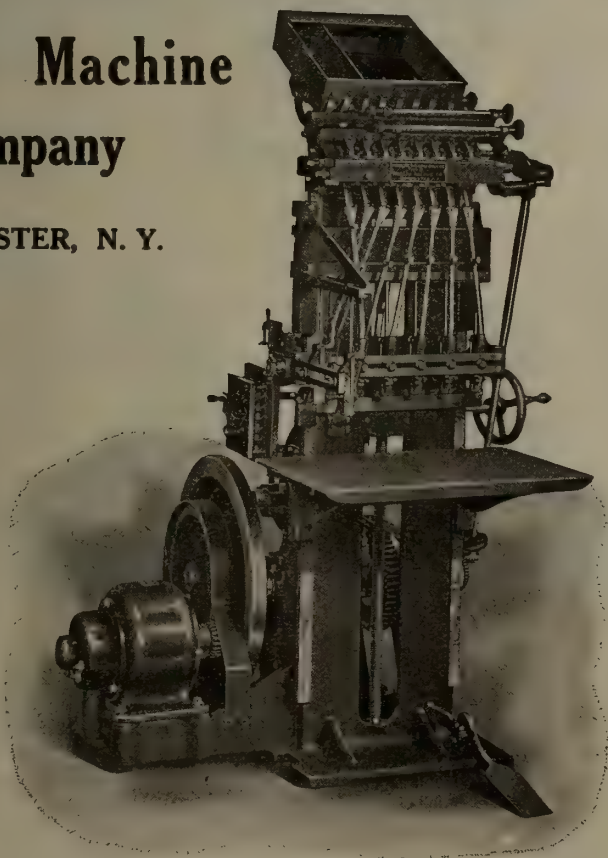
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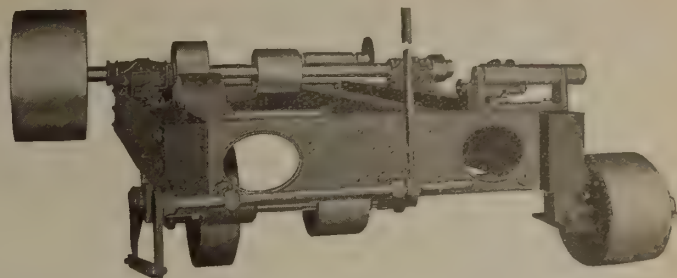
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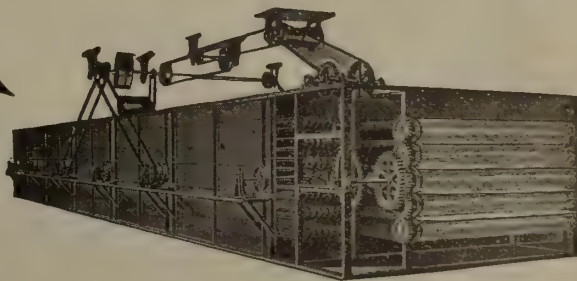
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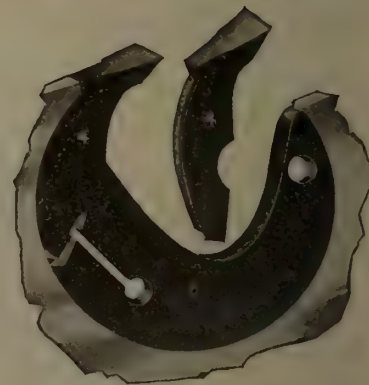
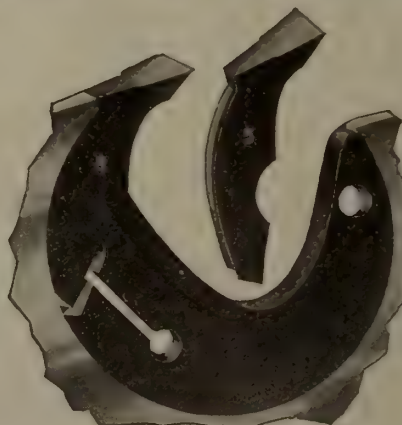
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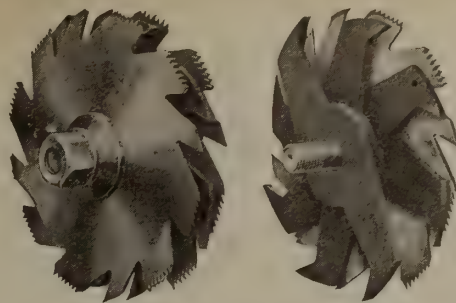
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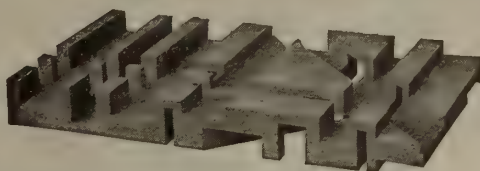
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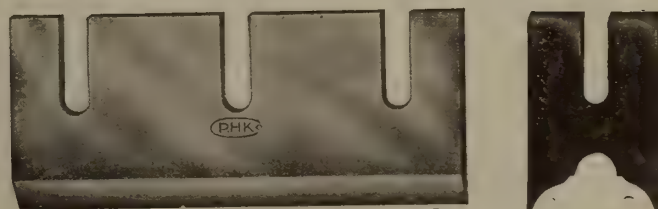
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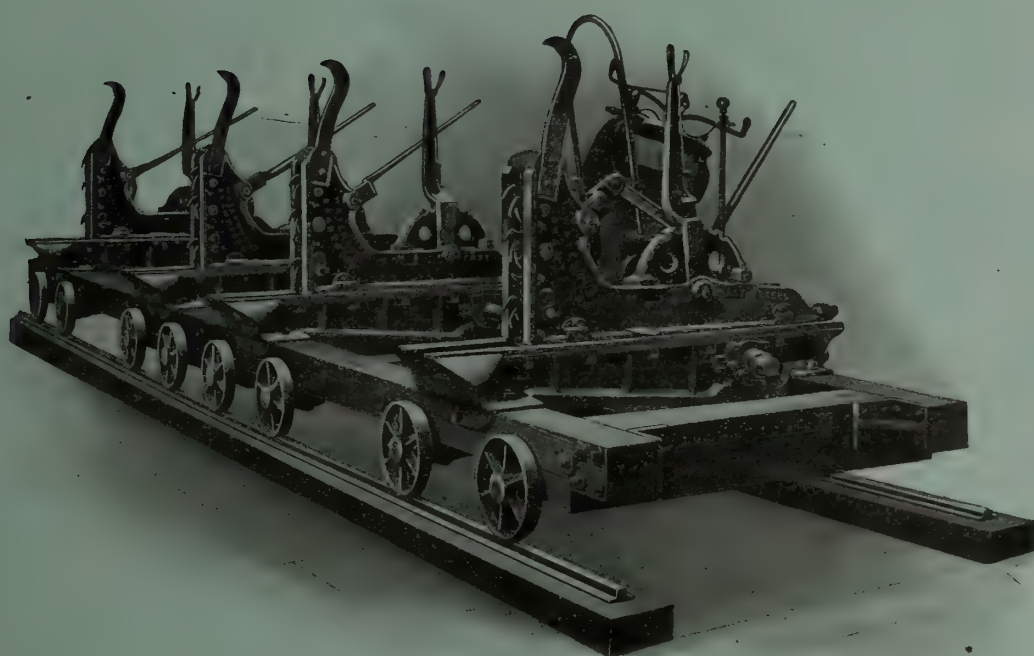
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The J. C. McLaren Belting Co.

Limited

General Mill Supplies

MONTREAL

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO

**MADE IN
CANADA**



It's a Pink
anyway, you
take it, and
it's the best
Peavey
made.

Canada Lumberman

& Wood Worker

THE CYCLONE SAW MILL BLOWER

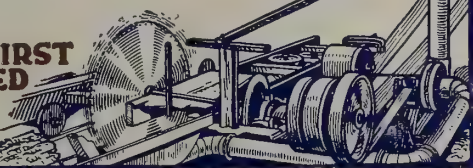
SAVES ONE MAN'S WORK

REDUCE YOUR LABOR WORRIES by installing a Cyclone Saw Mill Blower. Proper sizes for any make of mill, portable or stationary. Is guaranteed to get all the dust, all the time. Guaranteed against breakage. Carries dust 50 to 100 feet in any direction desired.

Won't clog, choke or gum.

PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

The Ramey Mfg. Co.,
Columbus, Ohio.



Made in all styles

Electric-Welded Boom Chain

We also specialize

Log Chains and "Dreadnaught" Loading Chain

Made in Canada

Write to

Fully Guaranteed

McKinnon Columbus Chain Co., Limited
ST. CATHARINES, ONT

SATISFACTION

AMACOL
TENAXAS
TIN TOUGHENED
ATLAS
MASCOT
W.E.W. BABBIT

USED THE WORLD OVER

Atlas Babbitts

MADE IN CANADA

UNIFORMITY

A BRAND TO MEET
ANY OF YOUR
REQUIREMENTS
AND
SATISFY
YOU

ATLAS METAL AND ALLOYS
COMPANY OF CANADA LIMITED
MONTREAL

SALES AGENTS
THE CANADIAN B.K. MORTON CO., LIMITED
MONTREAL 49 COMMON STREET | TORONTO 86 RICHMOND ST. E.

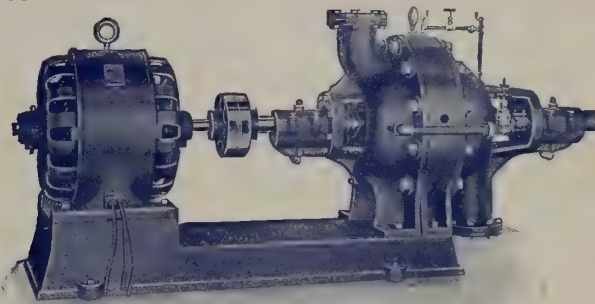
GENUINE "TURBROS"

Balata Belting

Waterproof and Stretchless.
The best belt for sawmills.

Atlas Asbestos Co., Limited
MONTREAL

PUMPING MACHINERY FOR EVERY SERVICE



The Smart-Turner Machine Co., Limited, Hamilton, Can.

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order direct.

Made by
Canadian Warren Axe & Tool Co. Limited
ST. CATHARINES, ONT.

We could take You as
Nature made
You

A. R. Clarke & Co. Limited.

and
Clothe You
for 40° below.



The illustration shows a man on the left, shirtless and standing in a natural setting. On the right, a man in a full winter outfit, including a hat, coat, and boots, stands next to a thermometer showing 40 degrees below zero. A log lies on the ground between them.



The logo is a semi-circular emblem with the letters 'A.R.C.' in a stylized font, and the word 'BRAND' written below it.



Our 1918 line is now ready for inspection. If you would like to see samples before placing your order, we will gladly arrange this for you.

"A. R. C." Clothing for Lumbermen is the same reliable brand you have been getting for years. The only difference is an improvement in style and in ideas for longer wear and greater comfort.

We can outfit your men complete from Caps to Shoe Packs. Every garment is made with the care of the best hand work. We know the wearing qualities necessary for satisfaction and no purchaser of "A. R. C." clothing is ever disappointed.

Look over the list of our clothing and send for catalogues and prices on any quantity you require.

Gloves
Mitts
Moccasins
Shirts
Socks

Coats and Pants
of
Duck
Beaver
Corduroy
Mackinaw
Leather and
Sheepskin

A. R. Clarke & Co., Limited
TORONTO

Montreal - Quebec



SPRUCE

1 x 3 and up x 6/10	Merchantable
1 x 3 x 10/16	"
1 x 4 x 10/16	"
2 x 4 x 8/16	"
2 x 5 x 8/16	"
2 x 6 x 8/16	"
2 x 7 x 8/16	"
2 x 8 x 8/16	"
2 x 9 and up x 8/16	"
3 x 6 and up x 8/16	"
3 x 6 and up x 6/16	Cull

32" LATH 4 ft.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough or Dressed

Timbers in Transit

10 cars 10 x 12 and 12 x 12—
lengths 24 to 60 ft.

10 cars, sizes up to 18 x 18—
lengths up to 60 feet.



Dressed Stock in Transit

1 car Flooring

2 cars Ceiling

10 cars Ship Decking

1 car Cedar Bevel Siding

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, 511 St. Catherine St., Montreal, Que.

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 x 8-10/16	20,000 ft.	10 x 12-12/16	10,000 ft.
8 x 8	35,000 ft.	12 x 12-12/22	185,000 ft.
10 x 10-12/20	70,000 ft.		

Write for prices.

Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.

WHITE PINE

50,000	1	x	4	Mill Run White Pine Strips, Dry
15,000	1	x	5	" " " " " "
15,000	1	x	6	" " " " " "
10,000	2	x	10	" " " " " "
10,000	2	x	12	" " " " " "
100,000	1	x	4 and up	No. 1 Mill Cull White Pine
200,000	1	x	10 and 12	No. 1 " " " "

We are now cutting Hemlock and can cut out timber bills.

3 Cars 3X B.C. Shingles in transit.

The Long Lumber Company
Hamilton
Ontario

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
**B. C. Fir, Cedar and
B. C. Hemlock Products**

TWO LARGE MODERN
MILLS AT YOUR SERVICE

**Fir Finish
Fir Flooring
Fir Timbers**

**"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES**

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

TORONTO, ONT.

Representative---C. J. BROOKS

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative

Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

Milne, Hall & Johns Co., Inc.

502-3-4 Gerke Bldg. CINCINNATI, OHIO

Manufacturers of
Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. **WHITE OAK**

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

WE SPECIALIZE IN

Spruce and Red Pine Piling

For Immediate Shipment. 30 to 50 ft. long.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

**Long Leaf Yellow Pine, Louisiana Red Cypress
Ash, Oak, Sap and Red Gum, Cottonwood, etc.**

Annual Capacity 350,000,000 Feet Yellow Pine
100,000,000 Feet Red Cypress
60,000,000 Feet Hardwoods

Nature's best in forest products Let Us Quote You Prices

Up-to-date mills and unsurpassed **SERVICE.**

We are **prepared** to fill orders—try us.

CHICAGO LUMBER & COAL COMPANY
Manufacturers

General Offices: EAST ST. LOUIS, ILLS.

We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO
Mill at Orillia, Ont.

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

Watson & Todd Limited
OTTAWA

**WHITE PINE
NORWAY**

Crescent Lumber Company
Cincinnati, Ohio

YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

The
Harris Tie & Timber Co.
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

**STRATFORD
OAKUM**

Quality Guaranteed
GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelson Ave. - JERSEY CITY, U.S.A.

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Ready for Shipment

Hemlock in the best grades is our big specialty, and our Dry Stock can be shipped at once. We have the best facilities on the Georgian Bay. Phone or wire us for quotations.

McGibbon Lumber Co.

Penetanguishene, Ont.

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Main 5324

Hillcrest 6054

Lauder, Spears & Howland

502 Kent Building - TORONTO

Manufacturers and Dealers in

Pine, Hemlock and Hardwood Lumber

Lath, Posts and Ties

We are now in a position
to furnish White Pine and
Hemlock bill timbers for
prompt shipment.

LET US QUOTE YOU



Mill Yard.

Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mill

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

RICH CLAY LOAM LANDS FOR SALE—Townships of
Haggart and Kendry. District of Temiskaming. Excellent oppor-
tunities for the settler. Write for particulars.

New Ontario Colonization Company, Limited

Sales Office, BUFFALO, N.Y.

Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

Standing Timber

in Large or Small Blocks

FOR SALE

Special Prices

THE undersigned offer for sale, in
large or small blocks all their
remaining timber lands and town
property situated in the town of
Parry Sound, Ont.

We have sold quite a number of
timber parcels but still have some
good bargains left in Townships of
McDougall, Foley, McKellar, Mon-
teith, Carling, Christie, McConkey,
Mills, Allen, Secord, Falconbridge
and Street.

Special bargains in the Town-
ships of Falconbridge and Street for
small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada

Stick to Stearns

FOR

QUALITY LUMBER

The Finest Michigan Forest Products
—Hardwood, Hemlock, and White Pine.
Our Stock consists of Forty Million Feet
of assorted Dry Timber in pile.

All Grades guaranteed Good Quality
and ready for quick despatch.

We are the Hardwood Specialists of
Canada.

WRITE DIRECT TO

Stearns, Salt & Lumber Co.,

LUDINGTON, MICH.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	"	C. P. R.
Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	"	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

Northern Lumber Co.

Wholesale Lumber



Yards and
Planing
Mill

North Tonawanda
N. Y.



Soft Cork Pine our Specialty

WE BUY AND SELL BY CAR OR CARGO

YELLOW PINE FINISH

SOFT — CORKY

CAREFULLY SELECTED FOR
PLANING MILLS

RED - QUARTERED
GUM - SAP
PLAIN

RED CEDAR
SHINGLES

REDWOOD

FIR

PLAIN and
QUARTERED

WHITE and
RED

OAK

HEMLOCK

WHITE PINE

FROM CANADIAN MILLS

All Thicknesses
and Grades

Selected for
Furniture Trade

LOUISIANA
RED
CYPRESS

ASH, POPLAR,
CHESTNUT

PROMPT SHIPMENTS

CAREFUL GRADING

WISTAR, UNDERHILL & NIXON
PHILADELPHIA

Canadian Representative: James W. Anderson

Our Horseshoe Products

LUMBER - LATH - TIMBER

Milling and Resawing Done

C. BECK MFG. CO., LIMITED

PENETANGUISHENE, ONT.

BOXES, BOX SHOOKS, WOODEN PAILS and TUBS

"We Aim to Serve You with the Best"

W. B. MacLean, President

G. A. MacLean, Sec.-Treas.

The Conger Lumber Company, Limited

Mills at Parry Sound, Ontario

MANUFACTURERS OF ALL KINDS OF

**PINE and HEMLOCK LUMBER
TIMBER
AND
LATH**



View of Mills at Parry Sound

**HEAD OFFICE:
622 Confederation Life Bldg.
TORONTO
ONT.**

JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

The Montreal Lumber Co. Limited

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

FOR SALE

Hemlock	White Pine, M.R.
14 M ft. 1x 3x10/16'	100 M ft. 1x 4x10/16'
50 M ft. 1x 5x10/16'	100 M ft. 1x 5x10/16'
80 M ft. 1x 6x10/16'	100 M ft. 1x 6x10/16'
60 M ft. 1x 7x10/16'	100 M ft. 1x 8x10/16'
100 M ft. 1x 8x10/16'	100 M ft. 1x10x10/16'
19 M ft. 1x 9x10/16'	100 M ft. 2x10x10/16'
100 M ft. 1x10x10/16'	100 M ft. 2x12x10/16'
100 M ft. 1x4xupx10/16'	
100 M ft. 2x4x12'	

All dry and ready for shipment.

JAMES R. SUMMERS

95 King St. East TORONTO

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings

James WEBSTER & Bro.

Limited
Bootle, Liverpool, England
London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

When in the market for

White or Red Pine

or for

Ontario Hardwoods

Let Us Quote You

We have a full line of White Pine and Spruce.

We are ready to contract for Output of mills in any Ontario Soft or Hardwoods.

Highest cash prices paid, and would advance money for operations.

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

If Woodsmanship Counts

hire us to do your
timber estimating
and surveying

James W. Sewall
OLD TOWN. - MAINE

WHOLESALE DEALERS

**Eastern and
Southern Lumber**

We are at all times in the market for dry
WHITE PINE, DIMENSION SPRUCE,
SPRUCE BOARDS, HEMLOCK BOARDS,
LATH and CLAPBOARDS.

Advise us of your Market
Prices and Stocks

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

**FARNWORTH
& JARDINE**

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

Wanted for 1918

I am in the market for:
100,000 ft. 1½, 2, 2½, 3, 3½, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1¼, 1½, 2, 2½, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahogany.
All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with 7/8 round and flat chain, 128 ft. centres.
2—Waterous log kickers, 3 arms, 10 in. cylinder.
2—Waterous log loaders, 3 arms, 10 in. cylinders.
1—Waterous left-hand double cutting band mill for 13 in. saws; 8 ft. wheel with 3-block carriage, 40 in. opening; Payette set works and dogs; 10 in. x 36 ft. steam feed.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger; 20 in. saws; lever.
1—Payette double edger; lever shifters.
1—5 saw slasher, 88 chain, 44' centres.
1—2 saw trimmer, live rolls to stops.
1—3 strand chain sorter outfit, 142 ft. centres, long live rolls, gear and friction drives.
1—outfit lumber loading rolls, power driven, for 16 cars; no waits for cars.
20—high cars with roller tops, 24 in. wheel, standard gauge and heavy pattern.
2—Waterous stationary steam niggers.
1—Mershon 4-saw band gang.
1—Payette picket machine for shade roller stock, also sorting table for same; chain top.
1—Mitts and Merrill hog.
1—Rogers Iron Works circular slab resaw for box stock.
1—Payette edger, box and short stock.
1—Rogers twin circular or tie maker.
1—Giddings & Lewis heavy horizontal slab band resaw, 8 ft. wheel, 10 in. saws.
1—Payette lath bolter.
1—Payette lath machine.
1—pair lath trimmers.
1—picket trimmer; 1 saw.
Live rolls and drives.
Conveyor irons, chains and drives.
Pulleys, gears, line shafting and counter shafting. Large stock of double and triple leather belting in good condition. Saws and emery wheels.

Power House Equipment

3—Return tubular boilers, Galt make, 60 in. x 16 ft., with smoke fronts for dutch oven setting; breeching and 50 in. stack newly painted; 600 ft. new 1/2 in. guys and plate for brick pier; stack door.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction.
1—Pair Polson "Brown" type Engines, coupled 22 x 50, 16 ft. x 48 in. wheel.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Waterous band saw grinder for double cutting band saws, with stands, etc.
1—Baldwin retoucher for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Rails and frogs for yard.
Rooms and boom chains, 1/2, 5/8 & 3/4.
Winches and other mill supplies.
Small shunting locomotive.
Double carts and waggons.
Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

WE OFFER THE FOLLOWING

High Grade Dry White Pine

25M ft.	I x 8 & up—10/16 ft.	C. Sel. & Btr.
5M ft.	I x 8 " — "	No. 1 Cuts
25M ft.	I x 8 " — "	No. 1 & 2 Cuts
38M ft.	I x 8 " — "	D. Selects.
14M ft.	I x 10 " — "	" "
15M ft.	I x 8 " — "	" "
13M ft.	5/4 x 8 " — "	No. 1 & 2 Cuts
20M ft.	5/4 x 8 " — "	Star Clear
11M ft.	5/4 x 4 " — "	Good Shorts, average about 92

7M ft.	6/4 x 8 & up—10/16 ft.	C. Selects
7M ft.	6/4 x 8 " — "	D. "
14M ft.	6/4 x 6 " — "	No. 3 Cuts
10M ft.	6/4 x 8 " — "	Canada Dressing & Btr.

(about 72% 10 ins. & up)

11M ft.	8/4 x 8 & up—10/16 ft.	D. Selects
5M ft.	8/4 x 8 " — "	No. 1 & 2 Cuts
14M ft.	8/4 x 4 " — "	Star Clear
16M ft.	8/4 x 8 " — "	Canada Dressing & Btr.

(about 95% 12 ins. & up)

50M ft.	6/4 x 4 & up—10/16 ft.	No. 1, 2 & 3 Cuts, prac- tically 7 ins. and wider
---------	------------------------	--

Prompt Shipment Can Be Made

WRITE US FOR PARTICULARS

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE :— 712-20 Bank of Hamilton Bldg.

Montreal Office :—327 Coristine Bldg.

Mills : Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS
Orillia, Canada

Canada Lumberman,
Toronto

Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

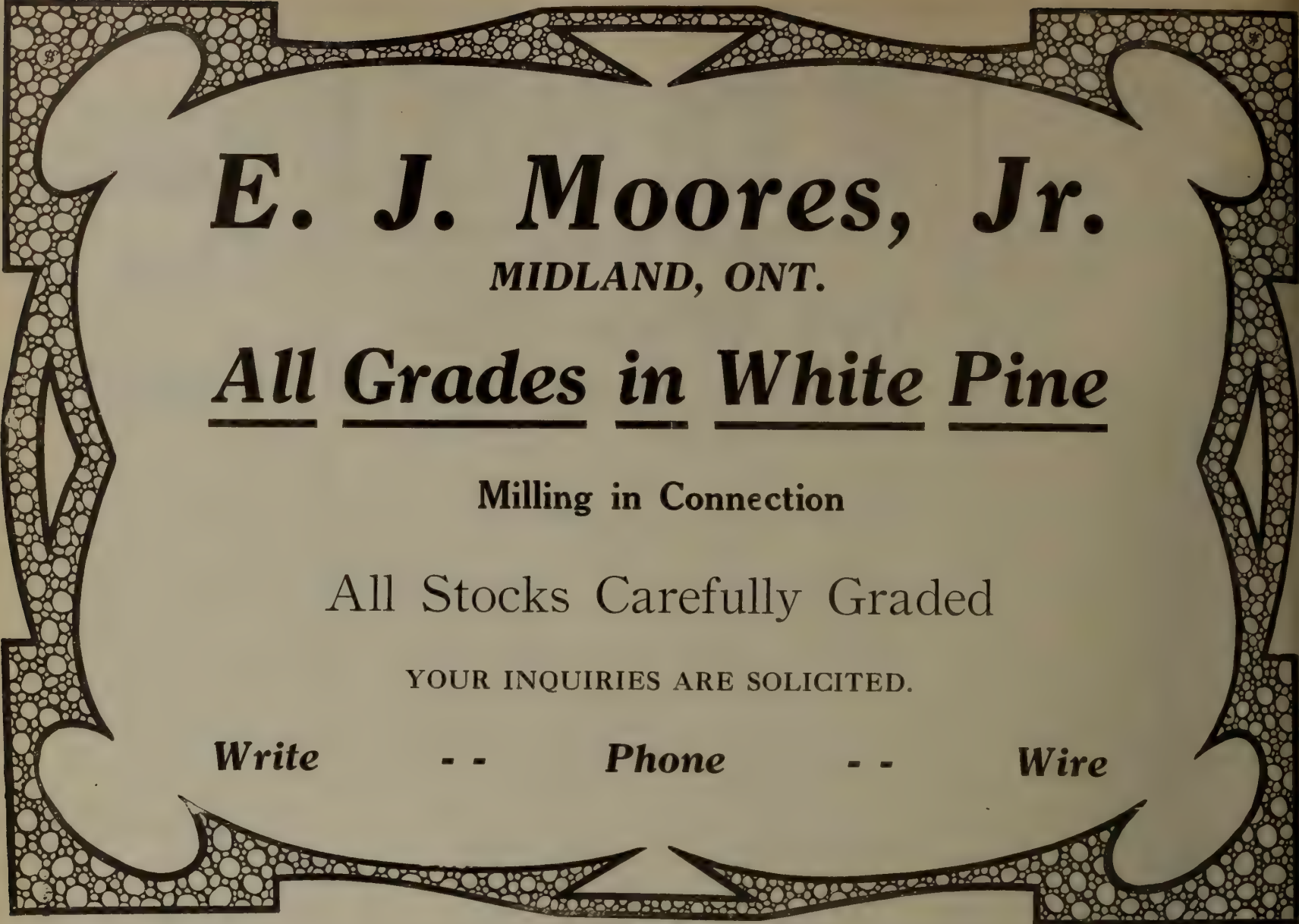
We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?



E. J. Moores, Jr.

MIDLAND, ONT.

All Grades in White Pine

Milling in Connection

All Stocks Carefully Graded

YOUR INQUIRIES ARE SOLICITED.

Write

- -

Phone

- -

Wire

CAR LOAD LOTS

Birch

Basswood

Black Ash

Maple

Soft Elm

WHEN you are in the market for car load lots get in touch with us. We have facilities for giving you, prompt, efficient service in mixed cars of all grades, thicknesses and lengths. Send us your list of requirements for quotations. Satisfaction results from our Service on every shipment.

Pine

Spruce

Hemlock

Piling

Etc.

Oliver Lumber Co. of Toronto
Limited

6 King Street West

TORONTO

Hardwoods in Buffalo

PILED ON OUR BUFFALO YARD READY FOR IMMEDIATE SHIPMENT								A Few Miscellaneous Cars We have in Stock	
CHESTNUT									
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.	
1 & 2 . . .	1,000 ft.	57,000 ft.	21,000 ft.	15,000 ft.	25,000 ft.	5,600 ft.	9,100 ft.	900 ft.	1 car 1 1/2 in. No. 1 Com. Wh. Ash
No. 1 Com.	2,700 ft.	87,000 ft.	42,000 ft.	19,000 ft.	39,000 ft.	4,500 ft.	5,600 ft.	300 ft.	1 car 1 1/2 in. No. 1 Com. Wh. Ash
No. 2 Com.		12,000 ft.	2,900 ft.	500 ft.	1,300 ft.	200 ft.	1,000 ft.	200 ft.	1 car 2 in. No. 1 Com. Wh. Ash
CYPRESS									1 car 2 in. No. 2 Com. Wh. Ash
1 & 2 . . .		38,000 ft.	41,000 ft.	17,500 ft.	43,000 ft.	32,000 ft.	50,000 ft.	32,000 ft.	1 car 3 in. No. 2 Com. Wh. Ash
Selects . . .		40,000 ft.	35,000 ft.	29,000 ft.	32,000 ft.	16,000 ft.	40,000 ft.	10,800 ft.	1 car 1 1/4 in. 1 & 2, Basswood
No. 1 Shop		1,200 ft.	12,000 ft.	1,700 ft.	9,800 ft.	2,400 ft.	4,800 ft.	3,100 ft.	1 car 1 in. No. 1 Com. Basswood
HARD MAPLE									1 car 1 in. No. 1 Com. Beech
1 & 2 . . .	2,700 ft.	38,000 ft.	27,000 ft.	41,000 ft.	81,000 ft.	34,000 ft.	46,000 ft.	10,700 ft.	1 car 1 1/2 in. No. 1 Com. Beech
No. 1 Com.	5,000 ft.	86,000 ft.	71,000 ft.	107,000 ft.	57,000 ft.	47,000 ft.	16,000 ft.	8,600 ft.	4 cars 2 in. Beech & Maple Road Plank
No. 2 Com.		44,000 ft.	1,000 ft.	28,000 ft.	25,000 ft.	8,700 ft.	18,000 ft.		3 cars 3 in. Beech & Maple Road Plank
SOFT MAPLE									1 car 1 in. No. 1 Com. Cherry
1 & 2 . . .	1,700 ft.	19,500 ft.	900 ft.	4,700 ft.	24,000 ft.	6,000 ft.	21,000 ft.	5,900 ft.	1 car 1 in. No. 2 Com. Cherry
No. 1 Com.	2,500 ft.	19,000 ft.	600 ft.	10,000 ft.	19,000 ft.	5,300 ft.	18,500 ft.	3,700 ft.	1 car 3 in. 1 & 2 Soft Elm
No. 2 Com.		10,000 ft.	250 ft.	12,000 ft.	7,000 ft.	1,100 ft.	13,000 ft.		1 car 3 in. No. 1 Com. Soft Elm
PLAIN RED OAK									1 car 1 1/2 in. 1 & 2, Red Gum
1 & 2 . . .	5,100 ft.	138,000 ft.	67,000 ft.	39,000 ft.	66,000 ft.	18,000 ft.	32,000 ft.	21,000 ft.	1 car 2 in. 1 & 2 Red Gum
No. 1 Com.	10,000 ft.	122,000 ft.	56,000 ft.	39,000 ft.	68,000 ft.	20,000 ft.	59,000 ft.	5,300 ft.	1 car 2 1/2 in. No. 1 Com. Hickory
No. 2 Com.		31,000 ft.	4,700 ft.	1,400 ft.	5,300 ft.	4,500 ft.	3,100 ft.	200 ft.	1 car 2 in. No. 1 C., Q. W. Oak
PLAIN WHITE OAK									1 car 1 1/2 in. Selects, Poplar
1 & 2 . . .	1,000 ft.	21,000 ft.	20,000 ft.	32,000 ft.	51,000 ft.	32,000 ft.	43,000 ft.	22,000 ft.	1 car 1 in. No. 2 Com., Poplar
No. 1 Com.	2,600 ft.	66,000 ft.	13,000 ft.	37,000 ft.	29,500 ft.	32,000 ft.	46,000 ft.	40,000 ft.	1 car 1 in. Sap & Selects Poplar
No. 2 Com.		47,000 ft.	1,200 ft.	300 ft.	47,000 ft.	6,500 ft.	29,000 ft.	1,200 ft.	1 car 1 in. No. 1 Com., Walnut
IMPLEMENT GRADE WHITE OAK (free of heart)									1 car 1 in. No. 2 Com., Walnut
50,000 ft. 1 1/2 in.	100,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.					1 car 1 in. No. 1 C., Cottonwood
SOUND SQUARE EDGED WHITE OAK									1 car 1 1/4 in. No. 1 C., Cottonwood
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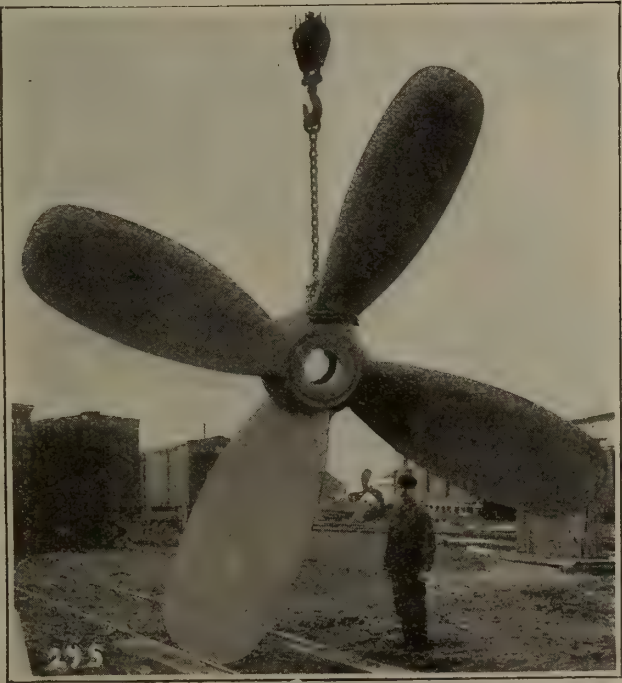
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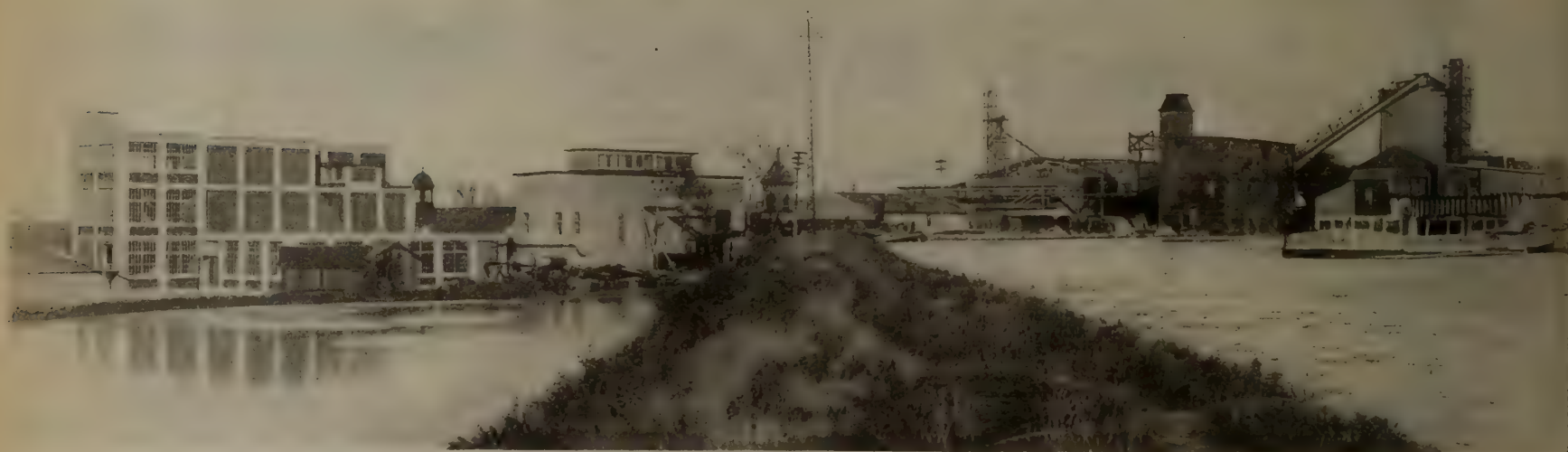
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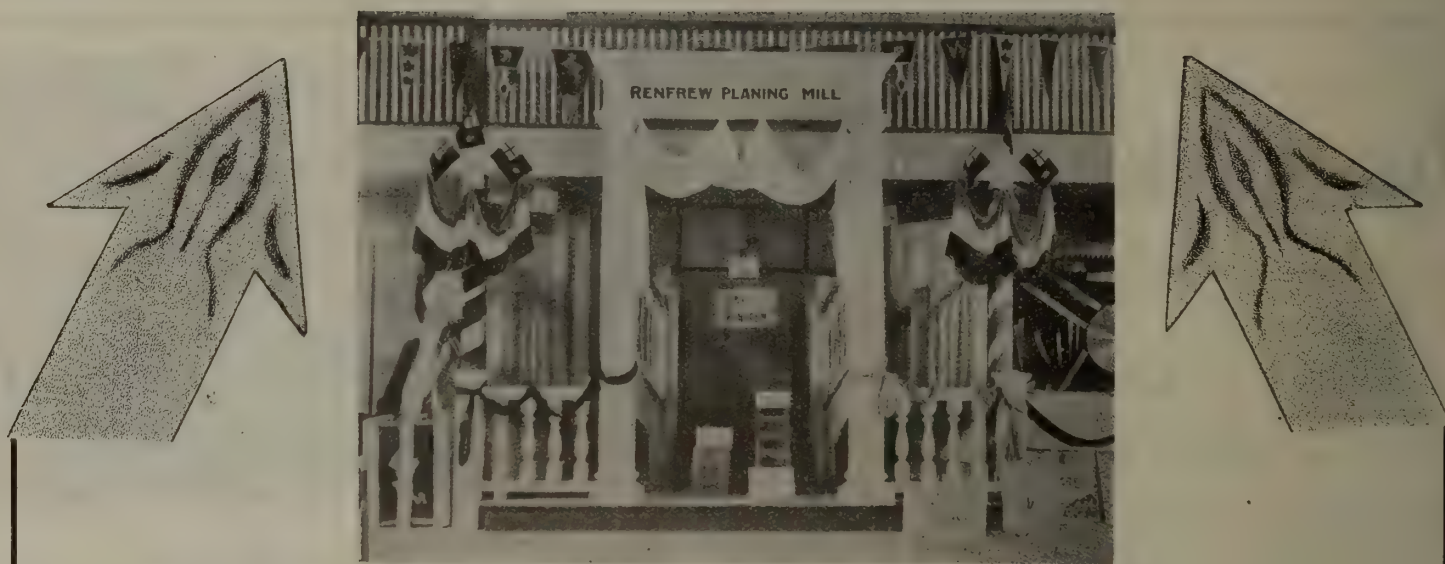
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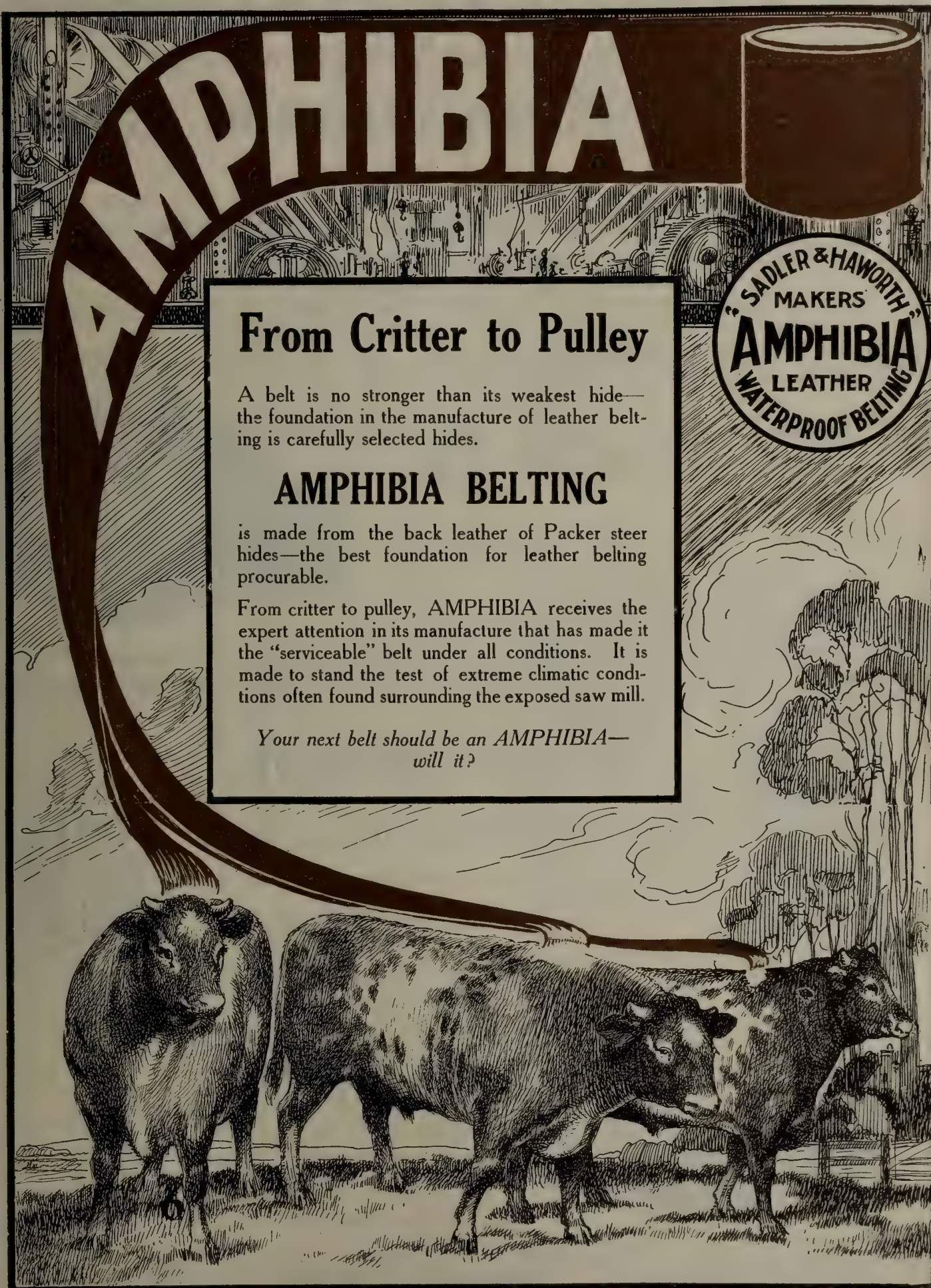
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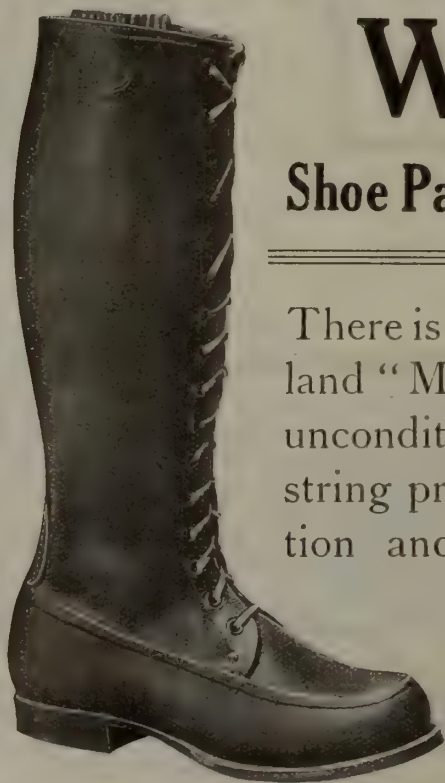
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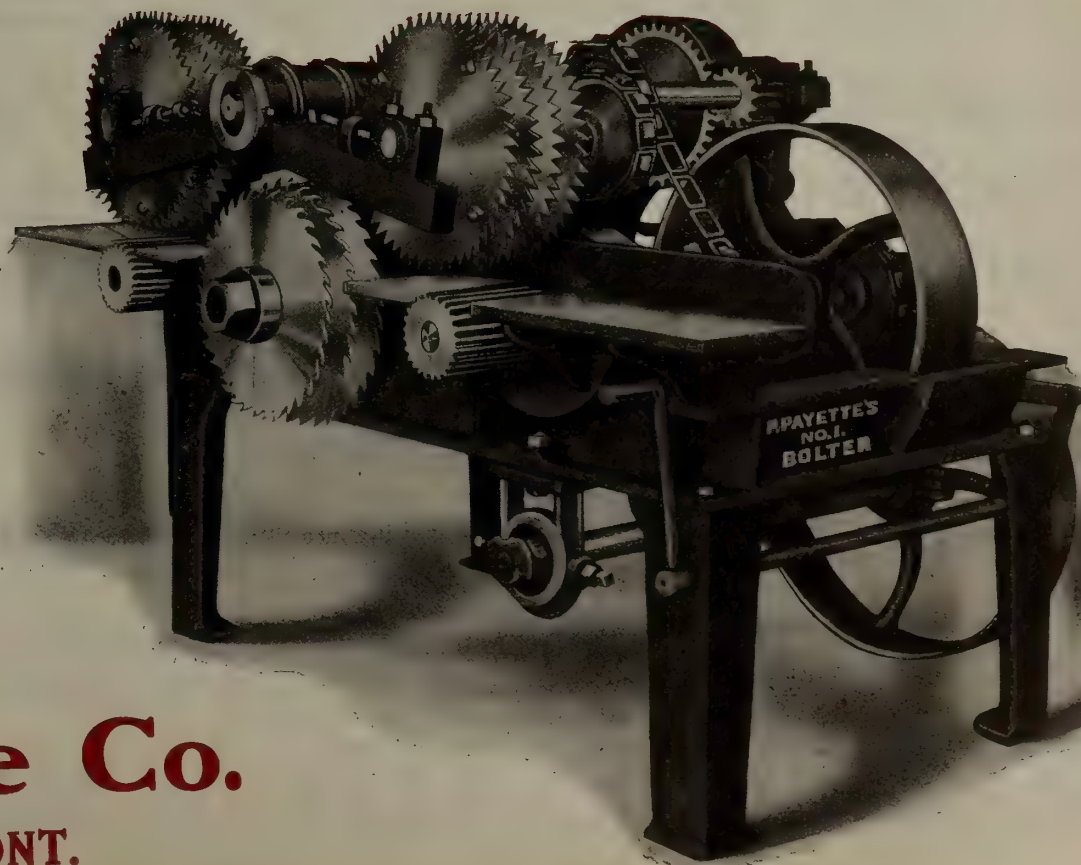
At a Rapid Rate

The
Payette No. 1 Bolter

will beat anything yet produced. A recent ten hour test showed 128,350 as the number of laths cut, counted, tied and piled. These were 4 foot laths $1\frac{1}{2}$ by $\frac{3}{8}$ inches.

Four hundred saw mills in Canada are at present using Payette Lath Machinery. Enough said!

*Always pleased to answer
inquiries and supply
catalogues.*



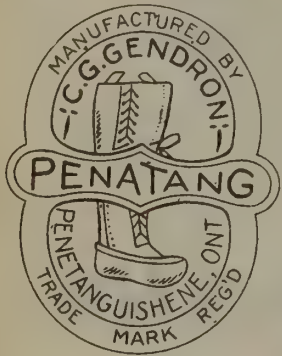
P. Payette Co.

PENETANG, ONT.

J. T. PAYETTE, Proprietor



Sample No. 5 Sporting



24
Different Lines

"Penetang Shoepacks"

Gendron Penetang Drawstring Shoepack have the quality to give you exceptional service for work and sport. Made according to our well known principle which recognizes superior leather and work as being the most important features in our business.

The Standard Drawstring Shoepack for Canada

Send for latest catalogue and prices, or see your Jobber for camp needs.

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Limited

PENETANGUISHENE, - ONTARIO



What Will You Have, Sir?

Harness? Collars? Sweat Pads? Water-proof Moccasins or Shoepacks? Leggings? Country Boots? Harness and Shoe Leathers? Lace Leather ^{in Sides or} _{Cut Laces}? Saddlery Hardware? Shoe Makers' Supplies?

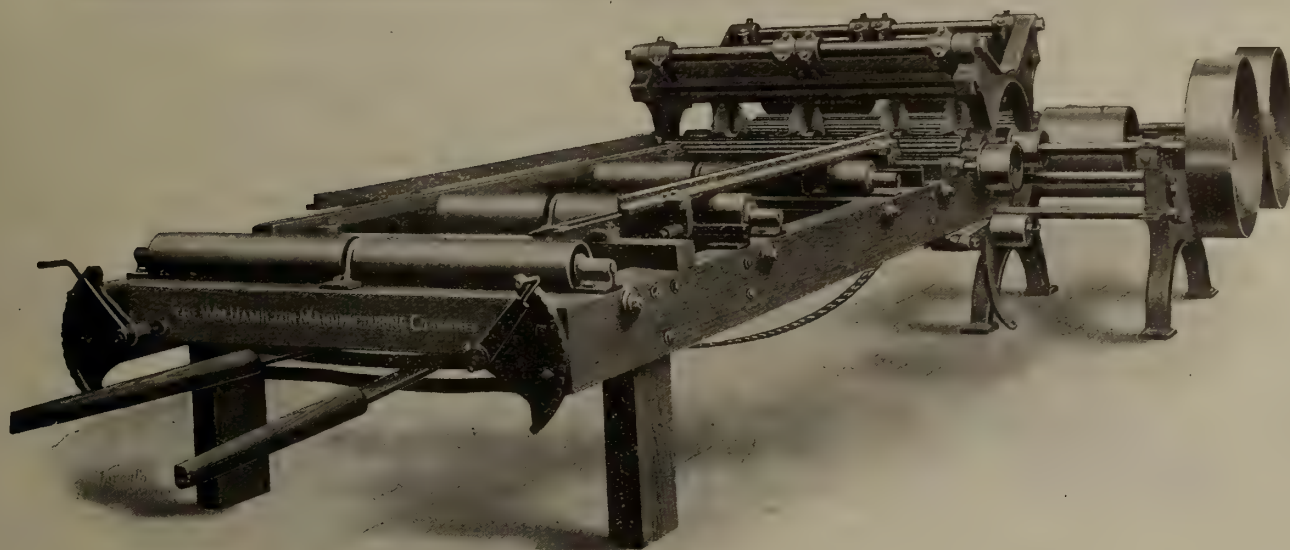
We have the most up-to-date factory and stock in Canada—You will do well to secure at least our quotations before you buy.

We put our goods up right and give special attention to quality—WRITE US early or have our traveller call. Remember the address!

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"HAMILTON" EDGERS



Dependable Accurate Saw Mill Machinery

*Used In
Scores Of
Mills All
Over Canada*

LEADERSHIP, after all, ascends to the fittest. Economy, service and value are the qualities which count.

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"Hamilton" Garland Gang Edgers are especially reconized for their worth. They are strong, accurate and easily operated, made in all widths with necessary number of saws to suit requirements.

Let us give you further information. It places you under no obligation

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Peterboro, Ontario

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The prices we are quoting on several cars of the above should prove very interesting. When you are in the market for Lumber, either rough or dressed, you will be doing good business to get our stock lists and figures before making contracts. Our good service is well known to the trade and we are in a position at the present time to give you prompt shipments and very careful grading. Write, wire or phone your enquiries or orders. 'Good Lumber at Fair Prices' is our regular policy.

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1" x 4" and up in lengths 6 to 16 feet
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I specialize in

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Quantities of

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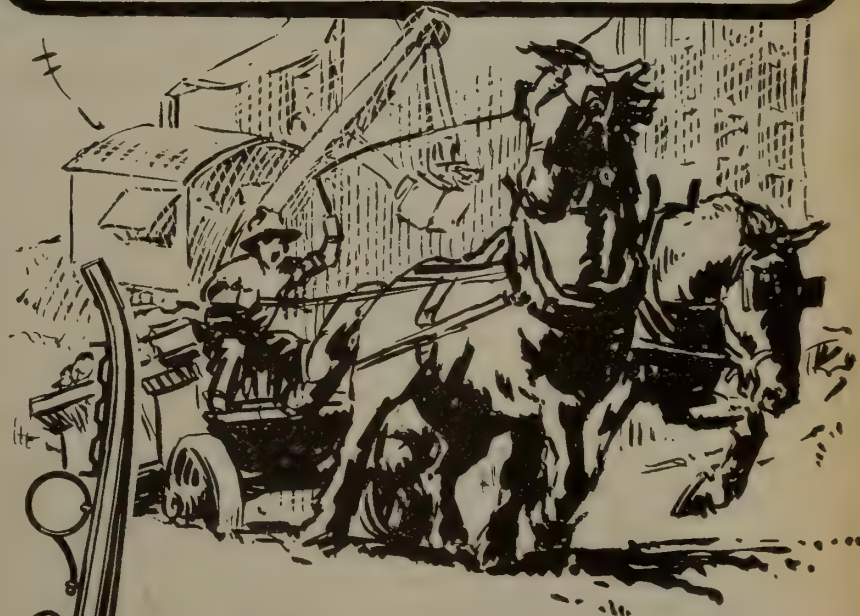
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15% Stronger Than Any Other Hame

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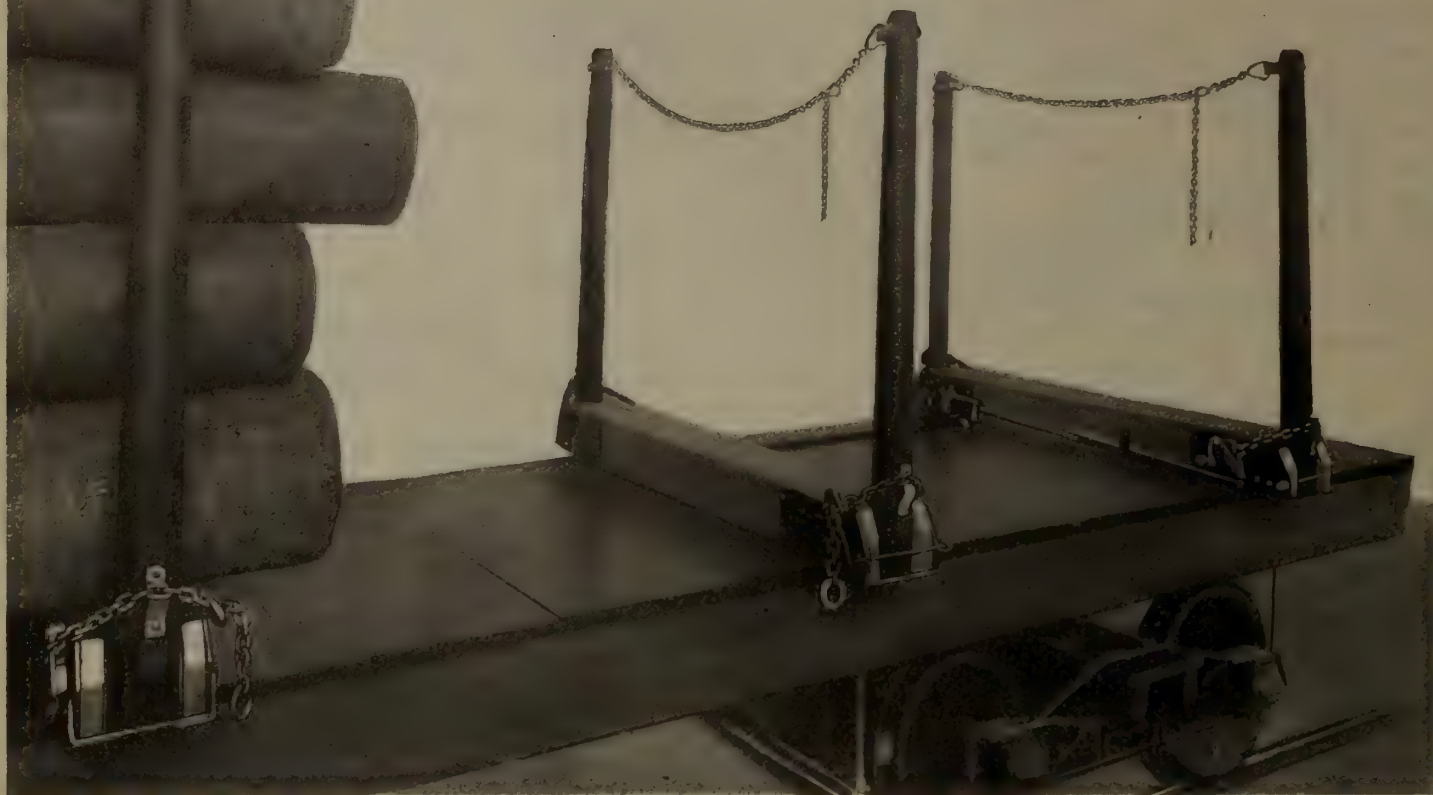
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Mr. Logger, Attention !



We have the ONLY device that removes ALL danger and difficulty in moving your logs from camp to mill on cars, trucks or sleighs.

No balks, breakdowns or dislocation of parts—IT WORKS ALWAYS. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

It will save you TEN times its cost in wages, renewal of stakes, avoidance of accidents, and vexatious delays.

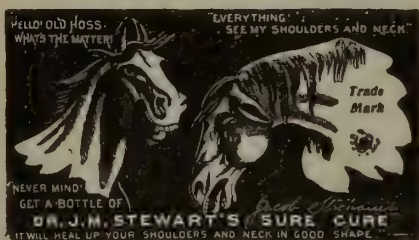
If you don't use stakes on your cars, you CAN use them with this equipment; you need it on your cars right now, and you will WANT it as soon as you find out what it will do for you.

Send for illustrated Circular, with testimonials, and let us convince you of the truth of these claims. Address

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For quick results in emergencies



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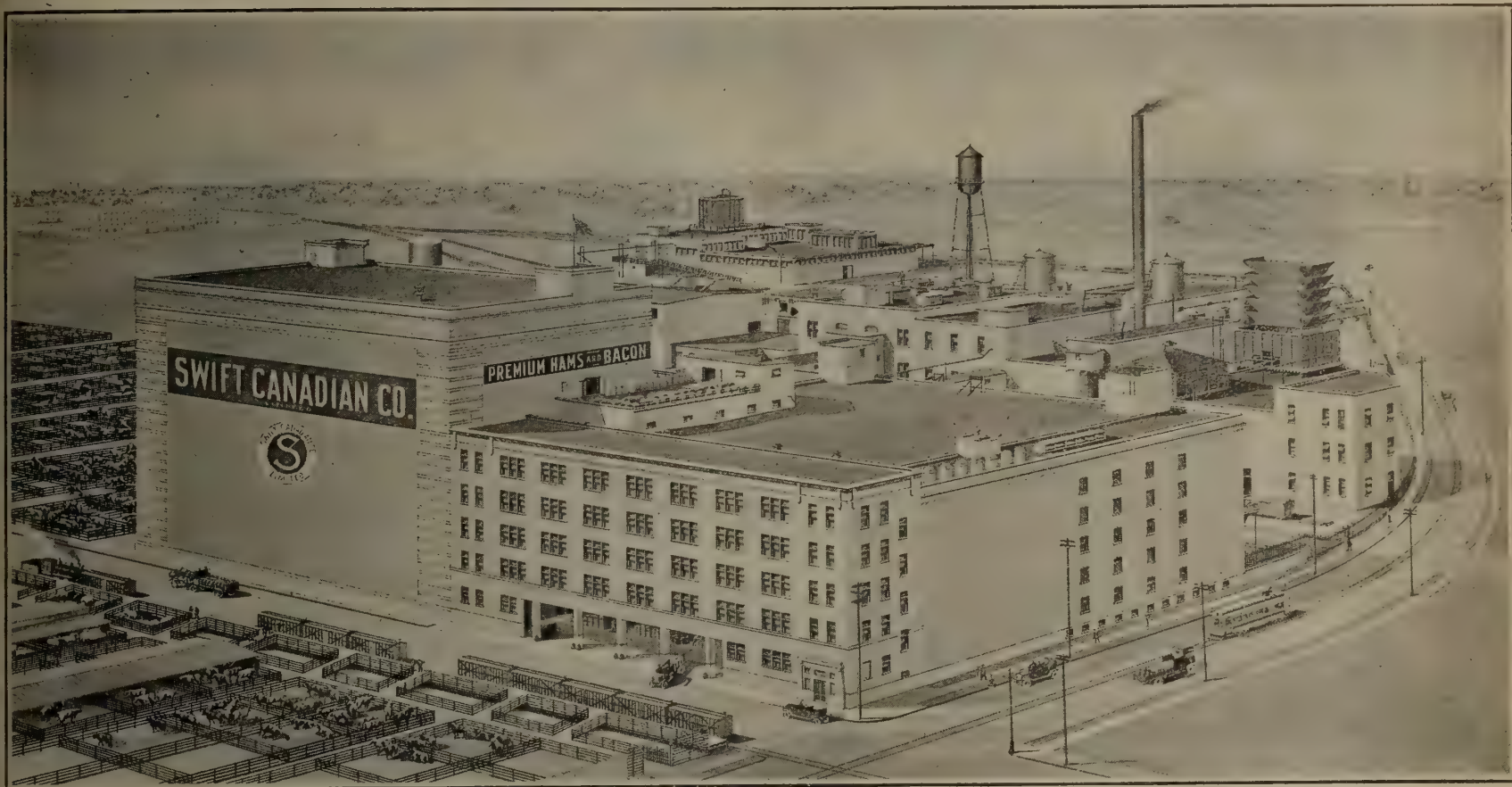
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Every successful operator knows well the time saved, the increased production and the better grading made possible by keen, new, well proportioned axes and tools. The men welcome good equipment of this kind. For one thing, they know that a Company sufficiently progressive to supply this equipment, will be just as progressive with their help.

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Chopping Axes
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Also

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Write for catalogue and prices.

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Works—ST. JOHN, New Brunswick

Established
1865



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Let Us Supply Your Camp

We are so located to assure you
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The Ideal Edger for Light Mills

Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

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DRIVE PULLEY.—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR.—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co.
Limited

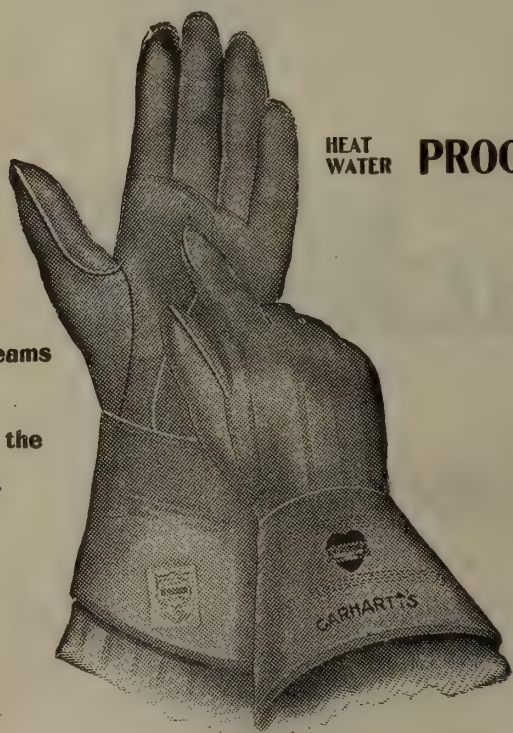
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The "Carhartt"

Not Like Other Gloves
Sewed with Wax Thread



No Outseams
To Rip
Good as the
Carhartt
Overall

HEAT WATER PROOF

Patented

Reinforced Where the Wear Comes. The Service of Two
Pair for the Price of ONE.

The first choice of experienced men

LUMBERMEN!

See that your men are properly outfitted next season with Carhartt's Clothing. No man can do his best work without clothing that is comfortable and warm. Also no man will buy clothing a second time if the first outfit did not prove good value in wearing qualities. That is the strong point in supplying Carhartt's.

CARHARTT'S
Gloves, Overalls, Pants, Etc.

Send today for our list of prices and illustrations of latest styles in all lines. We can outfit your men and give them better satisfaction than they ever got before. Make it a point to see our nearest branch, or we will gladly arrange to show you samples.

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Toronto, Montreal, Winnipeg, Vancouver, and Liverpool, England

LUMBERMEN—When Buying Larrigans and Shoe Packs Get “Chromoil” Quality



Lumbermen, you can't beat this brand for sheer hard-wearing and wet-resisting qualities; they have no equal.

They Stand the Test

What your men want are LARRIGANS and SHOE PACKS that will stand the wear and the weather. Our new tannage imparts the toughness of rawhide with the suppleness of *Calf*. All the *Good* qualities of the oil tan with none of the *Defects*.

Our Farm Shoes

are just the thing for summer use. A neat, glove-fitting, light shoe with the comfort and wear. Seam on the outside and a splendid fitter.

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"Railroad Signal"

OVERALLS and SHIRTS



The proper clothing for camp, yard or shop. The main points are Wear and Comfort. You can't beat the "Railroad Signal" brands on these counts. We make a style and a size to suit every man, and have qualities for all conditions.

*This Trade Mark
Signifies*



*"The Right of Way
to Comfort"*

Send today for our price list on "Railroad Signal" Shirts and Overalls. These garments are well known throughout the trade and have a reputation for giving exceptionally good service under the stress of constant work.

The Kitchen Overall & Shirt Co., Limited

Factory: BRANTFORD, ONT.

Show rooms and
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For Keep-Over Purposes

THE chief thought of every Lumberman when he purchases provisions for keep-over or bear-housing purposes is :

“When these goods are opened for use during the Spring, Summer or Fall, will they be in first class condition ?”

Quality is the most important factor in deciding whose product you will buy for this purpose.

The Harris Abattoir Company products, wherever known, have made a name for themselves and can be absolutely depended upon. We guarantee that they will stand up and give absolute satisfaction in every particular.

Write us direct, or address our Branch nearest to you. Let us quote you prices on the following supplies :

**Barrelled Beef, Barrelled Pork,
Fresh Beef, “Domestic” Shortening,
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Butter, Cheese, Pure Lard,
H-A Brand Oleomargarine**

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Ontario has pulpwood areas practically illimitable, and offers a great field for those desirous of embarking in the pulp and paper making industry.

Ontario has innumerable waterfalls capable of supplying power for all manufacturing purposes, which are obtainable on reasonable terms subject to development.

Ontario has large pulp and paper mills in operation at Iroquois Falls, Metagami, Ottawa, Sturgeon Falls, Spanish River, Sault Ste. Marie, Dryden and Fort Frances.

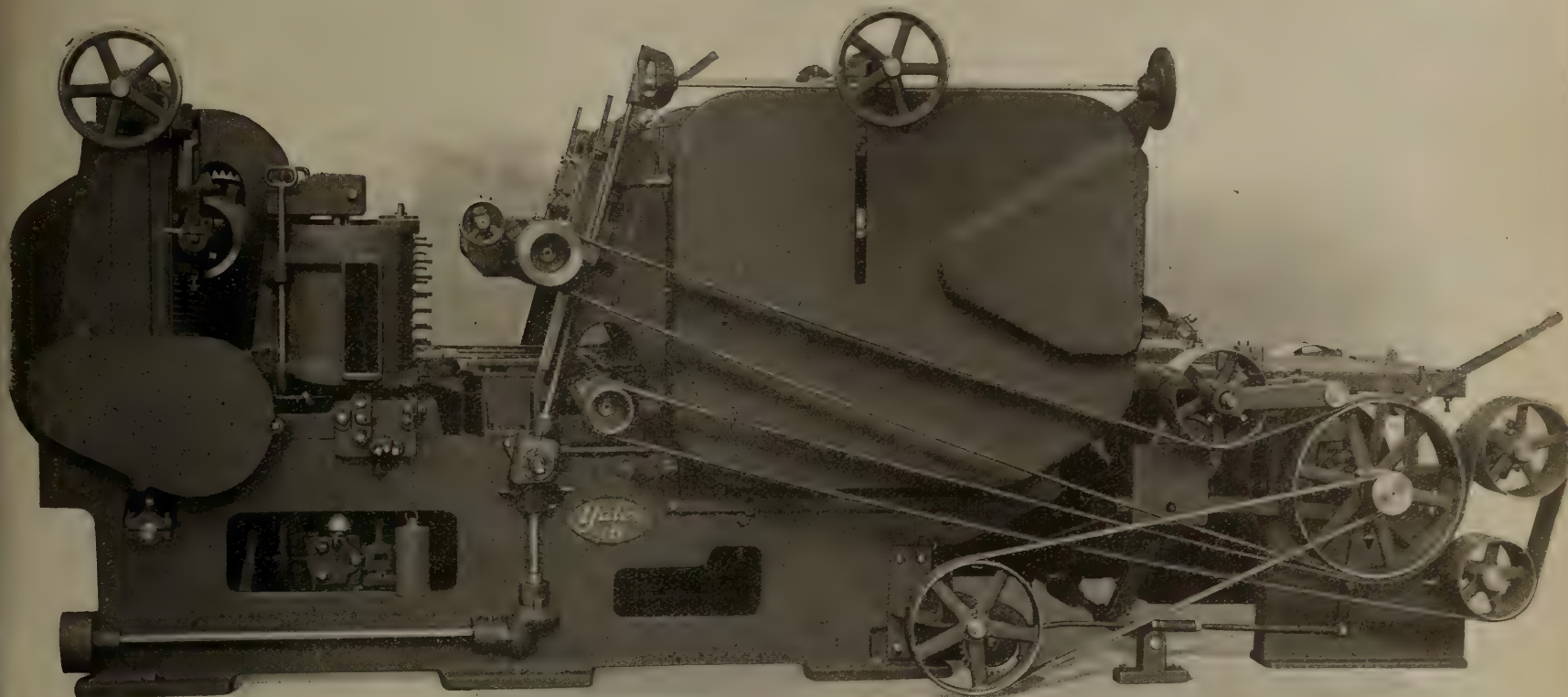
Ontario is traversed east and west by three great transcontinental railways, affording excellent transportation facilities.

Ontario's natural resources of mineral, pulpwood, timber and water powers are unequalled in the Dominion of Canada.

For full particulars as to Ontario's great resources and the advantages offered for large wood-using industries, apply to—

Honorable G. H. Ferguson,
Minister of Lands, Forests and Mines
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There's a Big Output of Big Dimension



When run on a



No. 16 Planer and Sizer

"The Invariable Choice of the Man Who Knows"

It will size and plane timbers up to 30 x 16 straight from the head rig. The finish will be so good that you can fill those big timber orders with a keen sense of pride in your product.

Base is cast-in-one-piece and every part is constructed over-strength. All important adjustments are at the operator's finger tips.

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Right now the demand for big dimension is great. You have probably heard the call from shipyards, military camps, and other large construction projects of the day. The Yates No. 16 is the best answer. It will whip up your production, better your grades, and boost your profits.

Send for Circular No. 16 right away.

P. B. Yates Machine Co. Ltd.

HAMILTON, ONT. CANADA

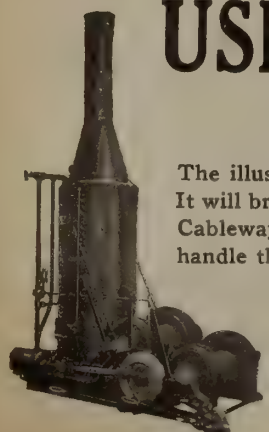
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USE STEAM POWER For LOADING and SKIDDING

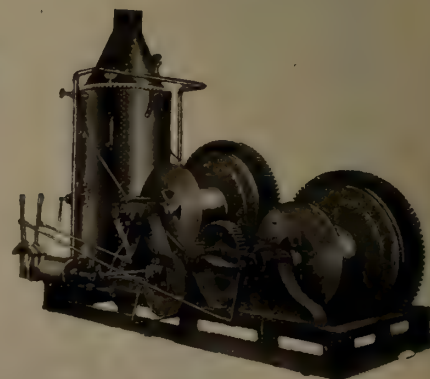
To INCREASE OUTPUT and REDUCE COSTS



Standard 2 Drum Engine for Skidding or Loading

The illustration on the left shows our standard Logging Engine for either Skidding or Loading. It will bring the logs from the stump to the track or water by any of the Ground Hauling or Cableway Systems. It will load the logs by either the Derrick or "Guy Wire" System. It will handle the logs much quicker and cheaper than horses and men, and thereby add to your profits.

The right hand illustration shows our special Engine for Loading or Skidding and Car Pulling. By the use of the Compound Gearing on the Car Pulling Drum a less expensive machine can be used for this purpose, while sufficient power is obtained to pull a train of cars loaded with green logs.



Special 2 Drum Engine with Compound Gearing on one Drum for Pulling Cars

MARSH & HENTHORN, LIMITED

Belleville, Ont.

The Three Goodhue Belts

"EXTRA" "STANDARD" "ACME WATERPROOF"

These three brands are made for three different services and each brand is the best quality made from selected hides with the stretch taken out.

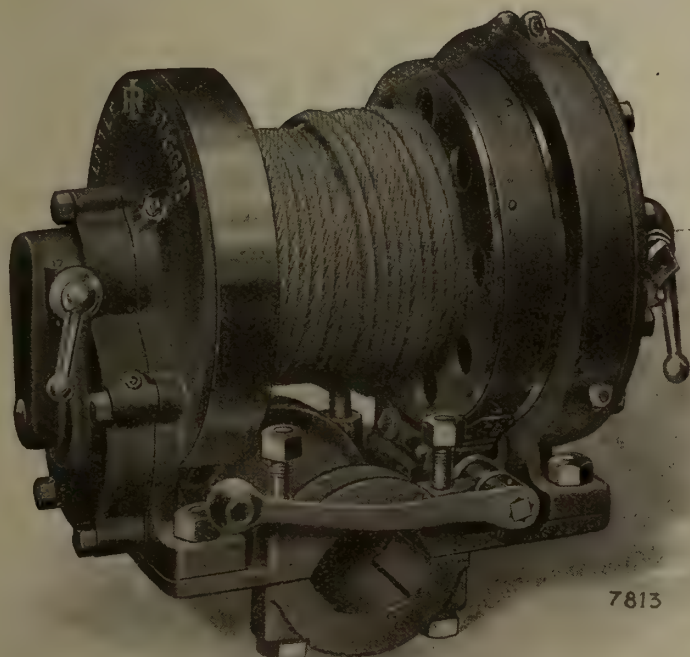
"Goodhue Belts" stretch less than any other belt by 15 to 25 per cent. This quality effects a great saving because it is unnecessary to be continually shortening the belt to keep it taut.

"Acme Waterproof" brand is made for the wet places in a mill and will give a remarkable service under the most trying conditions.

When you buy a belt—buy a Goodhue. Prices and particulars on request.

J. L. Goodhue & Co., Limited
DANVILLE, QUE.

WINNIPEG AGENTS—Bissett & Webb, Ltd., 151 Notre Dame Ave., East
VANCOUVER AGENTS—Fleck Bros., Ltd., 1142 Homer St.



7813

THE "LITTLE TUGGER" HOIST CUTS THE COST of LIFTING and HANDLING

It is light and powerful, and will run by either steam or compressed air.

You can bolt it to the floor, to overhead beams, or to a post, or clamp it to a column or pipe in any position.

Unlike most portable hoists, it can be used for hauling as well as lifting.

The drum will hold 500 feet of $\frac{1}{4}$ inch wire rope, so its range is considerable. Drums can be had for manilla rope also.

The "LITTLE TUGGER" gives every day help, not once-in-a-while stunts.

Why not find out how and where you can use it?

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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1917 — The Status of the Lumber Industry — 1918

In periods, when every enterprise proceeds along the even tenor of its way, it is not difficult to sit down and forecast the future. The signs of the times can be read with more or less accuracy, and predictions, that have every opportunity of being fulfilled, can be made with a reasonable measure of assurance and authority. Things known and not surmised are always safest, but it is not always possible to know and, in the realm of human events, the speculative always holds that which is of most vital concern. Not what has happened, but what is going to happen, arouses livelier interest and arrests attention.

To look into the future and gauge coming conditions by what has transpired was before the era of the war, comparatively easy so far as the world's lumber markets and production were concerned. The task of reviewing affairs during the year that has just passed and casting a horoscope over 1918 is no easy matter at this juncture. The strife in Europe still upsets all calculations, and the happenings of the unexpected casts aside many standards by which matters have been weighed in the past and renders any trade review difficult and inconclusive.

The events of the past year have been marked by so many peculiarities and uncertainties that students of the trend of the times may well sit down and reflect on what will happen next. New occurrences have come to light accentuating the perplexities which manifested themselves during 1916. Among these are the increasing shortage of available labor, the congestion of transportation, ascending freight rates, augmented operating costs both in the camps and the mills, and rapidly mounting overhead charges. All these have resulted in higher prices, and, in some instances, decreased stocks.

The export trade has been depressed by the high ocean freight rates, the government restrictions on the imports into Great Britain and scarcity of bottoms. Large contracts for munition boxes declined and there was a perceptible dropping off in building activities. Whether matters will improve depends upon the ability of Canada and the United States to furnish ocean carriers to replace those constantly being sunk in the submarine campaign and the available space in vessels after provisions, munitions and other requisites for the men at the front are taken care of.

Added to the difficulties which have arisen during 1917 is the presence of numerous freight embargoes and the rigors of an unusually cold and severe winter, the like of which has not been experienced in the last half century. For many weeks traffic has been badly tied up, and the mills have not been able to obtain anything like sufficient cars to make shipments. While transportation facilities may be improved there is one thing certain, that as long as hostilities continue, there will be a growing shortage of labor and, with enhanced living expenses, wages will steadily ascend. Owing to these causes, curtailment has taken place in woods operations and the output for 1918 is variously estimated around seventy-five per cent. of last year's production.

Scarcity of stocks in some lines, together with underlying economic conditions, have contributed to much higher prices, but it is doubtful if the augmented figures have kept pace with the mounting cost of operation and raw materials. In many quarters the market has been spotty and in opinions on trade conditions, secured from various branches of the industry, there is a wide divergence of views on the prospects for the coming year and the features which characterized the one just closed. The consensus appears to be favorable and few pessimistic predictions are heard. There is an appreciation of the fact that the lumber interests are facing problems today such as they have never encountered previously, but the watchwords of the future are co-operation and service, efficiency and conservation.

The export trade was not encouraging, being very much less than last year. The figures are not available, so that it is impossible to make any comparisons with the returns before the war. Exporters are hoping for some relief in the present restrictions, as the United Kingdom requires a large quantity of timber, and it is only reasonable to expect that facilities will be afforded for Canada supplying it.

On the whole, there is a disposition to meet conditions calmly, and the judgment of the most experienced and far-sighted is that top values will continue. The developments of the trade and how different phases of it have been affected or are likely to be influenced, along with market and manufacturing problems of the past and coming year, are dealt with fully elsewhere in this issue, which contains several features that should make it acceptable and instructive.

Rather Strange Year in the Lumber Trade

Volume of Business was Good on the Whole—Trade Faced by New Difficulties which Increased Cost of Production—Prices Likely to Ascend

Conditions in the lumber business, according to reports received from many points during the past year, vary to a large extent. In some districts the records show that sales greatly increased over 1916, while in others a falling off was noted, but the volume, owing to the higher values which prevailed, exceeded that of the previous season. At numerous points, stocks are reported to be low. The trade also had to face an abnormal situation generally in increased wages, shortage of labor and tremendous advance in woods operations and supplies. Naturally such extreme conditions have resulted in building not being undertaken on as large a scale as in 1916. From present experiences it would seem that the stocks will be much lower during the coming season owing to the decreased cut in the woods and the fact that it is costing from 40 to 50 per cent. more to get out logs than last winter and, even on this basis, the results are somewhat disappointing. As one eastern firm points out, it does not appear to be a question of wages so much as the inability to get good men. Conscription has invaded the woodsmen to a degree that has been emphasized recently by the ineffectual attempts to get men of any kind. At some points there is a complete dearth of available labor.

Among other obstacles was the shortage of cars and the difficulties of transportation. A gratifying feature of the situation was that less complaint was heard in regard to high prices and builders demonstrated that they were becoming reconciled to exalted quotations for materials. Contractors realize that all the elements of cost which enter so largely into the finished product have to be taken care of and naturally the builder has to lift the burden and in turn pass it on to the owner of the structure. It is another case, in the last analysis, of the consumer carrying the load. However, in times when stress and strain are of such a character that lifelong traditions have been upset in a twinkling and new regulations ushered in, that before the war would have created new precedents, the established order of things goes by the board. Men, who have figured in the role of prophets, and have usually been in a position to gauge more or less accurately the market and the trend of the times, find themselves all at sea when it comes to surveying the future with respect to affairs of supply and finance.

The export trade is of such an uncertain character and being hampered by so many embargoes and other restrictions that it is impossible to speak with any note of certainty regarding the probable demand for Canadian timber broad during the present year. The consensus of opinion is that higher prices will prevail, and while the volume of trade in 1917 may not equal that of 1916, so far as actual output is concerned, still on a dollars' and cents' basis it is likely to surpass the record of the past twelve months.

The outstanding obstacles of the past year, which are particularly acute at the present time, are the exceptional shortage in labor and the congested state of transportation. In war time any demand often undergoes sudden changes and when to this uncertainty are added rising costs and delayed deliveries, the average operator scarcely knows where he is at. However, it is pleasing to state that in the interviews secured by the "Canada Lumberman" with representative firms in different parts of the Dominion that no strain of pessimism prevails. The outlook on the whole is considered fairly satisfactory. There is a disposition to accept matters as they are and meet every situation as it arises, calmly and earnestly, rather than indulge in unwarranted speculation or gloomy retrospect.

Found the Year Exceptionally Good

The Brompton Pulp and Paper Company, of East Angus, Ont., report that the demand for lumber during 1917 was exceptionally brisk. They are of the opinion that it will improve during the year 1918. The manufacturers must, however, receive higher figures, as the cost of getting out logs this winter has been very high; owing to the extremely cold weather and the high prices that the companies are obliged to pay for provisions of all descriptions.

The Houston Company, of Tweed, Ont., declare they had the usual volume of business during the past year but that the scarcity of skilled labor and the difficulty of securing stock prevented any increase in business.

The Dawson Lumber and Manufacturing Company, of Bridgewater, N.S., observe that, in a general way, they found business during the past year as very "spotty." Most of their trade has been with corporations and government business. The percentage of their ship-

ments, that went to the regular trade in the United States during the past season was very small and did not amount to probably more than ten per cent. of their business, while in 1916, at least, eighty per cent. of their business went entirely into the yard trade in the United States.

Prices Will Have to Increase

The Sherbrooke Lumber Company, of Sherbrooke, Que., say that previous to the war, they exported ninety per cent. of their cut to Great Britain but since then they have not shipped a foot. In regard to conditions which characterized the export trade to the United States, the company add that the export of lumber from Barabois across the border was practically nil during 1917, but there is no question but that the demand for spruce in Uncle Sam's domain so affected the available supply that they were able to place their stock in Canada to advantage. Touching upon the trade outlook for 1918 the company assert: "In so far as our own experience is concerned, we will consider ourselves fortunate if we secure fifty per cent. of our normal cut, and no one knows what the final cost will be. Our section of the country was invaded by agents from the Ottawa Valley offering any price for labor with fares paid both ways. In consequence we have been extremely short of help, which, taken in conjunction with the tremendously increased figure for provisions and supplies and the time lost by the available labor owing to confusion and misunderstanding regarding registration and physical examination under the Military Service Act, and weather conditions, it is almost impossible to estimate what the final outlay for our production will be. During the past thirty days the demand has been good with steady increase in price, but the figure will have to advance considerably to leave any margin of profit in 1918 sawing.

The Galt Lumber Company, of Galt, Ont., say that the building trade in their city was not as good as in former year. Regarding the outlook for 1918, they believe that it is too early to gauge the situation properly.

The Turnover was Normal

The Ross-Taylor Company, of Exeter, Ont., write that they found business in 1917 was about normal as to volume. During the first part of the season, and up to September, they found trade very good, but after that month, business began to slacken up, and in December their sales were over \$3,000 less than December, 1916. They experienced, as most other dealers did, the heavy increase in lumber prices, which from March to December 31st amounted to 33 per cent., and having considerable work taken before the heavy increase took place, it caught them so that they were forced to deliver material at less than cost. But taking their profits on the whole, they were a little better than 1916. This they attribute partly to knowing that they were up against it, and shoved things along as fast as they could. The firm add: "The present outlook for building in our district is very poor, and from what we can find regarding our wholesale trade in the cities, it is going to be very quiet. We are not placing any orders for lumber, and feel that with the present outlook, it would be unwise to do so."

Money Value of Sales Showed Increase

J. B. Mackenzie, of Georgetown, Ont., in referring to the retail lumber business during the past year, says: "Our records for 1917 show that our sales, in money value, increased 10 per cent. over that of 1916, but the amount of lumber retailed would be less owing to higher prices. Conditions at present are quiet and there will be very few new houses built this year. The action of building mechanics in demanding such high wages will react on themselves as the public hesitate to undertake any but necessary improvements owing to excessive cost. The fact that there is very little money available to let out on mortgages makes it impossible for the small home builder, who has, say, a third of the money necessary to complete a home, to start. In our opinion retailers with a good stock on hand will find a ready sale owing to scarcity of lumber, and if his local demands are small will be able to get the outside business that will be necessary to turn his stock."

New Conditions Had to be Faced

The Knight Brothers Company, Limited, of Burk's Falls, Ont., state: "Compared with the year of 1916 we find during 1917 that we had to face several further increases in wages, and also in stock and

plies of all kinds. Fortunately, selling prices increased in nearly great a proportion, owing to the scarcity of stock and manufactured products. Regarding present conditions, as far as we are able to feel them, in this locality, they are much the same as last year, and we anticipate a similar series of increased cost for labor, raw material and supplies. With respect to the outlook we believe that the extreme conditions noted above will tend to curtail building operations using lumber and goods manufactured therefrom. Notwithstanding this, we are of the opinion that sufficient building will be undertaken and other operations carried on to consume the very limited stock which will be produced from this season's log crop."

Labor Shortage Affects the East

Reviewing market conditions and operations of the past year, a trading firm in St. John, N.B., assert: "First of all, as compared with a year ago, it is costing the operators in the woods from 25 to 50 per cent. more to get out the logs, and even on that basis it is more difficult to get them than heretofore, the reason being very largely a shortage of labor all over this country. It does not appear to be a question of wages, because the operators are willing and prepared to pay big wages in order to secure men. The difficulty appears to be entirely getting good men. Very many of our lumbermen enlisted before conscription, and, of course, many of them will be taken under conscription. Probably in view of the market conditions a very large cut is not particularly desirable. There is less than the ordinary quantity at this time of year going forward to the English market, a large quantity—practically all of the stock—going forward to the English market is either on British or French Government account. The market in the United States, particularly the New England States, has been extremely satisfactory, with the prospect that it will continue so, and, while at times it is difficult to secure cars in a general way, the mills doing with that market have done very well, and have had a very profitable year."

Output Will Be Decimated

John Harrison & Sons Company, Owen Sound, Ont., write that trade conditions generally during 1917 were better than they had expected. Orders keep coming in. The indications are that the output of timber in their district will be less than usual.

The Hall Lumber Company, Boston, Mass., remark that conditions of late have not changed except to put a further damper on business. The firm add: "As you are aware, under the order of the Fuel Administrator, this section is affected greatly on account of forced shutdowns. The actual number of working days for February are only 17 days, allowing half days for Saturdays, and with the embargoes existing on shipments from the south and west, together with the very cold weather and snow which we have had, business is absolutely at a standstill. There is no incentive for the retailers to buy and it seems to us that the situation existing to-day is apt to continue for some little time to come. We regret we are not able to give any more optimistic view of trade conditions here."

Retailers Benefited by Rising Market

The Wm. Shirton Company, Limited, of Dunnville, Ont., in an interesting review of conditions, say: "The year 1917 was peculiar in many respects, as regards the retail trade. Never before had we experienced such difficulty in getting certain kinds of lumber and when shipment had been made we were compelled to keep right after the shipper, urging him to have tracers placed on every car. Some of the cars contained lumber which the wholesalers, from whom we bought, offered to buy back at a considerable advance in price, owing to the rapid rise in the market. Less objections to high prices were received from our customers who were rapidly getting accustomed to the high cost of building. Taking it all in all, it was a year when most retailers benefited by the rising market and thus compared favorably to the years before the war and was considerably better than 1914, 1915 or 1916. At present, it is difficult to forecast the outlook for the coming season. High prices prevail to a very substantial extent and this may have the effect of putting a stop to many contemplated buildings, particularly in the rural districts. On the other hand, there is a good demand for buildings in some towns and cities. Rents are high and vacant houses scarce. Certainly, there will be building on a considerable scale in these places in spite of the high cost of labor and material. Looking at the matter from every standpoint, we are inclined to think that trade in 1918 will not equal that of 1917, and it will be necessary for retailers to economize as never before. One of the best ways to economize is for the retailers to co-operate and learn from one another the cost of doing business. Again there is the matter of freight rates, insurance, Workmen's Compensation, transportation, standardization of grading of lumber and a host of other problems, which the Ontario Retail Lumbermen's Association, recently formed, are taking into consideration. No retail lumber dealer can afford to be without the services of this Association and we cannot too strongly emphasize the great importance of retailers availing themselves of the oppor-

tunity to become members. No matter how well and successfully we have conducted our several businesses in the past, we are never "too old to learn," and the other fellow may have some ideas well worth adopting."

Increased Demand and Lower Stocks

Austin & Nicholson, of Chapleau, Ont., say with respect to the conditions in 1917: "The demand for all lines produced by us was most active and prices were fairly good and much higher than formerly, but not out of proportion to the cost of manufacturing. The same condition prevails at present. With regard to the future one hesitates to venture very much in the way of a prediction in the face of the state of uncertainty in which we are living; nevertheless, if we can see 1918 conditions at all we would say that the demand for all kinds of lumber is likely to increase and the stocks from which this demand can be satisfied are going to be much below normal. The cost of production is constantly increasing, so that prices will have to increase proportionately. We ourselves are not yet in a position to definitely fix a price for our 1918 output, there being so many uncertainties as to what the ultimate cost of putting the stock into the yard will be. In many sections it is going to be a vital question as to whether the mills can operate full time or not, this being due to the labor problem."

Says the Situation is Curious

A leading Toronto firm states that, at the beginning of 1917, the wholesalers had under contract a large supply of dry stock in all lines. There was still on hand at the mills and unsold, a plentiful supply of spruce, hemlock and white pine. Prices were firm but low, indeed, when compared with those being quoted at the present time. Large orders for munition boxes had been placed late in 1916 and wholesale dealers generally were turning over good business at profitable prices. The building trade also showed some activity in the spring and retail yards and factories stocked up in anticipation of fall trade, and hemlock, spruce and white pine were in active demand until in 1917. In the summer the shortage of cars began to be felt. Shipments were delayed and embargoes were put on and off, without notice, to the great inconvenience of the shippers and the dealers. The United States demand for white pine was active during the shipping season, and as far as low grades are concerned, the demand has been maintained. The orders for munition boxes, which had contributed to maintaining good business for the first half of the year, were pretty well completed late in the fall, and since then a very limited number of orders has been placed in Ontario. The railways have completely broken down during the past three or four months and business has been paralyzed by inability to obtain cars for shipments or have deliveries made in any reasonable time, even when cars have been secured. Many dealers have orders on their books that are six or seven months old. Stocks, which have been settled for on pro forma invoices, are carrying interest and insurance and the dealers' profits are being swallowed up by the charges. If even a moderate demand arose from the building trade it would not take long to exhaust the stocks now in the yards, and operations would be crippled for want of material. There is every reason to expect that the logs taken out this winter will fall far short of the average cut. Some manufacturers estimate the shortage at fifty per cent. Spruce, hemlock and white pine prices are climbing up and no limit is in sight. The present situation may be summed up as the most curious in the history of the trade. Shipments are embargoed, lumber is scarce, trade is depressed, prices are soaring, and the outlook for next season baffles the imagination and the judgment of the most experienced and far-sighted lumbermen.

The Car Situation is Serious

"The demand for lumber was abnormal during 1917, and at higher prices than has hitherto been known in the trade," declare Chew Bros., of Midland, Ont., who add, "that while the manufacturer enjoyed the benefit of these conditions they were offset in a large measure by the enormous increase in cost of production. A large percentage of the mill run grades of white pine is being exported to the United States. While we have pressing orders on file for upwards of two million feet of lumber, scarcely anything is moving, due to scarcity of cars and the inability of railroads to take care of the business. Due to scarcity and excessive cost of labor and supplies we are of the opinion that log output for 1918 will be reduced. While the cost of labor and supplies for 1917-17 operations was very high, that for the current season is costing us between 30 and 40 per cent. more with respect to bush work. The prospects are there will be a substantial advance in prices for 1918 over 1917. This condition may exist without extra advantage to manufacturers, as this will doubtless be absorbed by the increased cost of production. Under present abnormal circumstances, we prefer not to commit ourselves further respecting a forecast of trade conditions for 1918."

Trade Was Fairly Satisfactory

Describing the chief factors that affect this year's trade, an eastern firm says: "Practically all overseas demand originated from war re-

quirements, and as a result wood-goods found their way across the ocean to a greater extent than generally known; moreover, overseas supplies were greatly increased by operations in Great Britain and France. Shipments, however, were reduced as compared with the previous year, although owing to greatly enhanced values, the reduction in dollars was necessarily smaller than in quantities. Fortunately for the export trade, the persistent demand from the United States for war requirements absorbed most available lumber, so that the past year's trade, while uncertain, may be considered as having been fairly satisfactory. The one outstanding difficulty, which was a general one, was the question of transportation, and this question still remains unsolved. As regards this year's outlook, the immediate situation is about the same as has prevailed during the past six months. The increased cost of supplies and labor has advanced prices to a point which calls for very careful consideration of large contracts, and it is earnestly to be hoped that any temporary situation which may develop will not be taken advantage of speculatively to boost prices above those warranted solely by the extra cost of production, on which increase all prices should be based."

H. Bourgouin, Montreal, states that, owing to present conditions and the outlook for 1918, it is impossible to express any definite opinion. The circumstances are abnormal in every respect.

Another eastern firm observes, with respect to the lumber trade for the coming year, that one man's guess is as good as another's, and that retailers are getting short of stock owing to embargoes and car shortage.

Shepard and Morse Lumber Company, of Boston, write that prices are very irregular now and quotations vary considerably. No. 1 and clear spruce have advanced a great deal. There is not much of this used at present, except for airplane stock, and that brings a very high figure. There is little new in the way of trade development, except that prices along lumber lines are gradually working up, and the enhanced figures seem to be necessary because of the continual advance in the cost of production. "Generally, we believe trade to be rather dull outside of the war activities in the lumber lines, but there is so much of that, in both Canada and the United States, it creates quite a large demand for people who are situated so as to take advantage of it. We are still considerably behind on our orders and unable to get shipping facilities to catch up," they conclude.

The McMaster Lumber Company, of Kemptville, Ont., which recently secured a provincial charter, report that they intend to increase their production, as the demand in their line has been greater than the supply. They now hope to keep up with their orders.

Fear Higher Prices Would Curtail Building

The Reid Bros. Company, of Niagara Falls, Ont., sum up matters as follows: "There has been a very fair volume of trade here throughout 1917. The house building trade has been active and factories all running to full capacity, thereby consuming a considerable quantity of lumber. The Hydro Electric power development has created a feeling of optimism which has had a beneficial effect on trade during the past season. At the present time conditions look rather gloomy for the house building contractor. In spite of the fact that there is a demand for houses it seems to be difficult to realize a price which makes it profitable to build. The majority of the retail lumber yards in this district are at present carrying much larger stocks than one year ago, but only stock which is absolutely required is being bought today. It seems to us that a price is now being obtained for lumber which should fully compensate for the increased cost of production, and we think the market will bear the present prices. Further advances will, in our opinion, have a tendency to increase the indecision of prospective builders and no doubt curtail this trade to a great extent. We believe that it would be wisdom on the part of the manufacturers to call a halt in prices, at least for a time, which would probably result in a good year's business for all concerned."

The McKinney Lumber Company, of Woodstock, Ont., say that their business during 1917 was equal to that of the previous year and the prospects for 1918 are better with them than they have been for some time.

Another eastern firm reports that at the present time they have cancelled their outstanding list as with the present rate of going it would take the balance of this to move the stock they have sold ahead. According to their best estimate they are able to make at this juncture they will get out about fifty per cent. of their usual cut, which will cost them at the very least fifty per cent. more than last year and perhaps this percentage may run higher.

Firmness is the Keynote

Murray and Gregory, of St. John, N.B., assert that it seems useless to make any forecasts of the lumber market as far as St. John is concerned. Seemingly every month brings forth very little change, and whatever change there is comes so gradually that no one at the present moment can distinguish any light toward improvement. No offers have been made by the deal merchants as far as 1918 contracts

are concerned, and they do not appear disposed to name any price, claiming they can see no opportunity to ship across, that day by day matters are getting worse, and it is useless to take any chances. Really no deals are moving except a few on government orders, and those are limited in quantity. As far as shipments to the United States are concerned they are practically nothing. Storms and cold weather, the worst weather conditions in many years, have caused the railways to become congested, and embargo after embargo has been placed. Today a manufacturer might have five or six cars, if he were lucky enough to get them on his siding, start to load on and perhaps an embargo would be placed by night and the rest of the empty cars hauled off. How can the manufacturer do business against these odds, and where is he going to land in 1918? These are the two most serious questions which confront him to-day. No one will offer a profitable price. Stock cannot be moved on account of bad weather. Shortage of cars; logs higher in price than ever before and going higher; wages and inefficient help causing exorbitant values; therefore, if the manufacturer does not get an extremely high figure for manufactured lumber in 1918 he will meet with very serious losses. Business locally is at a standstill, caused first of all by zero weather and deep snow, and, of course, the war is the second excuse. This condition will likely exist until spring, when considerable work will no doubt be undertaken, as the prospects are good. As usual, there are no spruce boards at St. John, and factories are resawing deals at high prices; this makes extremely high priced boards. Low grade lumber, such as refuse, is also scarce, and in good demand; even this class of goods is higher than ever before. No quotations can be given at this date any more than to say that the deals here are held by purchasers, largely the government. Any local factory business is bringing high prices and no one is disposed to sell at any weak figure. All around firmness is the keynote, and hold on with hopes of better things.

What Constitutes a "Good Buy"

D. Aitchison & Company, Hamilton, Ont., in touching upon conditions in the lumber business in 1917, say that there was a steady advance in the price of all material in business during the whole year, and any lumber bought at current prices was what might be termed a "good buy." The demand for building material for new work such as residences, etc., has steadily fallen off on account of the advance in the price of both material and labor, but factory extensions and renewals helped to make up for the falling off in orders for house material. The outlook for 1918 is not so good, as lumber during the past few weeks has advanced so rapidly in price as to almost cut off its use except for buildings and work which have to be carried on regardless of expense. "We feel," they add, "that every week is bringing us nearer to the time when the top will be reached and the down grade in prices will commence. This will depend largely on the duration of the war, and what effect the cessation of hostilities will have on business generally. Should the war cease suddenly and a slump occur, we feel that the lumber business would be one of the first to recover, as stocks are very low and there is bound to be a large demand for material to replace stocks both in this country and in Europe."

The Thorold Planing Mills, Thorold, Ont., report that during the past year their business dropped about thirty per cent., and during the present winter sales have fallen off by one-half as compared with last winter. "The outlook for 1918 at the present time in house building looks rather unfavorable, but being located in a factory district we have hopes of a fair business from the factory end. Farmers are buying very lightly owing to scarcity of help, which will continue as long as the war lasts. Generally, we are looking for a small year in 1918, as building for speculation at the present time has received a severe jolt, and the people who come in for the remodeling and repair jobs are beginning to think they may have use for all their money before the war ends," they conclude.

Big Revenue for Forests and Mines

In presenting the budget to the Ontario Legislature, Hon. T. W. McGeary, provincial treasurer, announced that in three and one-half years of war time which called for many unusual disbursements, Ontario piled up a surplus of over \$3,000,000, including a net surplus of \$1,751,374 for 1917, which is the biggest in the history of the province. The receipts in the Lands, Forests and Mines Department amounted to \$3,579,196.06. In the fiscal year 1915 and 1916 the total receipts from this branch of the government were \$1,860,557.37, so that there is a gain of \$1,718,638.69. This is principally accounted for by the fact that last year the province received \$1,366,892 from the nickel tax made up of arrears of 1915, 1916 and 1917. In the estimated expenditure of the fiscal year ending October 31st, 1918, the provincial treasurer puts down the possible receipts in the Lands, Forests and Mines Department at \$2,875,000. In the estimated expenditure, the charges on Crown Lands are set at \$955,543.45.

Ontario Production Decreased in Year 1917

Drop of Over 42,000,000 Feet as Compared with 1916—Lath Output Shows Large Increase—Small Decline in Shingles

The production of lumber in the Georgian Bay and Northern Ontario districts in 1917 showed a decrease of 42,643,548 feet, b.m., as compared with that in 1916.

The total output in 1917, as set forth in reports to the "Canada Lumberman," amounted to 651,998,340 feet, b.m. The 1916 figures, according to the same returns, aggregated 694,641,888 feet, b.m.

The falling off is attributed in a large measure to the shortage of labor, increased cost of operation, embargoes, freight congestion and irregular markets caused by abnormal manufacturing conditions

created by the war. The scarcity of ocean tonnage and excessive carriage rates on exports were also contributing factors in the decreased showing of the last twelve months.

The production of lath in Ontario, according to figures received, totalled 254,061,750 pieces in 1917, as compared with 228,647,090 pieces during 1916, showing an increase of 25,414,660.

The shingle production was 17,410,250 pieces in 1917, as compared with 18,081,250 pieces in 1916, a decrease of 671,000.

Following are the statistics in detail:

Georgian Bay and Northern Ontario Production

Lumber

	1917	1916
Biscotasing	3,200,000	3,500,000
Blind River	17,300,000	19,000,000
Boakview	2,250,000	1,500,000
Bracebridge	6,137,918	3,438,440
Burk's Falls	4,925,000	6,067,000
Bear Lake	2,000,000	1,500,000
Byng Inlet	32,500,000	30,500,000
Bala	2,000,000	2,000,000
Chapleau	9,000,000	9,000,000
Cache Bay	31,100,000	17,000,000
Callander	14,227,656	21,166,212
Cutler	60,687,809	64,641,967
Elk Lake	2,000,000	3,000,000
Field	3,000,000	2,000,000
Fesserton .....	.....	3,000,000
Fort Frances*	95,584,066	95,584,066
Haliburton	1,230,000	2,525,000
Huntsville	6,648,954	5,750,000
John Island	15,500,000	15,500,000
Jacksonboro	6,140,472	4,144,834
Kearney	4,116,000	3,376,000
Kinmount	1,800,000	2,000,000
Keewatin	15,000,986	15,834,252
Little Current	13,000,000	13,000,000
Longford	3,500,000	4,000,000
Magnetewan	1,330,960	1,881,155
Midland	60,042,987	63,404,965
Marksville	1,950,000	2,000,000
New Liskeard	3,630,000	4,000,000
North Bay	18,000,000	28,000,000
Nesterville*	21,500,000	21,500,000
Otter Lake Station	2,000,000	4,500,000
Owen Sound	7,500,000	8,500,000
Parry Sound	7,000,000	7,500,000
Pakesley	5,000,000	7,000,000
Peterboro	1,400,000	8,817,024
Penetanguishene	21,600,000	22,541,791
Port Arthur*	17,000,000	17,000,000
Sarnia	23,000,000	25,000,000
Spragge	27,000,000	27,000,000
Sudbury .....	.....	1,500,000
Thunder Bay .....	.....	4,000,000
Thessalon	16,000,000	18,000,000
Waubaushe	21,500,000	21,000,000
Other Places	43,795,532	52,469,182
Total	651,998,340	694,641,888

Lath

	1917	1916
Biscotasing	1,500,000	1,250,000
Blind River	6,400,000	8,700,000
Bracebridge	2,797,150	1,555,700
Burk's Falls	1,100,000	2,270,000
Byng Inlet	10,000,000	9,000,000
Chapleau	5,500,000	4,750,000
Cache Bay	8,500,000	6,000,000
Callander	7,304,000	9,295,000
Cutler	13,229,900	21,505,950
Field	2,250,000	1,500,000
Fesserton .....	.....	1,500,000
Fort Frances*	23,498,100	23,498,100
Huntsville	908,100	1,115,000
John Island	6,500,000	6,500,000
Jacksonboro	2,683,800	490,800
Kearney	1,370,000	1,922,000
Keewatin	3,782,210	6,510,100
Little Current	6,000,000	6,000,000
Longford	1,400,000	1,500,000
Midland	28,211,900	32,547,250
North Bay	10,808,000	13,000,000
Parry Sound	4,200,000	4,700,000
Pakesley	2,000,000	3,000,000
Penetanguishene	16,500,000	16,951,050
Nesterville*	5,100,000	5,100,000
Peterboro	500,000	4,821,200
Port Arthur*	5,500,000	5,500,000
Sarnia	13,000,000	12,500,000
Spragge	11,600,000	10,000,000
Thunder Bay .....	.....	4,000,000
Thessalon	7,000,000	9,000,000
Waubaushe	5,600,000	5,500,000
Other Places	12,579,600	13,903,930
Total	254,061,750	228,647,090

Shingles

	1917	1916
Bracebridge	2,550,250	1,528,250
Burk's Falls	1,670,000	1,971,000
Haliburton	1,360,000	1,140,000
Huntsville .....	.....	100,000
Kinmount	1,440,000	1,500,000
Mindemoya	100,000	150,000
Marmora .....	.....	350,000
Owen Sound	2,500,000	1,000,000
Penetanguishene	1,120,000	1,025,000
Peterboro	1,500,000	3,178,000
Other Places	5,170,000	6,139,000
Total	17,410,250	18,081,250

The firms indicated by an asterisk did not submit figures for their 1917 cut and their 1916 figures have been used in order to complete the summary.

Very Fair Season in New Brunswick

The impetus given to shipbuilding, and better demand for various kinds of wood across the border, particularly spruce, resulted in what is regarded as a fairly satisfactory year for the trade in New Brunswick. The cut in 1916 was in the neighborhood of 700,000,000 feet, showing a gain over the preceding year. It is not anticipated that the showing in 1917 will be as large, owing to the scarcity of labor and the increasing cost of operation. No figures are yet available. As far as the North Shore is concerned the results of 1917 are being viewed with a fair measure of satisfaction. To the increased cost of labor and material there have been the difficulties of an unusually severe and long winter. The snow in various parts has been exceptionally deep, impeding cutting. The higher prices have come to the relief of manufacturing conditions in certain cases, but it is doubtful if the quotations now prevailing counterbalance the augmented expense of production and materials. Stocks are, on the whole, about on the average.

During the past few weeks considerable stocks of spruce have been purchased by the United States Government, and this line is

moving freely, as no restrictions or embargoes apply. No business in English deals to be sawn during the coming year has yet been made, and the producers are not very anxious to enter into any negotiations regarding sawn material until they have some conception of their stock of logs and their cost. One contributing factor to the shortage of log production is that men jump camp frequently and render much variation in the continuity of camp operations. A year ago logs which cost \$22 per thousand will this season entail from \$27 to \$28 per thousand. At St. John the grade of logs so far as size is concerned, will not be nearly as large as last spring. It is interesting to look forward to the coming year and to note that local trade is steadily improving, being considerably better than at the opening of 1917. Lath and shingles are pretty well cleaned out from the docks at St. John and there is fear that cedar shingles may be scarce in 1918, owing to the shortage of cedar logs.

Transportation and heavy freight rates are the great troubles. The obstacles in the way of moving wood products, both raw and manufactured, are such as have never been encountered before. It will take not a few weeks for the railways to relieve the situation.

The Ottawa Valley Production

Figures Show an Increase Compared with 1916—Shingle and Lath Output Also Show Considerable Gain

Ottawa, February 9th (Special to the Canada Lumberman):—Though lumbermen of the Ottawa Valley, during 1917, had to contend with a variety of adverse and changeable conditions, they increased their trade and production in lumber, lath, and shingles, as compared with 1916.

The outlook for 1918 is bright, providing transportation can be brought to anything like normal. The transportation problem and the various embargoes in the United States are two of the biggest problems confronting the lumber trade of the Ottawa Valley. Reports from mills all over the Valley show that indications are favorable for increased export trade to the United States.

A shortage of labor is hindering the 1917-18 wood cut. The number of logs to be gotten out this season will not be as great as during the cut of 1916-17.

The lumber production in the Ottawa Valley during 1917 amounted to 433,160,987 feet, as compared with 354,327,009 feet in 1916, an increase of 78,833,978 feet. Lath production totalled 77,400,250 pieces as against 53,867,000 pieces in 1916, an increase of 23,533,250 pieces. Shingle production last year amounted to 33,324,000 pieces as compared with 32,749,750 pieces in 1916, an increase of 574,250 pieces. The value of exports from the Ottawa Consular District to the United States during 1917 amounted to \$4,151,942, as compared with \$3,840,050 in 1916, an increase of \$311,892.

Approximately 10,500,000 feet of the lumber production was hardwoods.

The volume of trade with the majority of the mills in the Ottawa Valley increased as compared with their 1916 business. Profits were slightly better than 1916. Prices generally increased from \$3 per M. to from 25 to 50 per cent. Stocks as indicated by the reports from the mills are less than a year ago. Shingles generally were fairly good. Lath, while slow with some mills, was good with others.

The export trade to Great Britain showed a decided falling off on account of the shortage of bottoms. Generally the Ottawa Valley mills are of the opinion that this season's log output will be from twenty-five to thirty per cent. below that of a corresponding period last year.

The majority of the mills report the trade outlook is bright, with the prospect of the market advancing, owing to the increased cost of logging and lowered production.

The following tables show details of production:

Ottawa Valley Lumber Production

	1917 Feet	1916 Feet
W. C. Edwards, Ottawa, Ont.	72,000,000	40,000,000
McLachlin Bros., Arnprior, Ont.	55,000,000	26,000,000
John R. Booth, Ottawa, Ont.	50,000,000	40,000,000
Hawkesbury Lumber Company, Hawkesbury ..	40,000,000	35,000,000
Gillies Bros., Braeside, Ont.	28,000,000	30,000,000
James MacLaren Co., Ltd., Buckingham	25,700,000	26,500,000
Pembroke Lumber Company, Pembroke, Ont. ..	25,000,000	20,000,000
Gilmour and Hughson, Hull, Que.	25,000,000	19,000,000
Fassett Lumber Company, Fassett, Que.	18,000,000	18,500,000
Shepard and Morse, Ottawa, Ont.	16,500,000	12,330,000
Colonial Lumber Company, Pembroke, Ont.	15,500,000	15,500,000
Estate James Davidson, Ottawa, Ont.	9,000,000	3,500,000
Riordon Pulp and Paper Co., Hawkesbury	6,300,000	13,150,000
R. and T. Ritchie, Aylmer, Que.	5,000,000	.....
Dennis Canadian Company, Whitney, Ont.	4,580,000	7,047,000
Petawawa Lumber Company, Pembroke, Ont. ..	2,700,000	5,000,000
Papineauville Lumber Co., Papineauville, Que. ..	2,500,000	3,000,000
Smith Bros., Campbell's Bay, Que.	1,155,987	1,300,009
Rideau Lumber Company, Ottawa, Ont.	1,075,000	.....
St. Lawrence Lumber and Box Co., S. Lanchester	150,000	1,500,000
Fraser and Company, Ottawa, Ont. ....	.....	5,000,000
Other places	30,000,000	32,000,000
Total	433,160,987	354,327,009

Ottawa Valley Lath Production

	1917 Pieces	1916 Pieces
W. C. Edwards	15,000,000	5,000,000
Riordon Pulp and Paper Company	8,539,250	8,675,000
Colonial Lumber Company	8,500,000	6,000,000
Shepard and Morse	8,300,000	6,780,000
McLachlin Bros. Limited	3,000,000	1,500,000
R. & T. Ritchie	6,000,000	.....
Hawkesbury Lumber Company	5,000,000	8,000,000
James MacLaren Company, Limited	4,200,000	4,000,000
Pembroke Lumber Company	4,000,000	3,000,000
Fassett Lumber Company	3,000,000	.....
Gilmour and Hughson	3,000,000	2,000,000
Gillies Bros., Limited	2,230,000	2,120,000

John R. Booth	1,500,000	1,500,000
Estate James Davidson	1,500,000	600,000
Petawawa Lumber Company	700,000	2,000,000
Rideau Lumber Company	600,000	.....
Smith Bros.	200,000	200,000
Dennis Canadian Company	131,000	992,000
Other places	2,000,000	1,500,000
Total	77,400,250	53,867,000

Ottawa Valley Shingle Production

	1917 Pieces	1916 Pieces
W. C. Edwards	5-6,000,000	5-6,000,000
James MacLaren Company, Limited	4,200,000	3,000,000
Dennis Canadian Company	2,924,000	2,325,000
R. & T. Ritchie	2,000,000	1,000,000
Estate James Davidson	1,500,000	500,000
Rideau Lumber Company	500,000	600,000
John R. Booth	150,000	500,000
St. Lawrence Lumber and Box Co.	50,000	150,000
Other places	16,000,000	18,674,750
Total	33,324,000	32,749,750

Export Report of the Ottawa Consular District to United States

	LUMBER			
	1917 Feet	1916 Feet	1917 Value	1916 Value
Dressed lumber	24,531,181	18,734,006	\$ 715,579	\$ 527,749
Tongue and groove .....	.....	93,080	.....	2,409
Rough lumber	124,439,478	125,245,661	3,179,709	2,822,086
Total	148,970,659	144,072,747	\$3,895,288	\$3,352,244

LATH, PICKETS AND SHINGLES

	1917 Pieces	1916 Pieces	1917 Value	1916 Value
Lath	43,937,000	43,947,000	\$150,754	\$149,712
Pickets	934,000	7,359,000	7,767	43,140
Shingles	18,420,000	9,673,000	64,717	40,645
Total	63,291,000	60,979,000	\$223,238	\$233,497

PULPWOOD

	1917 Cords	1916 Cords	1917 Value	1916 Value
Peeled pulpwood	4,847	42,498	\$33,416	\$254,309
Total value of exports, 1917, \$4,151,942; 1916, \$3,840,050.				

Will Co-operate in Lumber Purchase

An important meeting of the Executive Committee and Board of Trustees of the National Wholesale Lumber Dealers' Association was held recently at 66 Broadway, New York, and many topics were considered, among the most important being that of co-operation with the government in the purchasing of lumber. The special committee appointed to look into this subject reported that several visits had been made to Washington, and after considerable discussion the committee was directed to pursue the matter further in the interest of the Association membership. Following the meeting on the 18th, the committee immediately resumed its work.

The report of the railroad and transportation committee, covering many phases of transportation problems as affected by government control of railroads, was considered together with the report of the special railroad committee appointed at the annual meeting at Pittsburgh to obtain relief in the way of car supply, embargoes, etc. The committee has accomplished much for the members and was especially successful in having thousands of cars placed at advantageous points. Further action along several transportation lines was instigated, looking to the improvement of transportation conditions as it affects the lumber trade.

The question of terms of sale and trade ethics in connection with its application to the lumber industry was considered, as well as affiliation through representation in the American Trade Acceptance Council. Numerous communications from members recommending an education campaign on the subject of trade acceptance were considered, and the committee on terms of sale and trade ethics was instructed to investigate the entire subject diligently and report its recommendations.

Mr. R. Beckett, a well-known lumberman of Quebec, P.Q., who went overseas early in the war, and after taking part in several engagements was wounded and returned to England, has been appointed in connection with the purchasing of lumber and lumber supplies for Great Britain. At the present time the lumber used in the United Kingdom is being handled through a government office. Mr. Beckett has been sent to the United States in connection with this work and will have an office probably in Washington, so as to be in close touch with the War Purchasing Commission of the United States.

Widely Marked Change in Eastern Output

How Material Used for Shipbuilding Has Come to the Front—Very Few Deals for English Market Will Be Cut—More Lumber for American Market

By E. Woodworth, Parrsboro, N. S.

The world war has wrought many important changes in the world's commerce, but none has been more marked than the change that has been effected in the lumber trade between Great Britain and the Maritime Provinces.

The change was gradual during the first years of war, but developed an increased demand and advanced prices. Even then transportation soon became a difficult problem, and to meet the demand a class of vessels had to be introduced which had hitherto been regarded as unsuitable for ocean carriers. Those vessels proved far more satisfactory than was generally anticipated, and the phenomenal increase in freight rates made their employment in the transatlantic trade very profitable to their owners. Their success contributed largely to the revival of wooden shipbuilding, for in some sections fleets of tern schooners, with an occasional four-master, were built expressly for the deal-carrying trade. This prosperous business, however, was of brief duration, for early in 1917 the deal trade with England was hedged around with conditions which became practically prohibitory. The questions of demand or supply had nothing to do with the matter; for deals were urgently required in England and there was and is an abundant stock on this side of the water. The deal trade was suspended for the simple reason that the shipping available for that business was more urgently needed for other purposes.

The Mother Country needed our lumber and needed it badly, but she could do without it much better than she could without food stuffs and munitions. Lumber shipments could wait without serious loss or injury, but the other requirements from this side of the water were imperatively needed, consequently as there was not sufficient tonnage to meet all demands, the lumber shipments were greatly reduced and finally had to be suspended altogether. The normal shipments of deals and scantling from Nova Scotia to England in recent years have been about one hundred and fifty million superficial feet. The shipments last year were not more than twenty per cent. of that amount, and the most of them were made early in the season. Some of the lumber intended for the British trade found a market in the United States, but it is estimated that the quantity remaining on hand is in the vicinity of a hundred million feet. Much of this was sold, even before it was cut, to the Imperial Government for delivery last winter and spring, but it has been held over until now for lack of tonnage, and there is no prospect of any immediate improvement. In New Brunswick the conditions are much the same as in this province, and the quantity of lumber on hand is probably larger than it is here. According to present indications the deal shipments from the Maritime Provinces to the United Kingdom are likely to be a negligible quantity for many months to come.

A comparison of the exports to the United States last year from the various ports of Nova Scotia in comparison with 1916 cannot be given in this article, but the statistics of the port of Parrsboro are here submitted and will give a fairly accurate idea of the changes that have taken place within two years.

American Market Was Satisfactory

The exports of lumber, scantling and plank from Parrsboro to the United States last year totalled 10,001,900 superficial feet, valued at \$177,657. The exports in the same lines of lumber in 1916 aggregated 4,707,666 feet, and their value was estimated at \$72,890. It will be seen that last year's exports along the lines specified more than doubled the amount exported the preceding year, while the valuation was much more than twice as large. In laths there was a marked falling off last year, for the exports totalled only 7,058,700, against 9,063,000 in 1916. The advance in prices helped to even things up somewhat, for last year's valuation was \$21,654, against \$24,151 for the exports of the preceding year. But it was in piling that the widest divergence was found, for the number of pieces exported last year was only 9,605, valued at \$21,653, while in 1916 the number was 23,790, and the valuation \$45,114. Even with the falling off in lath and piling the exporters had no cause for dissatisfaction, for their trade with the United States last year brought in upwards of seventy thousand dollars more than their transactions of the preceding year. Notwithstanding the excessive freight rates the American market was highly satisfactory to lumber operators in Nova Scotia and the owners of Bluenose coasters profited greatly by the abnormal prices they were able to secure for carrying the lumber to American ports. There is,

however, another side to the story. The deal shipments from Parrsboro to England in 1916 aggregated a little less than thirty million feet—the smallest annual shipment in many years. The reduction in quantity was caused by the scarcity of bottoms—not by any lack of lumber, and it was hoped and believed that the coming year would bring improved conditions. But all the deals shipped from Parrsboro to England last year were included in one cargo of a little over four million feet, carried by an Imperial transport sent over for the express purpose. In this case the shipper was unable to take advantage of a rising market, for the deals were bought many months before they were delivered, while at least six millions more, bought at the same time from another shipper, are still on hand and will not be moved until next spring at the earliest. This makes the outlook for next season somewhat dark, for there is little encouragement to get out lumber for a market which may remain closed, while the wharves are still piled with last year's output.

Even if a good market were assured for next season it would be impossible now to get out as many deals as were usually handled in other years. The great advance in wages and the largely increased cost of supplies of all kinds might be overcome—might, and no doubt would be treated as part of the game, but the men to do the work are not to be had. Many of them went to the front long ago, and some of them will never return. Many others have since joined the Forestry Brigade and are felling the forests of England and France, thus lessening the urgency of the demand for Canadian lumber. And last, but not least, very many are now engaged in shipbuilding, or in getting out timber and other material for building ships.

Taken altogether, our forest output is not likely to be greatly reduced, but its character will be largely changed. Very few deals suitable for the English market will be cut, but considerable quantities of other dimensions will be manufactured for the American market. Probably more boards and scantling will be cut than in other years, and at least an average output of lath and piling may be expected. But it will be in material used for shipbuilding that the most widely marked change will be seen.

The Impetus in Ship Building

Large quantities of lumber of various kinds were used in building the vessels that were turned off last year, but the amount will seem small when compared with what will be required to finish the fleet now in course of construction and to build the others that are pretty sure to be commenced before the season is over. Much of the timber used in building ships is of a kind that cannot be converted into merchantable lumber, and, before the revival commenced, was considered of little value except for fuel. Within two or three years the value of this timber has greatly appreciated, and trees which have hitherto been rejected are worth more to-day than the best growth of the forest would bring before the building boom began. Even as fuel our forest products have doubled in value since the war commenced, and the fortunate owners of timber limits will have little cause for complaint if they are compelled to allow some of their trees a little more time to grow. No doubt some timber owners, in their eagerness to realize on their property, have cut their holdings closer than was really profitable, and an enforced rest will permit a growth that will pay good dividends in the end.

There is every reason to believe that Canadian lumber will be wanted at good prices when the war is over, if not before, and the chief risk of loss will be from forest fires—a risk that, with proper precautions, should be reduced to a minimum. It is true that the falling off in the deal shipments from New Brunswick and Nova Scotia, which is said to have amounted to one hundred and eighty-five million feet last year as compared with the year before, is a matter of serious importance to these provinces, and undoubtedly keeps a lot of money out of circulation. But it can't be helped and it might be much worse. If a normal cut of deals were wanted this year it would be impossible in the present condition of the labor market to get men enough to make it, and all the men who can be had can find plenty of employment. Probably more lumber will be cut for the American market than ever before, and if there should be a demand for deals before the season is over, there are enough on hand to fill it.

A list of the vessels built in Nova Scotia last year may prove interesting in this connection, as showing what became of some of the forest products. One four-masted schooner of about 700 tons reg-

ister was launched, and there were thirty-one tern schooners which averaged nearly 400 net tons each. The number of two-masted schooners was twenty-five, and these averaged a little over one hundred net tons each. Then there were ten gasoline boats and schooners averaging from ten to forty tons, and a large fleet of smaller craft with or without motors. Many additions to the latter class are made every year, and, with the exception of the boats and dories required for the vessels launched last season, it is probable that the output last year was not much larger than usual.

The vessels in course of construction and to be launched this season, as announced at the end of last year, were eleven four-masted schooners ranging from five hundred tons or thereabouts, up to about one thousand tons. Arrangements had been made at the beginning of the year to build forty tern schooners this year, but some have been added since and probably others will follow. This will undoubtedly hold true of two-masted schooners, for although only ten had been promised when the year began, it is very likely that, at least, double that number will be turned off. Plans have also been made for half-a-dozen gasoline vessels of various sizes, and several wooden steamers will be built. One firm which has operated quite extensively for many years in Cumberland County and formerly built vessels here, will manufacture fully one-third of its output this season into shipbuilding material. The firm are building no vessels in Nova Scotia this year, but they have two tern schooners on the stocks in New Brunswick. These vessels are well advanced, and arrangements are being made for putting on a four-master. Probably some of the lumber from the firm's mill in Nova Scotia will find the way to its vessels in New Brunswick.

Lost Art Being Restored

The figures given above are small and paltry when compared with the present and promised shipbuilding activities of our neighbors, and

they are really of little value except to indicate the change that has been made here within two or three years, and to show what becomes of a part of our lumber output. But it must not be forgotten that the population of Nova Scotia is less than half-a-million and that the principal occupations are farming, fishing and mining. It should also be remembered that before the war shipbuilding, once a leading industry, was rapidly becoming a lost art. When the revival came it did not extend to all parts of the province, and many shipyards that were once hives of industry still remain silent and forsaken. In many of the yards that have been reopened the changed conditions have rendered necessary the erection of large sawmills, and these, while providing shelter for modern labor-saving machinery, have helped in a small measure to extend the home market for lumber. Thus, in various ways, the revival of shipbuilding has created a home demand for lumber which in former years could only be sold by shipping it to other countries.

The injunction "Don't ever prophesy unless you know," would, if generally heeded, prevent the making of many predictions concerning the outcome of the lumber operations for the current year. The number of those who are qualified to prophesy because they "know" must be exceedingly small, and yet some good guesses may be made. Predictions regarding some important features can be nothing but guesswork, but there are other things which may be foretold with a fair degree of certainty. For instance, there is no doubt that the regular lumber output in this province will be much smaller than usual, and it is fairly certain that very few deals will be cut for the English market. On the other hand, there is good reason to believe that more lumber will be manufactured for the American market than ever before. More lumber will be used for shipbuilding than in any other year since this century began, and the filling of this new demand will help very materially to make up for the temporary loss of the overseas trade.

B. C. Lumbermen Enjoying Great Prosperity

Aggregate Cut of Mills for 1917 About 1,500,000,000 Feet—Log Output Approximates 1,600,000,000 Feet—Estimated Value of Forest Products \$46,000,000

Whilst the years 1910-11-12 witnessed a bumper demand for B. C. forest products owing to the tremendous boom in building then in progress throughout Western Canada, the prices secured by the millmen left much to be desired. This was due very largely to the competition set up by American lumbermen, who shipped enormous quantities of lumber into the prairie provinces in those years owing to a diminishing market in their natural territory.

There was plenty of export business to be secured, but only a few coast mills cared to cut for this trade, and Eastern Canada was not then absorbing any large quantities of B. C. lumber. Wisely or foolishly the British Columbia manufacturers reached the decision that they should hold the prairie market at all costs, and in the carrying out of this resolve prices were gradually forced below the cost of production, while credit was extended to all and sundry. In 1913 there came an end to the period of real estate expansion throughout the prairie provinces which left the bulk of the prairie farmers in straightened circumstances. The fore part of the following year saw very unsettled conditions in the B. C. industry and a general desire on the part of the millmen to await the declaration of prairie harvest prospects before making their plans for even an average cut. In August came the shock of war, following which depression of the blackest hue settled upon the industry for several years, both the fortitude and the credit of the lumbermen being strained to the utmost.

Statistics of output for the years 1913-14-15 will convey some idea of conditions. In 1912 the value of British Columbia forest products for the first time reached a total of over \$35,000,000; for 1913 the figures fell to \$33,650,000, and in 1914, to \$28,680,000. A slight improvement was noted in 1915, the total value advancing to \$29,150,000. The year 1916 brought a materially strengthened demand and better values for lumber owing to a heavy crop on the prairies selling at war prices, while the establishment of shipbuilding yards at the Coast and the growth of Eastern Canada shipments were reassuring factors which gave new hope and imparted fresh vigor to everyone connected with the B. C. industry.

Good in Spite of Drawbacks

The year just closed was one of marked prosperity in every branch—this, notwithstanding, the many serious drawbacks facing the operators in the way of labor shortage, transportation difficulties and steadily mounting costs in every department of their work. Luckily

the demand for lumber was so insistent that the manufacturers were able to ask and obtain fair prices for their product, and in turn to pay the loggers considerable more money for the raw material. We probably are safe in making the statement that despite the drawbacks referred to our lumbermen have sound cause to think well of 1917 and to be satisfied if future profits measure up with its record.

While the increases in lumber prices have not kept pace with the operating costs, the better business methods put in force during the hard times led to economies that are now firmly established with many millmen and have enabled most of them to make more clear money than ever before. While the Department of Lands has not yet been able to give the official figures it is believed the total cut of lumber in 1917 was approximately 1,500,000,000 feet, the output of the Coast mills being about 1,000,000,000 feet, the balance being produced by the Mountain mills and the many small plants scattered through the interior. Owing to the higher prices obtained the total value of the 1917 output of forest products will be in the neighborhood of \$46,000,000, or over \$10,000,000 better than for the year preceding—a splendid showing. Nearly 80,000,000 feet of high-priced ship material was taken by Coast shipbuilding plants and Eastern yards, and offshore lumber shipments accounted for about 45,000,000 feet, in the carrying of which B.C.-built wooden schooners played a large part. In 1915 the offshore shipments were 58,074,773 feet, and in 1916, 43,676,523 feet, the falling off being due to lack of bottoms owing to war exigencies. The stocks of lumber carried by Coast mills at the end of 1917 were considerably in excess of normal, owing to the large quantities of side lumber produced while cutting ship material, and also because the car scarcity had held back the shipment of large orders placed by prairie and Eastern Canada buyers. As the cut of many mills will likely be devoted to spruce almost entirely during the present year the surplus of fir stocks will be needed to piece out rail orders, and millmen are so well satisfied with the situation that big orders offered by line yards are being turned down and shipments for future delivery are subject to price advances in some cases.

The cut of the association mills in the Mountain district for 1917 was 315,000,000 feet, an increase of 50,000,000 feet over 1916. Sales during the year at enhanced prices were 300,000,000 feet, or 30,000,000 less than for the year previous. At the end of the year the mills were carrying 85,000,000 feet, or 15,000,000 feet in excess of the stocks on hand at the beginning of 1917. The gross value of the output of

the mills in the Mountain territory for last year is placed at \$6,000,000, while the cut of fence posts, poles and shingles will add another million to this total. With favorable freight rates to the prairies and an assured demand for the class of lumber on hand the Mountain mills are in a strong position for the spring trade. This is borne out by the fact that a number of the mills are endeavoring to operate continuously during the severe winter weather in order to add to their stocks, and all of them are logging on a much larger scale than heretofore.

Coast Loggers Had Prosperous Year

While a number of the big lumber companies at the Coast control extensive areas of timber limits, only a few of them operate camps. The great bulk of the tidewater sawmills and shingle plants purchase their logs in the open market, the supply coming from camps along the Coast as far north as the Queen Charlotte Islands, although most of the timber is cut within a distance of 300 miles, this taking in all points on Vancouver Island, where a large cut is supplied. The end of the year saw a small surplus of logs on hand instead of the customary 30,000,000 or 40,000,000 feet usually stored to keep the mills cutting from mid-December until near the end of February, when most of the camps have to suspend work owing to severe weather and snow. Fortunately the present winter has been so mild that many of the operations are still being carried on, and logs are being produced in good quantity.

It is estimated that the total log output for all sections of the province in 1917 will reach 1,600,000,000 board feet. How log production has been speeded up despite many drawbacks is made plain by the figures for previous years. In 1915 the total of logs scaled was only 991,780,200 feet, and the year following 1,279,852,662 board feet.

Below we give the log cut of Vancouver district for 1916 and 1917, showing a gain of 6,920,397 feet. Vancouver Island, Prince Rupert district and interior lumbermen also increased their output by substantial figures.

Month	1916	1917
January	25,807,000	49,669,768
February	25,249,000	33,929,937
March	30,381,000	49,476,212
April	45,176,000	61,657,534
June	76,450,000	77,112,990
July	77,496,000	66,344,926
August	71,897,000	84,433,383
September	68,493,000	59,073,000
October	91,502,000	88,433,000
November	57,181,000	62,210,000
December	80,409,000	107,915,647
Total	733,329,000	740,249,397

It is confidently predicted that the year upon which the industry is now entering will be even more prosperous than 1917 owing to the giving out of contracts for aeroplane spruce in almost unlimited quantities. Considerable spruce timber was logged last year, but the campaign was merely being initiated—now the full effects of the plans formed are being made plain, and they involve a tremendous expansion of the logging industry. It is possible the value of spruce aeroplane material taken out this year will reach \$9,000,000, and as much higher as the operators care to go. In order to expedite production the provincial government has thrown open all spruce areas, and the Imperial Munitions Board will buy all the clear stock that is passed by its inspectors. While most of the good spruce is found in the northern part of the province, there are some good stands on the West Coast of Vancouver Island and at various points up the Mainland Coast, and doubtless all of these will be developed. Many of the present loggers of fir and cedar will turn over their equipment to the new work and it remains to be seen how this transfer will affect the output of fir lumber and shingles. In all probability a number of new fir and cedar camps will open up to balance the situation.

Shingle Manufacturers Smash Records

Last year proved a remarkable one for B. C. manufacturers in the way of demand and output. As in the other branches of the industry, the shingle men found that higher labor and other operating costs bit deeply into the mill price of their product, yet the demand held up well all year and from time to time they were able to stiffen their figures somewhat. The total cut of the B. C. mills for 1917 of all grades of shingles was 2,278,205,000, the market value f.o.b. mill being \$7,609,854. Of the total quantity the United States market absorbed the record quantity of 1,411,420,378 shingles, valued at \$5,182,856, while the Canadian trade took 866,785,000, valued at \$2,426,998. That records were broken is established by the figures for 1916, when the total output of the B. C. mills was 1,236,427,000 shingles, valued at \$4,050,078. It will be seen that 1917 shipments to the United States exceeded by nearly 200,000 shingles the entire shingle output for 1916.

Below we give the figures of the United States shipments per quarter, and steadily rising values:

	Shingles	Value
March quarter, 1917	265,991,021	\$ 856,926
June quarter, 1917	408,958,185	1,533,390
September quarter, 1917	314,066,454	1,172,084
December quarter, 1917	422,406,718	1,620,456
	1,411,420,378	\$5,182,856

The outlook for 1918 is considered to be excellent owing to the gradual revival of building operations in the extensive territory served by B. C. red cedar shingles.

Larger Demand for Logs in B. C.

Supply Curtailed by Labor Shortage — No Encouragement Given to Aeroplane Spruce Production

"Regarding a review of the logging business for the past year on the Pacific Coast, we have had many surprises, the principal of which has been a labor supply, practically normal, in number at least, and an increasing demand for logs at advanced prices," writes a live western logging firm. "Prices, of course, had to advance in proportion to all material and supplies and advanced wages, but on January 1st, 1917, speaking for the trade in general, it looked as though not more than half of the camps could operate on account of the apparent labor shortage. However, the Provincial Government became more lenient in the immigration of labor, and we got by the year fairly well.

"It is hard to predict conditions for the year 1918. We don't plan these days, we guess and speculate and live from day to day, not knowing what to-morrow will bring forth, but our judgment is, from the indiscriminate conscription of labor for soldiers that we will be very short of men in the camps this year, at least, it would look as though all who will be left will be aliens of a not very intelligent or loyal type.

"The aeroplane spruce production bid fair to interest the logger some two or three months ago, but as time goes by and nothing definite is placed before us, we have had to drop back to our regular business, very much disappointed at not being able to do our bit along those lines. Possibly the Imperial Government will realize after a while that a Pacific Coast man, who does not need several months' education and who has the confidence of his fellow business men, is the man for the job, and just that soon and no sooner will a large supply of aeroplane spruce start for France.

Unusual Conditions—Streaky Demand



B. F. Harris, Prince Albert, Sask.

B. F. Harris, sales manager of the Prince Albert Lumber Company, Prince Albert, Sask., in reviewing conditions for 1917 and the probable outlook for the coming year, says:—"Spruce lumber manufacturers of Northern Saskatchewan were faced in 1917 with unusual conditions in their entire production from tree to car. While the volume of business was about the same as in previous years, the demand was streaky, and during the last four months of the year considerably below normal.

"Bush operations were conducted under trying labor conditions, due to scarcity of men and generally decreased efficiency of those employed, while wages averaged higher than in former years.

"In sawing, yarding and planing departments the summer season brought increased wages in all lines and steadily decreasing supply of labor. Collections throughout the year were good—probably

above normal, and, on the whole, considering we are at war, there is little complaint heard.

"The business outlook for 1918 is fair—demand for spruce products is steady, but much uncertainty exists as to labor conditions. That there will be a big shortage is inevitable, and particularly in skilled lines, and if this condition develops there will be a considerably decreased production."

What Forest Protection Means to Civilization

The War Has Shown the Value of Our Forests in an Entirely New Light—Necessity for a Practical and Far-sighted Policy

By Ellwood Wilson, Grand Mere, P.Q.*



Ellwood Wilson, Grand Mere, P.Q.

Forests and civilization are inseparably bound together. Not all forested countries have reached a high degree of civilization, but no unforest country has ever reached a state of culture. Egypt, Babylon, and Assyria may be mentioned as exceptions, but the probability is that they were all forested at the zenith of their progress, and that their decline may be directly attributed to the disappearance of their forest wealth. The whole north coast of Africa, Palestine, and China were at one time well forested, and, with the vanishing of the trees, these civilizations waned and are now at a low ebb. China is probably the best example of deforestation which we have. Originally a country of great wealth, both in timber and agricultural lands the removal of the woods has, over

very large areas, destroyed the farms by allowing the rainfall to rush down the hillsides in the form of torrents, carrying large amounts of sand and gravel, which have covered up and destroyed the arable lands. To-day China is a desolate, treeless country, forced to use dung for fuel, and to carry on the most intensive form of agriculture in order to wring a meagre sustenance from an impoverished soil.

Where timber is removed from hills and mountains by lumbering, fire almost always follows and burns not only the timber but also the soil, right down to the rock. If the formation is not rock the situation is far worse, for the soil is washed down year after year into the fertile valleys, destroying them completely. In the Cevennes and Pyrenees districts in France 8,000,000 acres of farm land were destroyed by floods, and a huge sum of money had to be spent by the government in reclaiming them. Where forests are removed in sandy country the wind soon strips the soil of the meagre remaining cover and carries the sand for miles over the surrounding country, converting it into a desert. This happened along the west coast of France, and millions were spent to arrest the devastation. An old friend of mine, Senor Don Ricardo Codorniu, a Spanish forester, has spent his life in this work of stemming torrents, replanting denuded mountain slopes, often carrying earth up on mule-back to start the nucleus of a future protective forest. His work in connection with drifting sands has been most interesting, especially where the sand had commenced to invade a village, burying houses in the suburbs. Wattle fences had first to be built, and between these pines were planted, and when the sand had piled up against the first line of fence this had to be raised to prevent the little trees from being buried before they could fulfil their function. Nor do we have to go so far afield to see the results of axe and fire. Travel west on the C.P.R. through Ontario; take the Canadian Northern to Lake St. John, or the National Transcontinental to Winnipeg, and see the blackened waste which should be one of our greatest tourist attractions. On the Lievre River there is a large tract of country where the hills are of white quartz. Fire has passed over it and the rain has washed away the burnt soil, and to-day, seen in summer, from a distance, they look like snow-capped peaks. There is another hill of this character at Riviere a Pierre Junction, on the Q. and L. St. J. R.R. At Lachute, Que., and along the line of the C. P.R., near Berthier Junction may be seen the drifting sands which have swept over several square miles of once fertile country, turning it into a desert. Fortunately, our progressive Minister of Lands and Forests, the Hon. Jules Allard, through his chief forester, Mr. G. C. Piche, has begun the work of checking this menace, and at Lachute has planted a large area with beech, grass, and young trees to hold back the devouring sand.

Many New Uses Made of Wood

Few people have any idea of the magnitude of the industries dependent on our forests. Practically everything that enters into our

daily life is made of wood or partly of wood, and new uses are being discovered daily. Just to mention a few, we now have made from wood pulp, string, cord, and rops, furniture, milk bottles, water-pipes, electrical insulation, and carpets. Some of the by-products from wood pulp manufacture are chloroform, fat for frying, a binder for roads, foundry cores, and briquetts. You are all familiar with the reports that Germany is using wood pulp for munitions, to replace absorbent cotton, and for cattle feed. Silk is now made from wood pulp, and probably many of us are wearing socks and ties made from this material. Clothing of excellent quality has also been manufactured, not to be distinguished from wool in appearance, and warmth, lighter, and cheaper, besides being

equally durable. In the near future such clothing will probably be quite commonly worn. In the last United States census returns the value of agricultural products is five billion dollars; iron and steel, one and one-quarter billions; lumber, pulp, and paper, one billion; and cement, sixty-three millions; so that the lumber, pulp, and paper industries stand third. If to these should be added manufactures of wood products, such as articles manufactured from wood, chemical products of wood, naval stores, and the numerous other things made from wood, the total would be much higher. In the number of laborers employed the lumber industry stands first, so that its prosperity is of vital importance. In addition to the manufacturing industries, the products of farm wood lots through the country yield \$195,000,000 per year, yielding thus for our farmers lumber, fuel, fence material, and maple sugar and syrup. The per capital consumption of wood in North America is very close to 350 cubic feet per annum, in England 13 cubic feet, and in Germany 43, so you see how much more dependent we are on wood than the Europeans. The figures for Canada are relatively the same as those for the United States.

A question which has been little thought of until last winter is the entire dependence of Canada on the United States for anthracite coal, and to some extent for bituminous. We have coal in Nova Scotia and in British Columbia, and some lignite in the Prairie Provinces, but the cost of transportation is very high. In case of a shortage of cars, or should the United States need all its own diminishing supply, or—worst of all, which God forbid!—should there ever be war between the two countries, one winter would spell ruin to our industries and untold hardship to our people. Thousands would then be absolutely dependent on our forests for their existence.

The Romance of Our Forests

The history of the forests of various countries is full of interest. The ancients cut off their forests and the nations died. In Europe in the middle ages the supply of fuel wool, coal being unknown, began to worry the far-seeing men, and a system of conserving the forests was put in operation, careful cutting, forest regulation and planting, together with closer utilization. At first the forests were esteemed as game refuges, and belonged exclusively to the kings and greater nobles, and the forester was practically a game warden. To some extent this is the case to-day in Germany, where the trees in certain forests have to be protected by little steel crowns to keep the deer from eating the tips, the deer being of more importance than the trees. As the people began to learn the importance of the forests, better plans for their management were inaugurated, so that they were handled for what is technically called a sustained yield, which means that they can be cut for ever, without depleting the capital stock. Another interesting development, and one worthy of emulation by us, was the municipal or communal forest. There is at least one town in Germany to-day in which there are no taxes, all the expenses of running it being paid by the receipts from its forest.

The effect of forests on climate is very marked. They moderate



Hon. Jules Allard, Quebec.

*Paper read before the Woodlands section at fifth annual convention of Canadian Pulp and Paper Association, in Montreal.

the climate and equalize the rainfall. It is always warmer in the forest in winter than outside and cooler in summer. I had a very good illustration of this when driving through the County of Champlain just after the first snow this year. In the open the ground was frozen hard and covered with snow, but in passing a stretch of forest along one side of the road for about half a mile the snow was all melted and the ground not frozen. Forests serve to break the force of the wind, and windbreaks on our prairie farms have been of great value. The C.P.R. on the prairies has begun to plant trees along the right-of-way to replace the unsightly snow fences with which you are all familiar. The trees are better for protection, and, once established, do not have to be renewed like the costly board fences. Forests, by storing up the rain and retarding the melting of the snow, regulate the runoff to our streams and rivers and prevent floods and equalize the flow throughout the year, thus being indispensable for our navigable streams and water-powers.

Measurements made in Ontario and other places show that as the forests are cut off the difference between extreme low and extreme high water increases. The growing dependence of this country on its water-powers emphasizes the need for conserving our forests. They are also necessary for the watersheds of the streams or lakes from which our cities and towns draw their water supplies. The United States Government, under the Weeks Act, is buying up large tracts of land and turning them into perpetual reserves on the head waters of all navigable streams. Of the aesthetic value of woodlands there is little need to speak. A landscape without trees is, indeed, a dreary spectacle, and does not attract tourists. We all love to spend our vacations in the forests, where we obtain a rest and a renewing not to be had in any other surroundings.

The recreational value of forests is becoming widely recognized, and is assuming a larger place in our national life. The establishment of sanatoria in forests is part of the policy of the great States of New York and Pennsylvania. These two states have also used their forests as recreation grounds, and the sentiment in favor of this Adirondack Reserve is so strong that all efforts to permit the cutting of even the dead and down trees have been defeated. The Algonquin National Park, the Dominion Parks in the West, and the Yellowstone and other national parks in the United States all show the growing sentiment in favor of the preservation and free use of our scenic regions, made beautiful by their forest cover. Switzerland, probably the most democratic country in the world, derives a large proportion of her revenue from people who come to see her wonderful scenery. Here the government regulates the use of the forests and designates as protection forests those woodlands lying on steep slopes, which, if cut, would cause serious erosion or spoil the beauty of the scenery. Even privately-owned forests have been placed in this category for the public good.

Value of Forests in Present War

This war has shown us in an entirely new light the value of forests in war. Without her own forests and those of the occupied parts of France and Belgium, Germany would never have been able to hold the allies at bay for so long a time, nor would our own soldiers have been able to make their wonderful advances. Our Canadian Forestry Corps is supplying 200,000,000 board feet of timber per month for construction purposes at the front and hundreds of thousands of ties for the railways. Immediately our infantry have pushed back the enemy, our engineers construct small narrow-gauge railways, which take up the light field guns, ammunition, and supplies to the new line, to be followed in turn by the meter and standard-gauge roads, which take up the intermediate-weight guns and the "heavies" to repel the Boche counter-attacks. Without this quickly available supply of timber our pushes would be much less effective and our losses by counter-attacks very much heavier. All honor to the French foresters who, far-sightedly, provided this splendid store of timber for France's hour of need; and even now they are cutting as carefully as they possibly can, for they realize that trees cannot be grown in a year. In England, where forests were almost wholly looked upon more as additions to the landscape than of any practical value, and where suggestions for reforestation of waste lands were looked upon with apathy, the trees have been almost all cut off, and centuries will be required to repair the waste and bring back the beauty of the trees to the English country. All that I have said is to impress upon you the necessity for a sound, sane, practical, and far-sighted policy for our greatest natural resource. Forests take generations to become established and to produce merchantable timber. Most of the trees which are supplying our wood to-day have taken nearly two hundred years to grow, so that it is imperative that we should begin at once to provide for their replacement. Even now we are at a crucial stage.

Our forests, far from being inexhaustible, will be exhausted in from 35 to 75 years, depending on the species which are used. Our Canadian oak, once famous in England for shipbuilding, is hardly a commercial tree to-day; our white pine, probably the wood of greatest general utility, is almost gone from Quebec, and the only big areas are now in Northern Ontario; and all our stocks are menaced by the

white pine blister rust, for which, so far, no remedy has been found. Stands once attacked are doomed. Spruce, which once was practically the only wood used in pulp and paper manufacture, has now receded almost to second place, balsam fir, an inferior and relatively short-lived species, taking its place. If I told you that in this wonderfully wooded country of ours there was almost a shortage of firewood; that wood for fuel was bringing from \$8 to \$12 per cord in the small country towns and larger cities, wholesale, and that wood was being sent by rail to markets thirty miles away, you would scarcely credit the statement, but this is an actual fact. I may explain, however, that this is due to local shortage, as the transport of wood is very expensive, and that we have large stores of firewood untapped. But the point is that there should always be an abundant local supply of firewood in a properly managed country, from farmers' wood lots.

Progress of Forestry in Quebec

We in Canada are very fortunate in that our forests for the most part remain in the hands of the Dominion and provincial governments, and are only leased for operation. This makes the formulation of a rational policy easy and its enforcement merely a matter of an order-in-council. Will you allow me to point my remarks by citing the situation in Quebec. The situation is practically analagous in all the provinces, but I am more familiar with our local conditions, and, on the whole, I think our province is in the van of progress. Sir Lomer Gouin saw about fourteen years ago the necessity for a new policy, and, picking out two young men, sent them to Yale to be trained technically, then to Europe to study conditions and policies there, and then gave them a pretty free hand to improve things. A forest school for the training of men for the government service was established, a forest nursery developed, and a land classification scheme was also put in train. Mr. Piche, the chief forester, has been in charge of this work and has made many improvements, ably aided by the minister. Here I wish again to pay a tribute to the Hon. Jules Allard, who has shown himself a conscientious administrator of the forests of Quebec, a man of public spirit and vision, and with the courage of his convictions even in the face of political opposition. As you perhaps all know, the timber lands of the province were originally laid out in blocks of 59 square miles each, called "limits," and the right to cut on these was sold to the highest bidder, whose lease, while annually renewed, is really a perpetual one. On payment of an annual rental of \$5 per square mile per annum, the lessee is permitted to cut trees of certain sizes fixed by law, for which he pays the government a stumpage tax of 65 cents per cord. He is responsible for the protection of the lands against fire. Previously the government charged a fire tax and looked after the fire protection itself; but, owing to political patronage and the want of proper supervision, this service was so inefficient that, on petition of the license-holders, the fire protection was turned over to them and the fire tax abolished, the rangers chosen by the lessee being made government officers.

The Co-operative System of Protection

The situation under this system was little improved until about five years ago the large licensee companies got together and organized a co-operative system of protection, under which every timber owner, on payment of $\frac{1}{4}$ cent per acre becomes a member and his limits are protected. A board of directors of the members chooses a manager, who runs the forest protection independently, like any other well-managed business, with a force of inspectors and rangers under him. The St. Maurice Forest Protection Association was the first one to be formed, and the results of its work have been gratifying. In 1913 it extinguished 306 fires, at an expense for extra labor of \$13,000. It had 17 fires set by railroads, 17 set by river-drivers, and 151 set by settlers. The season just past the figures were: Fire extinguished, 217; set by railroads, 122; set by drivers, 5; set by settlers, 4; cost of extra labor, \$1,000. This shows the advantage of efficient, practical, modern methods over political ones, or those used by men whose interest is in some, to them, more important line of work. Three years ago the Ottawa Association was formed, and this year the Laurentian and St. Lawrence Associations have been organized, and they are all federated in the Quebec Fire Protection Association, which covers practically the whole area of the province under license. Lookout towers for the detection of fire have been constructed, telephone lines built, motor speeders, some of them equipped with powerful gasoline pumps, patrol the railways and Ford cars patrol the roads. Where there are no roads passable by autos, motorcycles and horses are used, and in the woods men in canoes. Aeroplanes are projected, and will be put into use at the earliest possible moment.

Unfortunately, the desire to increase the number of its inhabitants has made its forest policy an anomalous and somewhat disastrous one from the forestry standpoint. You are all familiar with the system of laying out lots in this country. The country is laid out in counties, and these are divided into rectangular townships, each of which is further subdivided into long, narrow lots, about one mile in length by

some 800 feet in width, and containing approximately 100 acres each. These are laid out utterly regardless of the topography of the country or the nature of the soil, so that, for instance, a man may get a lot which is cut in two by a lake, or which has a few acres of arable land at one end and all the rest may be a rocky hillside. The land is sold cheaply, and the settler is required to clear a certain number of acres each year and to build a house and barn. At the end of a few years the settler, having complied with the conditions, obtains the freehold of his land. The system is, apart from the layout of the lots, a good one but for one thing—the timber limit owners have bought their rights in good faith, but the government has retained the right to place settlers anywhere it sees fit, thus depriving the licensees of their property, without compensation. To be sure, they have a year from the first of May to remove the timber allowed to be cut by law, but the settlers, knowing this, take out their lots at a time of year when it is practically impossible to cut the timber. And here, we may state, that the reason why timber can only be cut above a certain diameter is not for the benefit of the forest, but of the settler, so that he may have timber for his uses. Then, too, the settler turns around and sells the timber back to the licensee, and sometimes, though not so frequently as formerly, timber speculators get settlers to take out lots simply for the timber that is on them, and, after cutting it, abandon the lots. The present minister has set his face against this and much reduced the evil, but the policy needs to be changed.

The Proper Classification of Soils

The most important point is the need for proper land classification into agricultural and non-agricultural soils, and no settlement should be allowed at all on the latter, and this has been begun by the Department of Lands and Forests. Fertile valleys occur in many places where lots conforming properly to the terrain could be laid out and sufficient land on the slopes for timber for the settlers' seeds should be added. The poverty-stricken small settlements and individuals and the abandoned farms to be seen are eloquent witnesses to the faults of the present system and the wasted effort in clearing up a few acres of poor soil, from which a few meagre crops are obtained, is an injustice to the settler and a detriment to our forests. In selling lots the government should compel the purchaser to keep, at least, a quarter of his lot in woodland, so that he could have wood for himself for all time. This was done by Sir Joly de Lotbiniere in selling lands on his seignory. He was one of the first to see the necessity for forest protection and was a wise and far-sighted man. Would that we had many more like him!

The time has also come when the cutting regulations should be brought in line with up-to-date forestry practise. The government receives somewhere in the neighborhood of one million six thousand dollars in revenue from its forests, and its appropriations for forestry work are only sufficient to cover its school and administrative work. They should be increased to allow for better supervision of the forests and for scientific studies of the best methods of utilizing and conserving them. We have a good minister and a good forester; give them the money to work with.

There is one very important factor in the conservation of our forests which must not be overlooked. Unless the people who cut and manufacture the wood from our forests can get a fair return for their money they cannot afford to use the forests as anything but mines to be worked until the supply is exhausted. The proper handling of lumbering so as to preserve the growing stock for future use; the burning or other disposal of debris from logging; proper fire protection, and reforestation, all cost money and increase the cost of the product. These things are absolutely necessary for the good of the country, and the ultimate consumer must be educated to do his part and pay a higher price for all things made from wood as a part of his patriotic duty and share with the lumberman and pulp and paper manufacturer the cost of this work. If the government undertakes to regulate the price of wood products without regards to these items of cost it will be at the peril of its forests, and will be a very short-sighted penny-wise policy.

There is only one salvation in this matter, as in all others. - People must be educated to the necessity of a better forest policy. We must teach our public men, the man in the street, and the children in the schools. We must acquire a new "civic sense and responsibility." The support of a democracy is an enlightened people, and we must learn the lesson of the war—to bear each his share of the burden; to act unselfishly for the good of all—"when none is for the party, but all are for the state."

Should Not Use Forest as a Mine

The reading of the paper was followed by a discussion, the subjects referred to including the newsprint situation, arbor days, the standing of Quebec in conservation work, and wastage in lumber.

Replying, Mr. Wilson spoke of the importance of the lumbermen and pulp and paper makers obtaining a profit from their work. This was bound up with the question of conservation. Unless the lumberman received a profit he was tempted to use the forest as a mine, tak-

ing out all the possible material and returning it to the government in barren condition. As to reforestation, Mr. Wilson mentioned that the Laurentide Company had 600 acres under plantation, with an output of millions of trees per annum. The experimental area was the largest in Canada, and the company had offered this to the Government of Canada for use in connection with the Forest Products Laboratories. Mr. Wilson also referred to the work done by the Canadian Forestry Association in bringing pressure to bear on ministers, to the elimination of patronage in forestry work, the inauguration of a good fire protection system in Ontario, and the efforts being made to bring New Brunswick into line. They were asking the Quebec Government to enact a law under which every person who went into the forests should be compelled to obtain a free permit from the nearest fire ranger. The pulp and paper companies in Quebec Province were producing commodities which involved cutting over 55 square miles every year, but, on the other hand, some concerns were doing their best to reforest the country. The Province of Quebec stood first in the matter of conservation, British Columbia coming second.

Aeroplanes for Fire Prevention Work?

Mr. Ellwood Wilson presided at the annual meeting of the St. Maurice Forest Protective Association, held on February 7, at the Windsor Hotel, Montreal. He stated that the season just past, while in the main wet, had enough dry weather to be dangerous, and more than the average number of fires. The reduction in the cost of extinguishing fires by extra labor was a good index of the efficiency of organization. This cost was \$13,004 in 1914, \$7,329 in 1915, \$2,759 in 1916, and \$1,011 during the season just passed. The association was doing the patrolling cheaper than any other protective agency in Canada.

Mr. Henry Sorgius, the manager, reported that 217 fires occurred during the season, of which 56 per cent. was due to railways. The area patrolled belonging to the members was 8,049,645 acres, or 12,578 square miles, and over 1,000,000 acres of government land not under license and lots taken out by settlers, also 229,800 acres handled for the Laurentian Forest Protective Association. The cost of operating was less than one-third of a cent per acre.

The accounts showed a balance of \$1,280.

The members discussed in detail the question of employing aeroplanes for fire prevention work, and a committee was appointed to secure further data as to the practical use of aeroplanes and the cost of machines.

The following officers were elected:—President, Mr. R. F. Grant, St. Maurice Lumber Company, Three Rivers; vice-president, Mr. Charles Le Brun, Belgo-Canadian Pulp and Paper Company; directors, Messrs. J. M. Dalton, St. Maurice Paper Co., Three Rivers; Ellwood Wilson, Laurentide, Ltd., Grand'Mere; Thomas E. Mack, Brown Corporation, La Tuque; H. Dansereau, Three Rivers; Frank I. Ritchie, Wayagamack Pulp & Paper Co., Three Rivers.

Good Business in Shoepacks

The Palmer-McLellan Shoepack Company, of Fredericton, N. B., report an unusually active demand for their larrigans and shoepacks, which are well and worthily known to the lumber trade in all parts of the Dominion. The leading characteristic of the lines of this firm is the "Chromoil" quality, a new tannage which gives the toughness of rawhide and yet retains the suppleness of calf. Every good point in connection with oil-tan is imparted to the larrigans of this firm, which possess exceptionally strong, durable and wet-resisting qualities. The Palmer-McLellan Shoepack Company are also featuring for summer use farm shoes, a neat, light covering for the foot that gives ease and comfort. The boot has the seam on the outside and not only fits well, but wears well.

Relating to Grading Rules

A resolution in regard to grading rules was passed at the recent meeting of the Canadian Lumbermen's Association in Montreal, submitting the rules under consideration back to the Executive Committee of the Association.



Henry Sorgius, Manager St. Maurice Forest Protective Association

Canadian Lumbermen Once More Convene

Decide to Establish War Service Board—Will Co-operate with Federal Government in Furnishing Lumber and Timber Products to the Allies



W. Gerard Power, the newly elected President

The tenth annual meeting of the Canadian Lumbermen's Association was held at Montreal on February 6 and 7, and was much the most important and successful meeting in the history of the association. The attendance was large and the members discussed the various matters under consideration very fully, resulting in valuable conclusions being reached and important steps taken toward making the association even more valuable to members in the future than it has been in the past.

Probably the most important event of the meeting was the passage of a resolution relating to the desire of the association to co-operate with the government in connection with the furnishing of lumber and timber products to the allied governments. This resolution grew out of a discussion of the

importance of co-operation between the industry and the government. The mover of the motion was Mr. George H. Holt, of the Holt Timber Company, of Chicago, who have large interests in Northern Ontario, and the seconder was Mr. Walter C. Laidlaw, of Toronto.

The resolution was worded as follows: That this association establish a war service board, and that, through this association, the lumbermen of Canada tender their services and their industry to the government, and petition the government to accept such war service board as their representatives to carry out the purpose tentatively outlined in the paper entitled "Feeding the Lumberjack," read before the association by Mr. Holt.

It was the intention of the meeting that the precise wording of the resolution be altered to some extent from the above.

Another resolution, to some extent dealing with a similar subject, was moved by Mr. W. Gerard Power, Quebec, and seconded by Mr. J. C. Bartram, Ottawa. This resolution referred to the possibility of peace negotiations developing during 1918 and making it necessary for members of the association to take immediate steps for closer co-operation with their friends and allies in Europe and in the United States. Therefore, it was resolved that the association should appoint a special committee of three, with power to add to their numbers, to be known as the Joint International Committee, with power to discuss any matters affecting the lumber trade with any official, committee, or other body that may be appointed for similar purposes, and to report the result of their deliberation to the Executive Committee of this association. The objects sought being the prevention of waste, the conservation of effort and of natural resources, the elimination of unnecessary conflict of interests, whether in production or distribution, and, generally, to promote mutual and reciprocal relations which shall have the object of achieving the greatest good for the greatest number.

Mr. Power Elected President

The election of officers, which took place at the conclusion of the second day's meeting, resulted in W. Gerard Power, St. Pacome, P.Q., being selected by the new board of directors to fill the position of president during the current year.

The other officers selected by the board were:

First Vice-President—D. McLachlin, Arnprior.

Second Vice-President—Walter C. Laidlaw, Toronto.

Executive Committee—The president, two vice-presidents, and Messrs. W. M. Ross and P. C. Walker, Ottawa, and A. E. Clark, Toronto.

The directors for the present year were chosen by ballot as follows:

From Ontario—W. E. Bigwood, Toronto; Duncan McLaren, Toronto; D. McLachlin, Arnprior; Walter C. Laidlaw, Toronto; R. G. Cameron, Ottawa; Gordon C. Edwards, Ottawa; P. C. Walker, Ottawa; and A. E. Craig, A. E. Clark, J. G. Cane, and W. M. Ross, Toronto.

From Quebec—W. Gerard Power, St. Pacome; A. H. Campbell, Toronto; G. W. Grier, Montreal; William T. Mason, Montreal; Alexander MacLaurin, Montreal.

From New Brunswick—Angus McLean, Bathurst.

From Saskatchewan and Manitoba—Sir D. C. Cameron, K.C.M.G., Winnipeg.

From British Columbia—E. C. Knight and E. W. Hamber, Vancouver.

The proceedings of the first day were opened by the reading of a letter from Mr. H. H. Hettler, of the Herman H. Hettler Lumber Company, Chicago. After expressing regret at not being able to be present, the letter was, in part as follows:

"The necessity for association has never been made more apparent than during these critical times. Co-operation is helpful in every way to the government, the industry, and the individual. In our opinion, one of the most important subjects to be considered is the classification of the different lines of our business. For example, the manufacturer, the wholesaler, the yard man and the commission man, all are beneficial to the trade, and a failure to recognize this results in injury to the individual and consequently to the industry. We extend our best wishes for a successful and pleasant meeting. If any resolutions are offered wherein the resources of the lumbermen are extended to the allies for the purpose of enabling them to the utmost extent to continue to a most vigorous prosecution of the war to a successful finish in all its phases, so that the day of peace may be hastened, count us in."

The president, Mr. W. E. Bigwood, of Toronto, then delivered his address, as follows:

When a youth reaches the age of 10 years he is passing the meridian of one of the important divisions of his career. Life, generally, is taking on a new aspect, and the serious side begins to suggest itself and temper future action.

So with our association, ten years old, with any amount of spirit and energy that is capable of good development, and from its component parts especially fitted to do splendid things.

A year ago I was a little disturbed over general conditions. Our membership had materially decreased. Our financial statement presented a debit balance, and the whole atmosphere surrounding our association seemed charged with a depressing and possibly a deterring influence.

But to-day we have every reason to take heart, and, with renewed energy and determination, begin the work of another year. Our membership, while not so large as could be desired, is near the one hundred mark. Our finances, due to the good management of our secretary, are in splendid condition, and there seems to be the general desire to be doing.

We all appreciate the spirit of unrest that controls to-day, and every one of us is trying to obtain some light, some guidance, as to where our duty lies, and what we should do to take our part as citizens. I desire to say a few words as to association and organized work.

Extraordinary Demands on the Industry

For years there has been more or less of a tendency toward organization and association effort in every industry, with varying degrees of success and failure, but, to pass judgment on the merits of the different cases would necessitate a mass of detail that would prove irksome and of little interest. The main point is this: Each one of us to-day fully realizes that the extraordinary demands made upon our industries has brought about a condition never before experienced and an expansion never before attempted or thought possible. Of course, the war has been the cause of this, but nevertheless we are



W. E. Bigwood, the retiring President

trying to accomplish just a little more in individual effort; and if at one time we are contented, we immediately wonder if something additional cannot be done, and the attempt is made at once. Under these conditions it is natural that associations have started up in different places with the view of betterment to all concerned. This to my mind is perfectly natural and praiseworthy. It is the close touch, the getting together at lunch, or meetings of the few or several, pre-arranged or accidental; the exchange of ideas, the discussion of general trade topics, that has brought about the desire to burst the individual shell and reach the higher plain of co-operation for betterment, expansion, and accomplishment.

All this tends to develop the best that is in the trade, and is bound to afford a larger degree of protection for all concerned.

With local organizations well in hand, it is but natural that there will be an increasing need for the larger association to handle matters of legislation, transportation, insurance, trade ethics, and all other subjects in more than a local way.

Do not think that I expect a modern Utopia, or that every lumberman will wear a halo. As long as the world stands there will be imperfections, but I do claim that association will make many corrections, broaden the influence, and be a potential force in the industry at large and also in public affairs.

The advance position is what our association should take, and at times it should be true that any effort on our part carries with it a power and force that is bound to be respected. On several occasions during my term as president I have been told by those high in authority, that information on different subject, furnished by our secretary, has been of the greatest value and the most reliable.

This is as it should be, and I think the time has come when we should be so organized that we can be of still greater help and assistance to the individual member and also to different localities. We should be so strong that, instead of our seeking members, membership would be sought, and that it can be said the Canadian Lumbermen's Association is worthy of every support.

To accomplish this only one thing is necessary—the hearty co-operation of each member. Give the same interest and support that you do to the local association. Supply the sinews of war both in money and service. Remember, also, that it is not for one day, but every day in the month, and every day in the year, that your loyalty is required.

Mr. R. G. Cameron, Ottawa, read the treasurer's report, showing a small balance on the right side.

Mr. J. G. Cane, Toronto, suggested that the membership fee of \$35 was too small and that it should be raised to \$75, and that a credit bureau should be attached to the association.

Mr. Hawkins stated that he had prepared an estimate of expenditure needed in connection with proposed development of the work of the association. This estimate was from \$6,000 to \$5,500. The association had reached a point where it ought to be reaching out, which would necessitate further clerical assistance. It was desired that the association should work in closer co-operation with the government. There was plenty of room for extending the membership. At every annual meeting resolutions had been passed to increase the membership; committees had been appointed and serious efforts made to this end. Every lumberman in the country benefited either directly or indirectly from the work of the association, and ought to be members.

Executive Committee's Report

The report of the Executive Committee was, in part, as follows:

Different departments of government have referred many matters to the association, such as sources of supply of different forest products. Birch and ash veneers, cedar poles, etc., together with repeated enquiries as to lumber supplies for the allies.

Information has been furnished by the association to the Commission of Conservation, the food controller's office, etc.

During the year some hundreds of freight cars intended for pulpwood principally, owned by a private despatch line in the United States, were held at the border for duty on the cars. The assistance of the association was sought, and the result was the securing of an authorization from the commissioner of customs to allow free entry into Canada of these cars during the period of the war.

In the Legislature of the Province of Quebec there was introduced a bill named the Rivers and Streams Act, which was calculated to work seriously against lumber operations in that province. Steps were taken, and several of our members operating in Quebec joined a deputation which only recently waited upon the minister, and it is expected that a satisfactory adjustment of the trouble has been reached.

Keeping before us the conservation of our natural resources during recent years in the Province of Quebec, there have existed several forest protective associations. All of our members should be tremendously interested in this work. The Executive Committee, therefore, has taken a keen interest in the matter.

The secretary was instructed to appear before Judge Masten in Ottawa in opposition to the imposition of any tax on the premium of

insurance placed in unlicensed companies. Canada's fire loss still assumes considerable figures—two millions and a quarter a month.

Canada's annual fire waste is sufficient to pay 5 per cent. interest on all the war loans floated in Canada and provide a sinking fund large enough to cancel the total indebtedness in thirty years.

One year's fire loss in Canada would purchase 12,000,000 bushels of wheat for our allies.

The value of grain and other agricultural produce burned in Canada in 1916 was equal to the average annual production of 1,500 hundred-acre farms.

The association has rendered very considerable assistance to the Military Service Council, and at the same time accomplished most valuable concessions for the lumbermen.

The association was called upon by Lieut.-Col. J. H. White, D.S. O., for a gift of socks for forestry battalion overseas. A number of our members contributed money, with the result that so far 110 dozen pairs have been sent across. Any additional subscriptions may be forwarded to R. G. Cameron, honorary treasurer for this fund, 16 Castle Building, Ottawa.

During the year we have had a number of applications for copies of grading rules, which were presented to you at our annual meeting in 1912. The adoption by this association of the rules then submitted would not bind any member unless he either bought or sold subject to them. Having gone so far in the matter, it would seem a pity to allow any other body to adopt the rules to the exclusion of the Canadian Lumbermen's Association.

We doubt if labor conditions have ever been so difficult.

The questions arising through transportation difficulties, embargoes, car shortage, lack of locomotive power; then the various matters argued before the Board of Railway Commissioners—demurrage, minimum carload weights, and finally the percentage increases in freight rates allowed, and the very serious condition regarding ocean tonnage, all have had a tendency to create in the minds of shippers a very pronounced feeling of uncertainty that in numerous instances have caused serious inconvenience and considerable loss.

The increased cost of supplies has had a marked effect upon the business of the year. The income war tax and business profits war tax and in the Province of Ontario the new regulations regarding the Forest Protective Service have each created conditions never before experienced.

Although other reports will deal specifically with some of the above matters, we are led to refer to them at this length because your Executive Committee feels that it has a distinct duty to perform in this connection, and that is to urge your very earnest consideration as to what steps the Canadian Lumbermen's Association is going to take in order to be prepared for drastic changes whenever the war shall come to an end.

We suggest the formation of active and energetic committees at three or four points—men who would devote some time and their undoubted talents to the study of various problems as they present themselves, discuss them, and then periodically our secretary could visit each of the groups and bring the messages as to what other groups in different parts of the country were doing, what they were thinking, and in this way there would be co-ordination and earnest and enthusiastic co-operation all through.

What will be the immediate effect in Canada whenever peace is declared? The figures of our expanding foreign trade bewilder and intoxicate. It will need men of iron nerve and far vision to find a solution, otherwise complete collapse may result.

The membership of the association is now 97 and the subscription is \$35 per member. If the association is to render adequate and effective service, members can no longer ignore a distinct obligation. It is certainly not fair to the secretary to expect him to struggle along under such conditions, as in crippling the service, efficiency is correspondingly reduced. If a program as outlined above is carried out—and we most urgently trust that something of the kind will be done—it cannot be done on anything like the basis we have worked on for the last two or three years. We feel that it is only necessary to point this matter out to our members and that the remedy will be suggested and put into effect. The association has blazed the way. It has weathered all storms, and to-day stands the mouthpiece and representative of the most important industry in Canada. It has work to do, but there must be earnest co-operation on the part of every member.

Transportation Committee's Report

Mr. A. E. Clark, Toronto, read the report of the Transportation Committee, which was, in part, as follows:

During the past year several very important and far-reaching subjects have been before the Board of Railway Commissioners, and your committee constantly had before them these matters, with, we consider, fair results to both the railways and lumber interests.

Demurrage

A year ago we reported that, in accordance with the board's order, No. 174, dated December 23, 1916, the free time on lumber shipments

was cut down from 72 hours to 48 hours and the demurrage charges after the expiration of the free time made as follows: For the first day, \$1 per car per day; for the second day, \$1 per car per day; for the third day, \$3 per car per day; for the fourth and each succeeding day, \$5 per car per day, effective from January 1 to April 30, 1917.

This was the subject of further hearings before the Board of Railway Commissioners, and by general order No. 201, effective August 20, 1917, the following conditions were imposed so far as lumber shipments were concerned: Free time: Forty-eight hours from first 7 a.m. (not being a Sunday or holiday) after placement. After the expiration of free time demurrage charges to be as follows: \$1 for the first day or fraction thereof; \$2 for the second day or fraction thereof; \$3 for the third day or fraction thereof; \$4 for the fourth day or fraction thereof; \$5 for the fifth and each succeeding day or fraction thereof, with allowances for wet or inclement weather. Under Rule 6 provision is made for the full free time allowance where cars are bunched either for loading or unloading.

Reciprocal and average demurrage were not dealt with in the order by the board, and can be taken up after the declaration of peace.

Circular letter No. 154, issued by the Board of Railway Commissioners September 19, 1917, reads as follows:

"War conditions interfere with car movements. The weather conditions of winter last year increased the congestion, and the coming winter may repeat this. Additional freight cars can be obtained only with great difficulty. Prompt deliveries of new rolling stock do not exist.

"If each freight car does more work, the difficulty can be faced and overcome. A freight car saved is a freight car gained for extra service. More service per car equals more cars in service. If all shippers load to full capacity or, better, to 110 per cent. when practicable, car shortage will largely disappear.

"Railways, by cutting out road delays and by improved handling in terminals, can make each car do more work.

"Prompt and heavy loading of cars give more service per car. So also does prompt release of cars. Consignors and consignees are interested in getting cars. Their co-operation in efficient car handling will help not only others but themselves as well."

Railway Act Amendments

In January, 1912, the Prime Minister stated in the House of Commons that the government had under consideration a revision and consolidation of the Railway Act passed in 1903. At each annual meeting of this association held up to and including February 6, 1917, a resolution embodying the views of members regarding this matter, without addition or amendment thereto, was passed. Prior to the late session of parliament a special committee of the House of Commons was appointed to submit a new railway act. Our secretary attended the meetings of this committee and urged the adoption of the principle that where any tariff which had the effect of increasing rates or abrogated previous conditions which custom and usage had built up, the onus of proof thereof to be on the railway companies, to justify the proposed increases, and should not be on the shipping public to prove why such increase should not be allowed. The point was finally agreed to by the committee, and the lawyer who had the matter in hand was instructed to draft a clause and submit it. This, however, for some reason was not done, and it was announced that the clause had been passed and no change could be made. Acting under instructions, your

secretary asked for a re-hearing, which, after considerable delay, was granted. A number of prominent Ottawa shippers appeared before the committee, and again the committee agreed to the proposed amendment, and instructions were issued for the railway committee's legal representative to confer with the legal adviser to the board, Mr. Blair, and draft a clause. Again the matter was ignored, and the bill was reprinted without the proposed amendment. However, subsequently, at our suggestion, the Minister of Railways and Canals moved that the clause be inserted, and the bill sent to the Senate, where it was carefully watched all the way through. Parliament, however, unfortunately died by the effluxion of time, and the bill did not become law. We refer to the matter at this length to impress upon members that the principles urged by the Canadian Lumbermen's Association were practically unanimously accepted by the special committee of the Commons, the Railway Committee of the Senate, and the House of Commons in committee, and also to call attention to the importance of being able to watch, day in and day out, such necessary legislation. We suggest that this matter should be the subject of your very careful consideration, and that a resolution covering the matter should be passed at this meeting.

Ocean Freights

During 1917 ocean freight for lumber was practically not obtainable, and, while this was a serious factor in our export trade, and will be until conditions in this respect change, it is so essential that ocean tonnage be conserved for foodstuffs and other more necessary war products that the export lumber trade must, of necessity, bear therewith to the best of its ability. Especially will this be apparent when Britain and our other European allies must rely on North America for the bulk of their essentials on account of the shorter steamship haul than from other available sources of supply.

15 Per Cent. Increase in Freight Rates

It is not necessary to trace this matter from its inception. Suffice it to say that many hearings were held by the Board of Railway Commissioners at various points, and that finally general orders Nos. 212 and 213, dated Ottawa, January 18 and January 19, 1918, respectively, were issued. The judgment in the case bearing date December 26, 1917.

Rates on lumber west of Fort William are advanced between the different groupings, the effect being practically to increase all rates 15 per cent. On shipments from west of Fort William to points east thereof the increase is to be 10 per cent. over former rates, while east of Fort William all rates are increased 15 per cent. Fractions up to .24 to be disregarded; from .25 to .74 to take $\frac{1}{2}$ c., and from .75 up to take the full cent above. Your association did not appear in opposition to the application. According to the judgment and order of the board, the effective date of the new tariffs is to be not sooner than February 1, 1918. Since the above order was issued an appeal to the Privy Council has been had, and the matter is now entirely out of the hands of the Board of Railway Commissioners. The Privy Council has made the effective date March 15 meanwhile, but there is no certainty that this will not be rescinded, or the Privy Council may disallow the application of the railways entirely. As this application is made under the War Measures Act, your transportation officials feel that some provision should have been made in the orders of the board stipulating the date when the increased rates would expire and rates revert to those in



A. E. Clark, Toronto



P. C. Walker, Ottawa



J. G. Cane, Toronto



R. G. Cameron, Treas., Ottawa

DIRECTORS OF THE CANADIAN LUMBERMEN'S ASSOCIATION

existence prior to the adoption of the new tariffs. The onus of making application for this reversion should not be on the shipping public.

Minimum Carload Weights

The railway companies filed tariffs increasing the carload minimum on export shipments, effective April 23, 1917. Before this tariff came into effect, at the suggestion of the chief commissioner, your representatives arranged to meet the railway people so as to avoid, if possible, making formal objection, and asking that the case be put down for a hearing. Mr. George Fowler, lumber agent for the Canadian Pacific Railway, came to Ottawa on May 3 and again on May 16, 1917, and figures maintaining our position were put before him. Many attempts were made by your representatives to obtain a settlement of the matter, but without success. Meanwhile the railway companies filed tariffs with the board increasing the minimum on domestic shipments also, and on July 11 we wrote to the secretary of the board, desiring to be made parties to the protest against the continuance of the tariffs. The hearing took place July 17.

After the hearing July 17 officers of the board visited various yards for the purpose of inspecting and reporting on actual loading conditions, but the shippers and receivers of lumber freight paid excess charges meanwhile. The result has been the issuing of an order reducing the proposed increases. This order has already been published in the Canada Lumberman.

One good feature obtained has been a ruling by the board as to what constitutes loading to full capacity. We quote from the judgment of Commissioner McLean:

"The difficulties in the way of obtaining a uniform loading are recognized. The weight that can be loaded into a particular car varies with the density, seasoning and dimensions. A check made showed that 'shorts' 6 feet to 11 feet in length, loaded into a 36-foot car had a loading of 45,600 pounds. On the other hand, with lumber 12 to 16 feet in length, it is impossible to load three lengths of lumber end to end in a car 36 feet long."

And again, to quote from order No. 211:

"The term 'full capacity' to permit a space of 12 inches between the top of the load and the carlines or rafters of the car."

The effective date of new tariffs was not later than January 1, 1918.

As a result of these very considerable increases the shipping public have a right to expect a great increase in efficiency and service on the part of the railways, even under the stress of war conditions which now exist.

The Secretary's Report

The secretary's report referred to the necessity on the part of all Canadians preparing to meet after-war conditions by organizing various industrial groups, such as the lumbermen. The report suggested that some machinery within the association should be established by means of which the fullest information regarding the lumber business could be secured from everyone in the trade promptly and regularly, the details, of course, to be kept private, so that no individual or firms interested would be made to suffer.

Matters of particular interest regarding the work of the association during the past year were left by the secretary for full explanation in the reports of the different committees.

Mr. C. W. Wilkinson, Toronto, moved the adoption of the report; this was seconded by Mr. D. McLaren, and carried.

Mr. Campbell, of the Forest Products Laboratories, Montreal, in inviting members to visit the premises, pointed out that lumbermen had hitherto not shown great interest in the work, probably because they were not aware of how the institution could help them. The chief part of the work had been connected with the pulp and paper industries; but the laboratories were anxious to help the lumbermen, and the only way to do this effectively was to get lumbermen to submit their problems to the laboratories.

Workmen's Compensation

At the afternoon session, Mr. H. I. Thomas, Chairman of Group One, of the Lumbermen's Safety Association, Ottawa, read a paper on "Workmen's Compensation."

In the course of his address Mr. Thomas said that all workmen's compensation legislation and, indeed, every possible scheme of workmen's compensation, must and does fall under one of three heads, viz.:

1. Individual liability.
2. Collective liability.
3. State liability.

In the first system, illustrated by the English law, that of the Province of Quebec, as well as the acts of several of the American states, the employer pays individually for the accidents to his own men. He is permitted to contract himself out of such liability by insurance, and in England such form of insurance is very general. A distinction, in passing, may here be drawn between accident insurance, whereby an employer insures his workmen against the financial consequences of accident, and liability insurance, whereby an employer insures himself against the claims of his men for compensation in the case of accident.

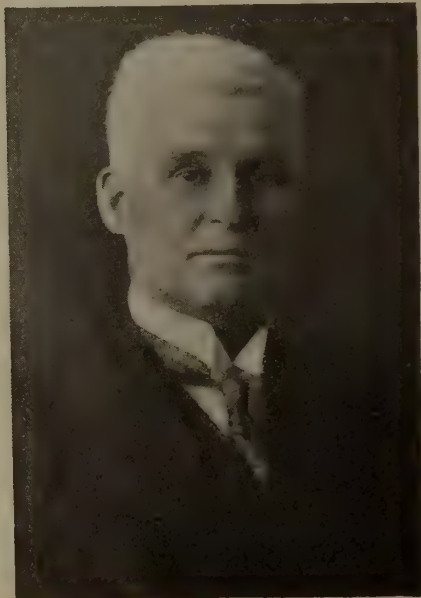
Mr. Thomas then outlined in a general way the different kinds of systems referred to. The third system—that of state liability—was illustrated by the Workmen's Compensation Act of Ontario, which, however, also combined some features belonging to the second system—that of collective liability. Before giving a sketch of the Ontario Act, Mr. Thomas outlined the features which any such measure should possess, as follows:

1. Accidents should be lessened in number, and the act should tend toward their prevention.
2. Compensation should be provided for every accident, however arising.
3. The compensation should be paid periodically, and not in a lump sum.
4. The measure should cover all classes of wage-earners, including domestic servants and agricultural laborers.
5. The payment of such compensation should be certain, not dependent upon solvency of the employer, and should be obtainable without legal process, which should, in fact, be barred.
6. The burden upon the employer should be as light as possible, so that large sums of money should not be rendered inactive and tied up in reserve funds.

It was only right, Mr. Thomas said, to say that the Ontario Act possesses many excellent features and meets in most respects the conditions which, as already stated, should inhere in a satisfactory measure of this kind. It provides for the payment of compensation



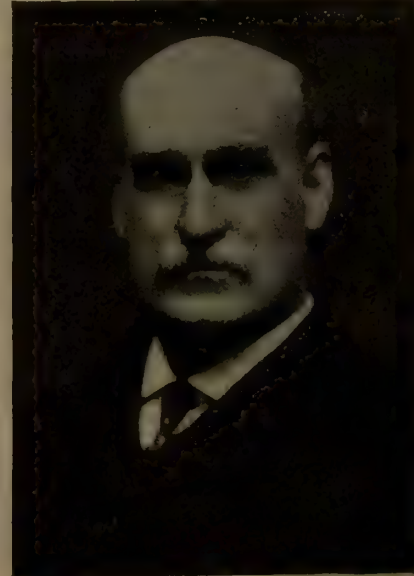
Arthur H. Campbell, Montreal



Angus McLean, Bathurst, N.B.



Sir Douglas Cameron, Winnipeg



Alex. MacLaurin, Montreal

DIRECTORS OF THE CANADIAN LUMBERMEN'S ASSOCIATION

periodically in all cases of accident, and it eliminates all opportunity for legal contest over claims made thereunder. It also prohibits the practise of contracting out of the liability of any form of insurance. These are, in his judgment, excellent features. The system of grouping industries is not in itself vicious, but the grouping in the Ontario Act has not been carefully done, so that, in many cases, industries possessing widely different hazards are grouped together and pay the same rate. The rate of compensation, which is 55 per cent. of the lost earnings, is, while high, not unreasonable, and no objection should be raised to the assumption by the employer of the medical care of an injured workman. The act does not, however, cover injuries to agricultural laborers or to domestic servants, and that is a serious defect. Neither does it tend greatly, or perhaps at all, toward the reduction of the number of accidents, whilst it imposes on the employer a financial burden vastly greater than the benefits accruing to the injured workman. Due to the insistence of a committee of manufacturers, a recent amendment provides for merit rating, by which individual industries which exhibit a high accident rate will be penalized, and, per contra, those presenting a favorable accident balance sheet will obtain a lower assessment rate. The administration of the act by the board, of which Mr. Samuel Price, formerly a lawyer of St. Thomas, Ont., is chairman, has been good in its intention, but extraordinarily autocratic in its methods. The cost of administration, which, after infinite trouble on the part of the employers, has been at last, and we hope finally, made a change on the general consolidated revenue of the province, seems to us high, but it is difficult to criticize without more exact knowledge than we are in a position to obtain.

Outline of Proposed Amendments

Mr. Thomas then outlined proposed amendments to the act which he thought that lumbermen should endeavor to have enacted. In the first place, they should, in spite of the expressed opposition of the chairman of the board, continue to agitate for the adoption of the current cost plan. He meant that deferred payments should not be capitalized and a huge reserve fund thus built up. We know the arguments that can be, and have been, advanced against the current cost plan, and Mr. Thomas was aware that, in the case of some groups of industries it could not safely be adopted; but the lumbermen do not comprise such a group, and it is little short of scandalous that large sums of money should be withdrawn from our industries long before their expenditure is required, and placed in reserve funds, which may never be needed. That money should be kept liquid in the industries of Ontario; and, although under a current cost system the assessment rate would inevitably advance from the initial minimum until it reached its maximum, some twenty-five years hence, we could afford to face that contingency with brave hearts were we assured, as we should be, of an immediate and substantial reduction in our present contribution.

Secondly, we should ask for a provision such as is contained in the act of the State of New York, whereby corporations giving satisfactory evidence of financial stability can elect to stand outside the group in which they would naturally fall and pay individually the actual amount of the compensation awarded their injured employees. Such a provision would be of immense and immediate benefit to most lumbermen, many of whom pay in their assessments three or four times the amount received by their men as compensation.

Thirdly, the provisions of the medical aid amendment should be so changed as to place the doctors under the direction of the employers, who are paying their bills, instead of under the control of the board, which is not in a satisfactory position to judge of the merits of each case. It would be quite proper that the board should have the power to interfere and take such action as seemed necessary in cases where the medical care and hospital accommodation provided by the employer were not considered adequate or satisfactory.

Fourthly, there should be a power of appeal from the decisions of the board to a judicial tribunal. This power of appeal might, perhaps, be limited to cases where a principle is involved, and the leave of the appellate tribunal should be required in advance.

Fifthly, the safety associations should be removed from the control of the board, under which they have fallen, and should be so constituted as not only to prevent accidents, but to act as a body representative of its group of industries and capable of appearing before the board and the appellate tribunal in that capacity.

Sixthly, the objectionable "seven days clause" should be changed to eliminate the constant malingering which now takes place, and to remove the temptation to an injured employee to remain away from his work sufficiently long to bring him under the compensatory provisions of the act. This desirable change could be effected by making the seven-day waiting period absolute, or even by granting compensation for the exact period of disability, however brief that might be.

Mr. W. B. Maclean, Toronto, enquired how the reserve was being piled up.

Mr. Thomas replied that he believed that it was about three million dollars, and this amount would be increased for about twenty-five

years before the fund reached the maximum. Germany had been obliged to make changes in its legislation because of the immense reserves which had been piled up.

On the motion of Mr. Laidlaw, seconded by Mr. McLaren, it was agreed that the executive be asked to take the necessary steps to bring the question of amending the act before the lumbermen of Ontario.

A paper on "Feeding the Lumberjack," by Mr. George H. Holt, of Chicago, followed. Mr. Holt's paper, in detail, is published elsewhere in this issue.

Wide Powers of the Banks

One of the resolutions adopted during the afternoon session of the first day was an important one, moved by Mr. W. J. Lovering, of Toronto, and seconded by Mr. Duncan McLaren, Toronto. The resolution was as follows:

"That this association appoint a committee, or, if preferable, instruct the executive and secretary to take the necessary steps to procure legislation to more clearly set forth the power of banks to take security from retail lumbermen, under section No. 88 of the Bank Act, and particularly to designate clearly what constitutes a wholesale purchaser, shipper, or dealer, as a recent decision given by a prominent judge practically places every little retail dealer on the list as a wholesaler."

In speaking to this motion, Mr. Lovering said:

"I feel that perhaps an apology is due the large manufacturer for taking up his time with this question. He sells his stock en bloc to the wholesaler; therefore, is not interested in the details and workings of the credits of retail lumbermen. But it is of vital importance to the manufacturer or wholesaler, or any person selling direct to the retail trade, to have it clearly defined whether the banks of this country have the right to loan and take security as they are now doing, under section 88 of the Bank Act, on lumber piled in retail yards and the product of planing mills put up to sell to the retail trade, thereby getting security which does not have to be registered not only on lumber in the yard but other lumber being shipped in. In late years any of us selling to the retail trade who have been unfortunate enough to meet with losses usually find at the first meeting of creditors the bank steps in with a hypothecation of all book debts and lien, under section 88, on all lumber in the yard, manufactured or partially manufactured stock. In other words, they have inside security on every dollar of liquid assets the firm possesses. The said security at times is given months before we have sold the lumber or shipped to the customers. The bank takes possession, leaving us, who have perhaps supplied the lumber only a short time before, to take second place and come in for what is left after the bank has been satisfied, or more frequently allow the banks to clean up while we sit back and get nothing.

"The Banking Act was, I understand, amended a few years ago, and I am not in a position to say whether any person in connection with this association was consulted or not. Perhaps our interests might conflict, as some of our members, I understand, are directors in banks and heavily interested in the same. Therefore, they would not support the contention that they should take an equal chance with the other creditors. However this may be, I feel that this association should take steps to have the act made clear and definite. We, I think, all agree on what a wholesale dealer is. Our judges appear to interpret things differently, and usually in favor of the banks. I have the opinion of a prominent lawyer, given some years ago, which coincides with my ideas exactly, but since that time a man in a little village in Western Ontario got into financial difficulties, and the bank, as usual, stepped in with its claim. It was contested—*Rowson vs. Northern Crown Bank*. It was carried to the Supreme Court of Canada, where it was again decided in favor of the bank, the Hon. Mr. Justice MacLaren giving his opinion that this man, while not perhaps a wholesale dealer, was clearly a wholesale purchaser, owing to the fact that he had 200,000 or 300,000 feet of lumber in his yard and bought in carload lots. I have a copy of the appeal case, which announces that the man, while admittedly selling retail to farmers and others and using material from his yard on contracts, etc., was a wholesale purchaser within the meaning of the act because of his buying in carloads. I would like to point out that all retailers do and must buy their lumber in carlots. Perhaps getting a number of different kinds on a car, but still, for freight and other reasons, they must buy carlots. These, I maintain, are not wholesale purchasers or dealers in any sense of the word, and should be excluded from the working of the act, and I suggest that the word 'purchaser' be left out of the act. Looking closely into the effect of this legislation and the way the banks are handling it and the judges interpreting it, it appears to be the most unjust piece of legislation that could possibly be put into effect. The bank is upheld in loaning money and taking security on the stock of lumber in a retail yard or any article into which it is manufactured, and to take hypothecation of the accounts of parties to whom it is sold, and also, in addition to this, to hold any lumber or other material which may be shipped into the party's yard to replace what has been taken out and manufactured

or otherwise, and hold prior claim on that to the man who has supplied it and has not been paid for it."

Mr. A. C. Manbert, Toronto, was of opinion that the act was never intended to apply in the way in which it had been interpreted. He able to step in and take lumber to pay for debts contracted a long period before the lumber was purchased.

Mr. Laidlaw agreed with Mr. Lovering and Mr. Manbert. It was a serious matter for the members, and he hoped that the committee would be able to obtain a solution of the problem.

Mr. Cane gave an instance of how the decision adversely affected lumbermen, and said the time had come when this sort of thing should be stopped and the lumber firms able to get some security for the lumber sold.

The resolution, seconded by Mr. McLaren, was passed.

The resolution regarding a war service board, presented by Mr. Holt, was considered and carried at this stage of the meeting.

A resolution was also carried that the next annual meeting should be held at Ottawa.

Association Development Encouraged

A resolution, moved by Mr. Walter C. Laidlaw and seconded by Mr. David McLaren, was carried, as follows:

"That we recognize with satisfaction the formation of different associations throughout the country having largely to with credit rating, and are ready to co-operate with them on questions appertaining to the general welfare of the lumber business in line with our constitution, clause II., which reads as follows: 'The objects of the association are to promote the interests and conserve the rights of those engaged in lumbering operations, or in the manufacture, sale, or distribution of lumber, to protect its members against unbusinesslike methods in the wholesale and retail lumber trades; to foster such trades and reform abuses therein where they exist; to secure freedom from unjust or unlawful exactions; to diffuse accurate information among its members; to secure uniformity in usage, custom, and trade conditions.'"

New Rates Should Prevail Only During War

A resolution was carried, moved by Mr. John S. Gillies, Braeside, Ont., and seconded by Mr. J. G. Cane, Toronto, to the effect that the 15 per cent. increase in freight rates having been granted by the Board of Railway Commissioners as a warring measure, should only continue during the period of the war, and that the Board of Railway Commissioners should have included in the order a stipulation to this effect, so that the rates would revert at that time to those in existence prior to February 1, 1918. The resolution also stated that the onus for having to make an application for such a reduction after the declaration of peace should not be placed upon the shipping public.

On motion of Mr. W. M. Ross, seconded by Mr. W. J. Lovering, the work of the Transportation Committee during the past year was approved and the opinion expressed that freight operating expenses should be kept separate from passenger and other operating expenses. The same resolution suggested that the Executive Committee should arrange for proper presentation of the views of the association before any committee of the House of Commons, Senate, or joint committee of both.

Conference on Transportation Problems

At the afternoon session of the second day an important conference was held between the members of the association and Mr. W. R. MacInnes, freight traffic manager of the C.P.R., and Mr. A. A. Hatton, car service superintendent for the C.P.R. The conference consisted entirely of a discussion of present transportation problems, and the chief point brought out was the fact that the C.P.R. cannot encourage lumber shippers to expect anything in the way of important improvement in shipping conditions until after the severe winter weather has passed, or, in other words, until after the middle of March at the earliest. Mr. MacInnes and Mr. Hatton stated, moreover, that undoubtedly similar conditions would prevail in connection with all the other railroads of Canada and the United States.

One of the chief difficulties experienced by the railroad companies in connection with the scarcity of cars was the result of the adverse balance resulting from the interchange of cars between Canadian and United States points. Mr. Hatton stated that at present the Canadian Pacific Railroad had a balance against it of some 10,000 cars in the United States. This meant that the number of Canadian Pacific Railroad cars in the United States exceeded the number of foreign cars in Canada by 10,000. Moreover, they had been helping out other Canadian railway companies in order to supply cars for grain, and there was a balance against them in Canada of about 9,000 cars.

So far as Canadian shipments are concerned, Mr. MacInnes reported that they were getting fairly good results, and believed they could promise that this condition would continue.

A lengthy discussion took place as to how the railroad companies and the lumber shippers could co-operate in bringing about better results and how they could work together in connection with urging the governments at Washington and Ottawa to give the shipment of

lumber the consideration to which it was entitled because of the fact that so large a percentage of the shipments of lumber are for war purposes. The discussion did not bring out anything of a very definite nature along this line, except that by the appointment of a committee or the establishment of a war service board the machinery for work of this nature would be provided.

The discussion also dealt with the decreased efficiency of the car-tracing departments of the railways, but the representatives of the railways were only able to promise that they would do the best they could in regard to this work, which was heavily handicapped by the shortage and inefficiency of office help.

The discussion concluded with a vigorous statement by Mr. A. C. Manbert, who said that the lumber industry to-day was in a very serious situation from a standpoint of distribution, and urging the railroad representatives to realize that their desire in connection with the conference was that railroad companies should appreciate the earnest wish of the shippers of lumber to work together with the railroad companies as effectively as possible in assisting to get the products of the industry forward from mill to destination.

At the afternoon session a vote of thanks was passed to the Montreal committee of the association for the excellent arrangements they had made in connection with the annual meeting.

After a lengthy discussion it was decided that, in order to increase the membership of the association, every member should do his utmost to bring in a new member, and the fees should be placed at \$40 per annum for old members and \$25 for the present year for new members. The former membership fee was a straight \$35 per member.

Some discussion followed in regard to eligibility to membership in the association, and this was left to the incoming executive.

The Annual Dinner Was Enjoyable

The annual dinner of the Canadian Lumbermen's Association was held at the Windsor Hotel, Montreal, on Tuesday evening, February 5. Mr. W. E. Bigwood, president, occupied the chair. There were a large number of members present, and the function was graced also by the attendance of their wives and lady friends.

After the banquet a number of interesting after-dinner speeches were given. The first speaker was Hon. Arthur Meighen, Minister of the Interior, who remarked that while at Ottawa he had, of course, discussed forestry questions with the members of the government, none of whom were lumbermen. They were (he added in an aside) comparatively poor men; but he came into direct relations with the lumbermen for the first time on his appointment as Minister of the Interior. There was a great deal of talk about the inexhaustibility of the lumber of Canada, but there were some four hundred millions of acres of land that must be put into forestry if the country did its duty. The extent of the Dominion was very large, but, fortunately or unfortunately, 60 per cent. was capable of only one crop, and that was the forest crop. Mr. Meighen pointed out that in the past there had been great waste in our lumber resources; and, while he feared that a certain amount of waste would continue during the time of the war, they must realize that the lumber resources were a subject for national consideration.

It had become a habit amongst those far from the thunder of the guns to place a relatively great importance on the maintenance of normal or high standards of efficiency on the activities of those at home. They had come in contact with that spirit in the operation of the Military Service Act, and had encountered the spirit, all too prevalent, that if a man is engaged in a useful pursuit it must be concluded that he was not available for the pursuit of war. They had much to do with the elimination of the non-essential industries and the less essential industries. He was glad to read the resolution passed by the lumbermen's association calling for the appointment of a war service board to represent the lumber interests of the country and to aid the government in carrying on the work of the war.

"We are on the eve of a pronounced expansion of the war activities of the government," declared Mr. Meighen. "That is, the supervision the government finds it necessary to exercise over trade in general grows day by day. Conditions to-day are radically different to those of three months ago, and much more different from those of a year ago, because we have to get much of our materials from across the line and more from across the sea. Our allies have found it necessary to make severe restrictions over the materials which are so necessary to the work of the war, and we have found the same conditions. To so govern things to carry on the work at home, and still carry on the war with the least harm to industry, is a problem vast enough for any government. We are compelled to exercise control over the exports of this country, and may be compelled to exercise control over the imports far beyond what we are doing to-day. While we are doing that it will be essential that the provision extends to the producing industries themselves, with a view to the discouragement of the non-essential or less essential industries, and the encouragement of those industries vital to the successful carrying on of the war."

This, said the speaker, as it increased, would make it more and

more necessary that every great industry in Canada should have a representative man or body to answer for it before the councils of the government. He considered that the lumbermen had taken a wise course, which would progress until there was a supervision over the trade of Canada, much greater than any in the past, or that the people of to-day realized must come in the future.

All this was an illustration of the work that yet remained to be done, but it must be remembered that it was all worth while, since the allies were by no means past the summit of the hill and the Germans were very far from beaten.

Further, the minister declared, in the future something must be done toward the elimination of idleness, either amongst the rich or the poor, as an offence against the state, and the time might come when steps toward this end would be necessary.

"This war will be over in your time and mine," concluded Mr. Meighen. "It must be over before any great length of time, and the peace then to be made will be the greatest and grandest peace on the part of Great Britain that her energies have yet achieved. Great Britain will have no reflections that there was anything spared or omitted that she might have done and did not do. My appeal to you to-night, and to the people of my native land generally, is that after it is all over and the time to make peace comes, let Canada have no reflections that there might have been a better peace if we of Canada had better played our part."

The Wood Products of British Columbia

Mr. William Rutherford, Montreal, then called upon Mr. William McNeil, Vancouver, B.C., who delivered an inspiring address regarding Canada's responsibility to the Empire. It would be quite impossible to do justice to such a speech in a written report. Mr. McNeil was listened to with great interest.

One of the interesting sections of his address was a reference to the industrial re-birth of British Columbia which had taken place since the outbreak of the war. To illustrate this Mr. McNeil gave some striking statistics. The re-birth of British Columbia industry, he said, had begun with the shipbuilding industry. Two years ago they had not a shipbuilding yard in British Columbia, outside of the Marine Ways at Esquimalt. Now they had eight or ten yards, and were constructing a large number of vessels, two of which had already been launched. Shipbuilding in British Columbia had come to stay. With the shipbuilding industry there had been, of course, a great development in the lumber industry. In 1914 the cut of lumber in British Columbia had amounted to 966,000,000 feet b.m. In 1915 the total was 1,017,000,000 feet. In 1916 it had increased to 1,280,000,000 feet. In 1917 the total cut of the province had been 1,647,275,000 feet, an increase of 367,000,000 feet over 1916.

In shingles they had done equally well. The 1914 production had been 972,000,000 pieces. In 1915 the total was 1,874,000 pieces. In 1916 it was 1,900,000 pieces and in 1917 the total was 2,300,000 pieces.

An address was also delivered by Brigadier-General F. O. W. Loomis, C.M.G., D.S.O., who told of the great urgency for men and materials at the front. Brigadier-General Loomis paid a tribute to the effective work of the forestry battalions in France and England.

An excellent program of vocal and piano music was also added to the entertainment of the evening.

Operations in Northern Ontario Pulp Woods

The Port Arthur Pulp and Paper Company, of Port Arthur, which recently put their sixty-ton sulphite plant in operation, have established their own pulpwood camp. It is located at Sucker Creek, some thirty miles east of Port Arthur, where one hundred men are engaged under the direction of C. A. Gardner, who has been appointed woods superintendent of the company. Mr. Gardner was formerly foreman for Whalen, O'Gorman and O'Brien. The Port Arthur Pulp and Paper Company are taking out this season in the neighborhood of eight thousand cords and report that wood is worth approximately seven dollars and a half loaded on the cars in that district. Large quantities of pulpwood are being cut in the vicinity and the outlook is considered very good. The Port Arthur Pulp and Paper Company were a few weeks ago awarded the right to cut pulpwood and other timber on the Shibley Reserve, near Port Arthur, containing several thousand cords. The Shibley Reserve consists of about eighty square miles, and the company are paying seventy cents a cord on spruce, balsam and poplar, with the addition of forty cents dues per cord on spruce and twenty cents on balsam and poplar. The price for pine is \$7.50 per thousand feet, b.m.

The Mingo Pulp, Paper and Land Company, whose headquarters are in Toronto, W. A. Brodie being the president, and Clarence R. Pope, of New York, managing director, own several thousand acres of land in six townships to the northeast of Chapleau and traversed by the C. P. R. on the south and the C. N. R. on the north. The company will take off between fifty and sixty thousand cords of pulpwood during the coming year, and will establish a rossing plant at Devon.

The wood will be shipped by the C. P. R. and Algoma Central, a distance of about one hundred and sixty miles, to Michipicoten Harbor on Lake Superior and towed down the lakes to Wisconsin and Michigan points, several large contracts having already been closed for delivery to American plants.

Arrangements are being made by the Spruce Falls Pulp and Paper Company, of Toronto, who were recently awarded the right to cut pulpwood and other timber on the Kapuskasing River limit, to start construction work in the spring on their new million dollar, ground wood pulp plant of one hundred tons capacity. George F. Hardy, of New York, has been retained by the company as consulting engineer. The limit consists of 1,740 square miles in the districts of Timiskaming and Algoma, and covers two blocks of land north and south of the Transcontinental Railway. The Ontario Government, in awarding this concession, adopted a new policy and invited a flat rate on all kinds of pulpwood, for which the company will pay seventy-five cents per cord, while for red and white pine on the limit, the figure is fifteen dollars per thousand feet, b.m. The company can start cutting pulp wood as soon as two hundred thousand dollars has been expended on the pulp plant. The site of the new pulp mill will be seventy miles west of Cochrane, and the headquarters of the company will be at Spruce Falls.

It is interesting to recall that the Black Sturgeon River pulp wood limit in the district of Thunder Bay was awarded a year ago this month to Sam Marks, of Nipigon, Ont., who paid seventy cents per cord bonus in addition to the usual fees of forty cents per cord for spruce and twenty cents for other pulp woods. The limit is about one thousand square miles in extent and located some eighty miles northeast of Port Arthur.

About fifteen months ago the Pic River concession in the Thunder Bay district, consisting of about fourteen hundred square miles, was awarded to J. J. Carrick, ex-M.P., of Port Arthur, his tender being a bonus of fifty cents on each cord of pulp wood in addition to the usual fees. It is reported that extensions of time have been secured by Messrs. Marks and Carrick in regard to the erection of ground wood pulp plants on their concessions, as stipulated in the tenders, but that construction may begin this year.

Progress of Forestry in Britain

A very important report on the subject of national afforestation has been issued by the British Ministry of Reconstruction. These are the principal recommendations:

State control and management under a Forestry Commission represented by a Parliamentary Commissioner in the House of Commons.

A scheme of State planting which in an emergency would keep the United Kingdom independent of imported timber for three years on the present war basis of consumption.

Afforestation at the outset of 1,770,000 acres, the total cost in the first ten years being £3,500,000, and in the first forty years £15,000,000. After that period the scheme, it is estimated, would be self-supporting.

"So far as timber is concerned," the report states, "the surprises of the war have been the immense amount of wood consumed by military operations and the scarcity of ships to carry it. Through the lack of sufficient reserves of its own, the United Kingdom has been compelled to continue the importation of timber on a very large scale. . . . The war has disclosed no demand which could not have been satisfied by timber grown in this country, with its favorable soil and climate and abundance of waste land. It is only a question of time before the whole of the country's growing timber which is fit for commercial use must disappear. The result is a depletion which the Government cannot afford to neglect. This country, poorer in timber at the beginning of the war than any other European country except Portugal, will be more destitute still at its close. Even if every acre felled is replanted, it will be many years before the present output can be repeated."

It is pointed out in the Report that if the Government should wish to employ the maximum number of men discharged from the services during the period of demobilization the rate of planting might be greatly speeded up. The Committee propose that at least 150,000 acres of the initial 250,000 should be planted by direct State action, and that for the remainder (left to local bodies and private land-owners) there should be State assistance and control.

It is estimated that the Committee's scheme would ultimately result in the settlement on the soil of not less than 25,000 families, or 125,000 persons in all. During those months of the year in which there is little demand for labor in forestry but a considerable demand in agriculture, the people would be available for agriculture and food production either on farms or small holdings.

The Minister of Reconstruction is now giving careful consideration to the report with a view to ascertaining how far and by what means effect may be given to the Sub-Committee's recommendations.

Good Work of the Forestry Association

Annual Meeting Reveals Encouraging Results—Progress Evidenced in Many Directions—Gratifying Growth of Membership

Montreal, February 6 (Special to the Canada Lumberman):—In the absence of the Hon. Sydney Fisher, Senator W. Power presided at the annual meeting of the Canadian Forestry Association, held on February 6 and 7, at the Windsor Hotel, Montreal.

The report pointed out that the Canadian people had concerned themselves as never before about the forest resources of the country, and the best methods for their perpetuation. This, in turn, had stimulated conservation policies as applied by governments and private corporations, and was gradually opening the doors for an observance of silvicultural principles in the handling of timber lands. Apart from the initial phase of fire protection, the main hope of progress in the management of woodlands or timber lands, and the improvement of forestry practice on public lands, required not only constructive information, but the effort to make it nationally popular. Early in the year the Association increased its activities in Manitoba, Saskatchewan and Alberta with the object of securing comprehensive amendments to the existing "Prairie and Forest Fires" acts placing a check upon settlers' clearing fires and rendering it obligatory to take out a permit from a ranger or forest guardian before starting such dangerous operations.

The report called attention to the work done in connection with the subject of political patronage in the Dominion Forest Service appointments. Special study had been given to the situation in New Brunswick, while active work had been done in Quebec and Ontario, in the way of meetings and direct educational methods. Steps had also been taken to arouse public interest in the white pine blister rust, which menaced the white pine areas of Eastern Canada.

The balance sheet showed a balance of \$972. Special contributions by individuals and pulp and lumber firms totalled \$2,235. The membership had increased 2,000 members, making a total of 6,200, an increase of 100 per cent. in two and a half years.

Messrs. Ellwood Wilson, R. H. Campbell, W. C. Hall and Paul Owens, referred in complimentary terms to what the chairman termed "the very excellent report." It was pointed out that the results generally were very encouraging, and showed that the association was very much alive. The contributions by the large pulp and lumber companies were evidences that these organizations appreciated the work that was done.

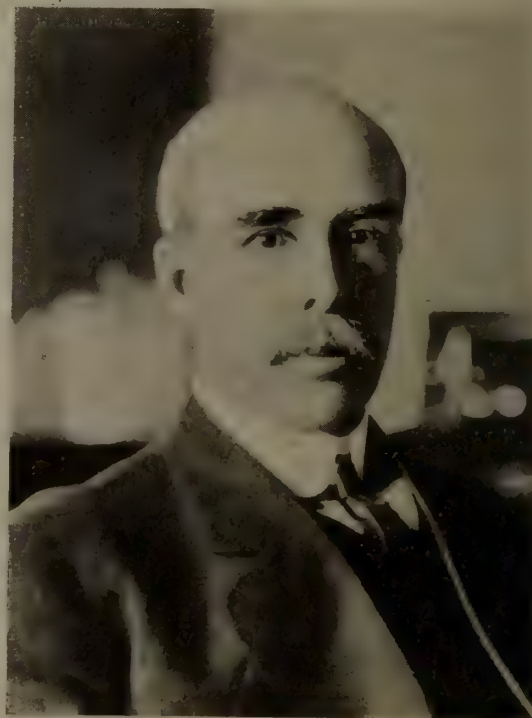
Considerable discussion followed a suggestion by Mr. Clyde Leavitt that estimates be forwarded to the provincial governments of the number of cords or feet of merchantable timber destroyed by fire. This met with considerable opposition on the ground that it was undesirable from the point of limit holders, who might be prejudicially affected if the figures were published; further, that the estimates would be, in the main, inaccurate. The chairman suggested that the Association was in danger of going outside its jurisdiction, and it was agreed that a committee appointed to take up with the governments the collection of standardized statistics on fire losses be continued.

Col. J. S. Dennis, Chief Commissioner of the Colonization and Development Department, C. P. R., was elected president, and Mr. J. A. Gillies, of Gillies Bros., Braeside, Ont., vice-president. The Hon. W. E. Foster was elected territorial vice-president for New Brunswick, and Senator Smeaton White, Montreal, was added to the Board of Directors.

Mr. Pringle Lauds Canada's Resources

Mr. R. A. Pringle, K.C., Dominion Paper Controller, in the course of an address on "Some Aspects of Canada's Forestry Problems," pointed out that soon after the beginning of the war, Great Britain, through a sub-committee, under the Reconstruction Committee, made a complete survey of the lumber position. In Canada we were more fortunate. We had immense resources of all kinds, and had easy access to the great markets of Europe, the United States, China and Japan, and other Asiatic countries. With regard to lumber, Russia stood in the first place in the matter of resources; the United States came second, and Canada third. This country has developed very rapidly with regard to industries connected with lumber resources. Mr. Pringle then sketched the history of the newsprint inquiry, and stated there was no desire on the part of the government but to allow the manufacturers cost plus a fair profit. That was the spirit exhibited by members of the Press of Canada at the meeting at which their representative had spoken. The pulp and paper industry was an important one—he had no idea of its importance until he began his

investigations. Mr. Pringle quoted figures showing the immense expansion of the pulp and newsprint industries, which he attributed to the free access given in later years to Canadian manufacturers of these products. The consequence of this was that capitalists came to this country to obtain the benefit of our virgin forests. Both the exports and prices of pulpwood had increased, and it was only reasonable that this should be so. He had heard men say that there was no value in pulpwood outside of the royalty paid by the manufacturer. He did not agree with this. The reason for this increase was that American manufacturers had to depend upon Canada for a large proportion of their pulpwood, and consequently prices had increased, and in all probability would increase as time went on. Referring to conservation, while not pretending to criticise any government department, he urged co-ordination on the part of the various governments in order to conserve our forests and to carry on re-afforestation. Some of the large companies had made a good start



Col. J. S. Dennis, the newly elected President of the Canadian Forestry Association

in this direction. This was an Imperial question, which required immediate attention, especially in relation to the supply of lumber for Great Britain. We must wake up, or we should find ourselves in the position, thirty or forty years hence, with our lumber supplies immensely depleted. He was much afraid, if we prohibited the export of pulpwood from private lands to the United States, the latter might retaliate by cutting off supplies of coal and other raw materials.

Prof. F. F. Moon, acting Dean, New York State College of Forestry, Syracuse, N. Y., read an exhaustive paper on "The Responsibility of the State in Forest Management," which was a plea for the State management of forests.

Sessions of Second Day

The meeting was continued on February 7, when Dr. John S. Bates, superintendent of the Forest Products Laboratories, Montreal, read a paper on "Present and Possible Products from Canadian Woods," which will appear in the next issue.

The reading of Dr. Bates' paper was followed by a "wood fuel symposium," the object being to discuss the many problems involved in obtaining an adequate wood fuel supply to supplement coal shortages, present and future. "The cord wood scarcity," said the statement calling the meeting, "has proved serious for parts of Canada this winter, and promises to be more acute next winter unless immediate action can be taken by the municipalities."

The discussion was introduced by Mr. Clyde Leavitt, chief forester, Commission of Conservation, who commented on the serious outlook for restricted coal supplies. They had to look this question

squarely in the face, and see what could be done to obtain fuel supplies, and to conserve what would be available. The great difficulty was the shortage of labor, and also that of getting supplies to the points of consumption. The wood dealers could handle the situation in normal times, but there was now a great deal of uncertainty. Municipalities such as Winnipeg, Ottawa and Brockville had already taken up the question of municipal wood yards. There must be an active campaign to educate the people to use wood instead of coal, although the former was dearer.

Mr. A. F. Howes, of the United States Forest Service, Washington, D.C., gave details of how the United States were dealing with the wood fuel problem. The greatest effort was in the direction of getting the people and the farmers to substitute wood for coal. It was aimed at producing an additional 25,000,000 cords of wood. A fuel committee had been appointed in nearly every state to carry out propaganda work; professional men and others had undertaken to cut wood, and plans had also been inaugurated to guarantee farmers prices for their wood.

Suggests Commission to Study Fuel

Mr. G. C. Piche, Chief of the Forest Service, Province of Quebec, dealt very exhaustively with the situation in Canada, Europe and the United States, and also pointed out in detail how Canadians could conserve their fuel resources. He made several recommendations for obtaining large supplies of wood, including the appointment of a Commission to study the consumption of fuel and the reforestation of land with a view to obtaining increased reserves of fuel.

Mr. E. J. Zavitz, Chief Forester of Ontario, speaking unofficially, stated that they had issued warnings to farmers and to small villages, in the hope that during the latter part of the winter they would get out more wood. The Forest Service expected to get into touch with the agricultural representatives. Many of the farmers in southern Ontario did not realize the really serious nature of the situation.

Mr. G. H. Prince, Director of the Forests of New Brunswick; Mr. Toombs, of the C. N. R.; Col. Geckye, Montreal; and Col. Harkson, Montreal, also spoke.

A resolution was passed urging the Association to continue its efforts to secure the early abolition of the patronage system in making appointments in the field service of the Dominion Forestry Branch as a part of the general reform to which the Union Government is pledged.

Another resolution urged the Dominion and Provincial Governments to take every possible step to stop the further spread of the pine blister disease.

Development of Forestry in Britain

Harrison Watson, Canadian Trade Commissioner, in Great Britain, in a recent report to the Department of Trade and Commerce, Ottawa, gives an interesting review of the progress that Forestry is making in the United Kingdom, as outlined in the report of the Development Commissioners for the last fiscal year. He points out that careful consideration was bestowed upon this important question, and adds:—It had been determined that the first requirement is effective education in forestry at suitable centres, regulated by organized research and demonstration, and the provision of a body of trained foresters for the work to be done. Already at the outbreak of war sufficient progress had been made to warrant the opinion that the scheme of afforestation could be commenced, but it is obvious that increased expenditure will be necessary if the large scheme of state forestry demanded by the new conditions created by the war are to be carried out with efficiency and economy.

During the year the commissioners reviewed their policy, especially in relation to the alternatives of purchase and long lease of land, and to their proposals for afforesting privately-owned land on the basis of a division of the proceeds when they accrue, and prepared a memorandum which has been sent to the three agricultural departments of the United Kingdom responsible for the administration of forestry.

The report again urges the importance of the afforestation of land which is at present unproductive, and states that the experience of the war has shown that in prudence the nation must be prepared to incur substantial expenditure in increasing the home-grown supplies of timber, much of the waste land of this country being only suitable for this purpose, while this and similar projects of reclamation will also afford seasonable employment for small farmers and their employees and would be economically worked by such labor. In this connection grants were made to various bodies in England and Wales, Scotland, and also Ireland.

Studies at the Forest Products Laboratory, at Madison, Wis., have shown that Engelmann spruce treated by the sulphite process gives a pulp that compares very favorably in color and strength with that of white spruce.

The Enquiry Corner

Answers to Questions by Readers
Can We Help You?

Cordwood Machinery

Messrs. Williamson & Crombie, saw, planing and shingle mills, Kingsbury, Que., write us for the names of manufacturers of cordwood machinery, consisting of drag and circular saw with necessary power for operation.

The names of some manufacturers have been given them. Anyone interested should communicate direct.

* * *

Gasoline Tractors

A lumber manufacturer in the Province of Quebec writes us as follows:

"Can you tell us where we can buy some gasoline tractors to haul up provisions in the bush? We have a good road, but not good enough for an automobile truck, and there is a forty-mile portage. We would not require a large tractor such as is used to haul logs in the bush, but something that would haul two or three sleighs, say five or six tons. The tractor must run winter and summer, and be built on the same principle as those used for hauling logs in the bush. It must be built with caterpillar chains, as truck wheels cannot be used on the roads we have. The caterpillar chains would have to be at least 70 or 80 inches long and 12 to 15 inches wide. If we can find something which is suitable, we are prepared to purchase several of these tractors."

* * *

Machine For Rossing Railway Ties

Concerning the inquiry which appeared in the "Canada Lumberman" of January 15th last, the following letters have been received:

Campbellton, N.B., January 24, 1918.

Editor, "Canada Lumberman and Woodworker,"
Toronto, Ont.

Dear Sirs:—

We have before us your January 15th issue of the "Canada Lumberman and Woodworker," and notice on page 22, "The Enquiry Corner," that the Canada Creosoting Company have been looking for a machine to ross railway ties.

We note also that you say there are no such machines made in Canada. We beg to advise that we manufacture one of these machines, a sleeper sapper, and have one running satisfactorily for the last three years in the Shives Lumber Company, Limited, mill of this town. We regret we have no cut of this machine, but it was built for rossing 6-inch sleepers, 6 in. to 12 in. wide by 8 feet, but any length can be rossed. We would refer you to the Shives Lumber Company, of this town, as to the capacity of this machine.

We are writing the Canada Creosoting Company to-day as we feel quite sure we can supply them with a machine to do this work.

Yours truly,

McLennan Foundry & Machine Works, Limited,
Per Alex. McLennan.

Campbellton, N.B., January 24th, 1918.

Editor, "Canada Lumberman," Toronto, Ont.

Dear Sir:—

In your issue of the 15th instant I note an inquiry for a machine to take the bark off railway ties after being flatted. The answers you have received to the above would lead me to think that there is no successful machine on the market suitable to do this work.

In 1911 the Shives Lumber Company, Limited, began making railway ties on a large scale, and found the labor required to take the bark off by hand was a very expensive process.

The writer was of the opinion that this work should be done by machinery, so, in co-operation with the McLennan Foundry and Machine Company of this town, a machine was designed and installed in the tie department of the Shives Lumber Company. This machine has been in continuous operation for five years and has proved to be a practical and satisfactory method of cleaning up the ties after slabbing.

The manufacturers will no doubt be pleased to furnish any information regarding this machine to anyone interested.

Yours truly,

John N. Maclean, Mechanical Superintendent,
Shives Lumber Company.

The National Wholesale Lumber Dealers' Association will hold their twenty-sixth annual meeting in New York City on March 27 and 28, at the Waldorf-Astoria Hotel.

Splendid Work Done by Forest Laboratories

Need of Attention to the Lumber Interests—Complete Studies of Fibre Dimensions of Canadian Woods—Instructive Bulletins Issued



Dr. John S. Bates, superintendent
Forest Products Laboratories,
Montreal.

Montreal, February 9.—(Special to Canada Lumberman):—During last year, as in 1916, the Forest Products Laboratories, Montreal, were greatly handicapped in their work by conditions imposed by the war. According to the intentions of three years ago, the laboratories should this spring vacate the improvised quarters occupied in the old residence on University Street, Montreal, and move to a building properly designed to handle work of the kind they are doing—a building more in keeping with the importance of the industries the laboratories are intended to serve. The staff, instead of being depleted, as it now is, should have expanded to double its size; but the war must take precedence, and, in spite of the recognized value of the institution in the development of Canadian industry,

the laboratories will have to get along for some time longer on "short rations." Our lumber interests might see that, as soon as possible, the laboratories be put in a position to pay more attention to the needs of the lumber industry as well as to those of the more highly technical ones. The field for such work is plain, and the lumbermen have only to show that they are interested.

Problems of dry kiln practice, of the utilization of mill waste, the demonstration of the real beauty and value of our twisted Northern birch, which is now the curse of the stickerman—these are problems on which intensive work should be done as soon as possible.

Test of Eastern Pines and Spruces

In spite of the wartime difficulties, the laboratories were not idle by any means. The tests of Canadian woods were proceeded with, and have now been completed on the Eastern pines and spruces. The work on Douglas fir was completed some time ago, and a bulletin covering the results has been in the hands of the printer for many months, but has not yet appeared. Information with regard to these tests is available on application to the laboratories, and several firms have made good use of it in securing export trade. A bulletin, "Canadian Woods for Structural Timbers," prepared at the laboratories, was published, and has attracted wide attention, particularly in South Africa.

Strength tests on round mine timbers used in Nova Scotia were finished, and will be published shortly. Already this investigation has led to the saving of a large amount of material and the use of woods formerly considered of no value.

A bulletin reviewing all published literature on the waste liquor from sulphite pulp mills is about to go to press, and will, when published, be an extremely valuable book of reference to pulp and paper men and others interested in the utilization of this huge amount of waste material.

Recent work at the laboratories has shown that it is possible to secure a better preservative treatment of railway ties at less cost than by any of the processes at present in use. It is also possible to treat hemlock and other species which resist the ordinary methods.

The laboratories have demonstrated the commercial advantages of selling pulpwood chipped, dried, and baled instead of in the round. This system makes it possible for a sawmill to get a good market for slabs from spruce, balsam, hemlock, or any pulpwood. A Canadian mill was the first to enter this field, but a number of pulp mills in the United States have taken up the matter, in so far as it applies to their conditions.

Studies of the chemical composition of Canadian woods were carried on, with results which are highly gratifying to the pulp and paper industries and to others concerned with chemical methods of utilization.

Very complete studies on the fibre dimensions of our woods were

made on a number of woods, and proved of considerable scientific interest as well as of practical value in connection with pulp-making.

Valueless Material Made Useful

A year ago a research was started with the intention of finding a Canadian oil to take the place of imported pine oil for use in the flotation process of ore concentration at Cobalt. It was found that there was little or no hope of distilling pine oil with any profit in Canada on account of the comparatively small amount of resin in our wood as compared with Southern pine. Work was then directed on the problem of finding a substitute which could be produced in Canada, and this was found in certain fractions of the tar produced in the distillation of hardwood. This material had no commercial value other than as fuel at the plant where it was produced, but the tests showed that it was every bit as efficient as pine oil for the Cobalt work, and it is now being used there regularly. This not only effects a saving for the mine operators, but makes useful an otherwise valueless material.

A new pulp laboratory was designed and built, and will have the necessary machinery installed as soon as possible. The main items of the equipment are two semi-commercial pulp digesters, having each a capacity of about 200 pounds of chips. One of these is designed for sulphite cooking and the other for soda or sulphate. The remainder of the equipment—chipper, chip screen, pulp screen, wet machine, etc., is in small size, commercial units. This equipment will be sufficient to provide the necessary step between the cooking experiments on a small scale and those on the full scale of the commercial pulp mill.

Dr. J. S. Bates, the superintendent of the laboratories, has not been able to devote more than a small proportion of his time to laboratory work, as his services as a chemical engineer have been put at the service of the Imperial Munitions Board.

Dr. B. Johnsen, chemical engineer in pulp and paper, left the laboratories in October to go to the Hammermill Paper Company, Erie, Pa., as research chemist.

Mr. O. F. Bryant, chief of the pulp and paper division, is leaving to become assistant superintendent of Bennetts, Ltd., manufacturers of leather and fibre board, at Chambly, Que.

An Aggressive Mill Operator

One of Nova Scotia's most prominent business men is Mr. H. T. Warne, a native of Digby County. He was born at Hill Grove and brought up on a farm. At the age of eleven years he began to work in a sawmill, wheeling sawdust. The mills at that time did not operate throughout the entire year, and when closed down he labored on a farm. He soon became both a practical mill man and a farmer.

Less than twenty-five years ago he established a general store at Hill Grove, which he still operates, but which is now only a branch to his main business, the head office of which is in Digby. There he constructed and occupies the biggest business block in that part of the province, from which he does a large retail grocery trade. Mr. Warne has always been interested in the sawmill business and kept abreast the times in the manufacture of lumber, staves, sheathing, flooring, shingles, laths and various building materials.

He has at present three mills running full time and recently acquired the milling property at the south end of Digby, formerly operated by F. M. Steadman. At Five Mile River, Hants County, he owns and operates Mills No. 2 and 3, with two 75 h.p. boilers and two complete sets of machinery, employing about two hundred men in his entire plant, which also consists of five camps or cook houses in the woods, with the necessary horses, cattle, etc.

His other milling properties are at Hill Grove, North Range, Plympton and other places along the line of the D. A. R. His Digby mill is situated at the south end of the town, near the Dominion Atlantic's main railway line, with which it is connected with a siding. It is also near the shore of the Annapolis Basin, which gives access for importing logs or shipping manufactured material either by rail or by water. This mill contains two 60 h.p. boilers and modern wood-working machinery. It will be lighted with electricity throughout as soon as a Delco lighting system can be installed. Mr. Warne has served in Digby's town council, is a member of the Board of Trade and deeply interested in the Western Board. He takes a live interest in church work and for years has been superintendent of Digby's Baptist Sunday School.

What Does Motor Delivery Cost?

An interesting article upon motor truck delivery costs, prepared by C. H. Scroeder, of Toledo, Ohio, appears in a recent number of "Wood Construction." The writer says:

"After our conversation the other day about millwork delivery costs by auto truck I began to realize that this might interest others in our line of business, as you suggested, as it covers accurately our delivery cost by auto truck for a period of nearly four years—a longer period than any I have seen published. I would consider this additionally interesting, as it covers what we consider practically the life of a truck of this class in continuous use—four years. While the truck in question is not quite ready for the junk yard, as you can see by the 'trade-in' allowance we are offered, it is liable to become quite expensive in repairs and get out of commission when we need it most. By comparing our repair bills for 1914 with repair bills for 1917 you can readily see what we are trying to make the other fellow a present of.

"For your convenience in using, I have had our draughtsman get this up in such shape that a comparison of the different items for the different years can be readily made, showing our advancing costs, that we occasionally lose sight of. The truck of which we give this record has been driven by the same driver since we purchased it, and we consider him a first-class man and capable of doing most of his own repair work. We also think that our truck has had as good care, if not better, than the average.

"By way of explanation, I want to say that these figures are absolutely accurate, with the possible exception of the value of merchandise delivered, this might probably be in error to the extent of 3 per cent. to 5 per cent. one way or the other. All during this time we have used horses, and for the last year and a half used two trucks; and, while we tried to keep this record accurately, we know that during the busy season an occasional error has slipped through.

"In the item of accessories this may seem high in the different years. We have probably put items under this heading that justly belong to repairs, such as odometer, wheel chains, stake chains, storm curtains, radiator cover, dry cells, licenses, etc. This item of accessories should probably be put with the repair account.

"The repair bills for each year will look high to the average person, and they undoubtedly are high, but when the general overhauling bill is deducted it leaves the actual repair bills made during the season seem within reason. We have considered it good policy to have our truck given a general overhauling each winter, and, as a result, have had no serious delays during the summer months.

"In figuring depreciation on a motor truck considerable thought should be given this item. We have decided the greater depreciation occurs in first and second years, and on our new trucks expect to use the following basis: First year, 35 per cent.; second year, 30 per cent.; third year, 20 per cent.; and fourth year, 15 per cent., instead of approximately 20 per cent., 25 per cent., 30 per cent., and 20 per cent. This we think will help to equalize and make our delivery costs more uniform. The "trade value" of a truck is a very uncertain amount, and we have come to the conclusion that truck salesmen raise or lower this according to how anxious they are to make a sale. We have had considerable experience in this line during the past week or two, when it became known that we intended buying new delivery equipment.

"The matter of yearly mileage having been less in 1916 and 1917 and the merchandise delivered greater in value than in 1914 and 1915 can be explained by the fact that during 1917 and about half of 1916 this truck made only good sized or full loads, and our lighter truck made all the light or service loads.

"The percentage cost of delivery is mighty deceiving. We only manufacture and handle millwork, and naturally have a great many small orders for odds and ends that make special, or 'service trips,' as we call them. These 'service trips' are surely a luxury. During a period of sixteen months our light truck delivered merchandise valued at \$33,000 that cost very close to 7½ per cent. to handle. The cost per mile for this light truck averaged 37½c.

"We have never been able to keep our trucks busy making deliveries all of the time, and at such times when a truck is not in use the driver helps the shipping clerk assemble loads for the other driver or makes himself useful in a general way around the place. We would say that our trucks are only in actual use about 75 per cent. of the time, yearly average.

"This report only covers our city retail deliveries, and has nothing whatever to do with hauling supplies to the mill or handling our car-load business, which amounts to about twice as much as our city business.

"I would advise anyone operating motor trucks to keep an accurate cost of delivery, as it is very interesting as well as instructive. Further, I find that it pays to explain and to show the drivers and shipping clerks how much it costs for oil, gas, repairs, tires, etc., and how much it costs for each mile the truck is driven. After you have given them this information for a few months they begin to see how

important the item of delivery cost is, and take pride in keeping them down.

"I think the above explanations make our cost table reasonably clear, and hope it will prove interesting to many."

Work of New Association Reviewed

Members of the Southern St. Lawrence Forest Protective Association held their first annual meeting on February 7 at the Windsor Hotel, Mr. W. G. Power presiding. The association has two divisions—the Eastern, covering the forests of Gaspé, Bonaventure, Matane, and part of Rimouski Counties; the Western, the forests of Rimouski County and those of the south shore as far as the County of Donchester.

The chairman stated that the two main subjects studied during the year were the obligatory burning of slash when opening colonization roads, and making it obligatory for prospectors to have their permits endorsed by the local fire ranger before doing any prospecting on forest lands.

The accounts showed a surplus of \$1,558 for the western division, but a deficit of \$486 for the eastern division.

Mr. J. C. D. Brule, manager of the eastern division, and Mr. C. B. Guerin, manager of the western division, submitted full reports on their work, the former division having 23 fire rangers and the western division 28 fire rangers. The total number of acres in the association is 5,726,636. The total number of fires was 48, 43 occurring in the eastern division. The association did a large amount of educational propaganda during the year and also much work in cutting trails, etc.

The following were elected officers: Mr. W. G. Power, president; directors, western division: Messrs. G. V. Perrin, vice-president; H. W. Wilson, J. F. Gregory. Directors, eastern division: Messrs. R. L. Montgomery, vice-president; Angus McLean, Charles R. Macleay, David Champoux, O. Calhoun, C. W. Mallin, W. Russell. Mr. Paul G. Owen was elected secretary-treasurer of the association.

Forest Engineers Elect New Officers

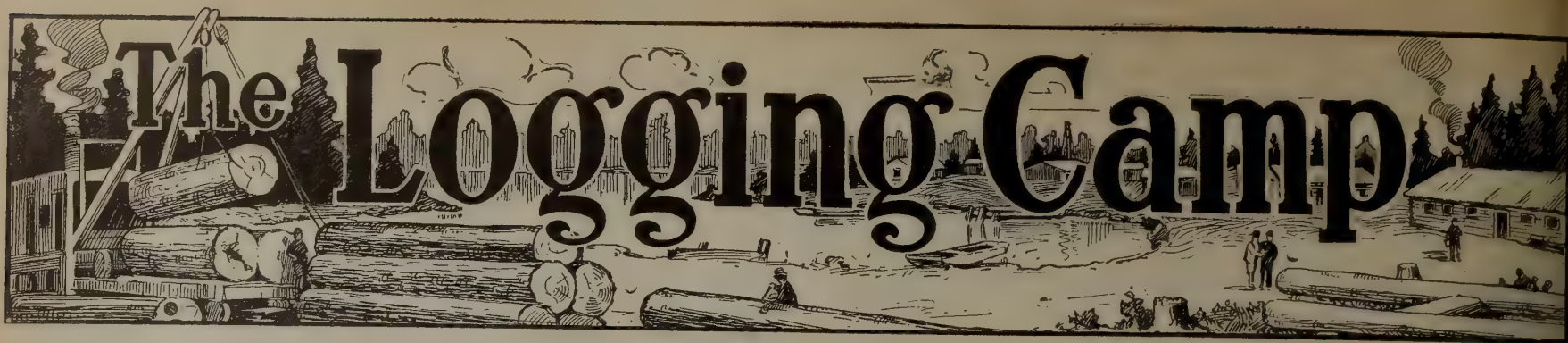
The annual meeting of the Canadian Society of Forest Engineers was held on February 6 at the University Club, Montreal, preceded by a dinner. Mr. W. F. V. Atkinson, Forester of the Spanish Pulp and Paper Company, read a paper on the relation of forestry to the pulp industry, followed by a general discussion on general topics relating to forestry, and also concerning the loss of pulpwood due to shrinkage during stream driving. Mr. Ellwood Wilson, of Laurentide Co., Ltd., was elected president; Mr. J. H. White, of the Ontario Forest Department, vice-president; Mr. Clyde Leavitt, of the Conservation Department, secretary, and Mr. T. W. Dwight, Dominion Forestry Branch, treasurer.

Report That Demand is Lively

Messrs. L. N. Godfrey Company, of Boston and New York, well-known lumber wholesalers in Southern hardwoods, Canadian and Eastern spruce, are having an excellent demand, at fair market prices, for all sizes and grades of Canadian spruce, pine, hemlock, maple, cedar shingles and lath. Their facilities for handling large stocks in car load and cargo lots are ample to meet all the demands with which they have as yet been confronted. Among the varieties of Canadian lumber this firm are constantly buying are spruce, pine, maple, hemlock, cedar, lath, shingles and Douglas fir. They are big distributors in New England and Canada of maple, birch, and oak flooring, short and long leaf hard pine, and handle the output from some of the largest mills in the United States selling oak, maple and birch floorings. Messrs. L. N. Godfrey are one of the old reliable lumber firms buying Canadian lumber, and their interests in the Dominion are looked after by their long standing representative, Mr. John P. Mosher, a Canadian by birth, who covers the Maritime Provinces, Quebec and Ontario on regular quarterly trips. Mr. Mosher knows Canadian conditions well and can be got in touch with through the L. N. Godfrey Company, of Boston.

Inquiring for Canadian Spruce

The Woodstock Lumber Company, of Boston, a big buyer of Canadian spruce, pine, hemlock, and lath, reports business in the United States as good, barring embargoes and freight tie-ups. This congestion is gradually being relieved through government regulation and recent moderation in temperature throughout the country and business is gradually approaching a more normal state. This concern is at the present time looking for spruce boxing boards in sizes 1 in. x 4 in. and up, in lengths varying from six to sixteen feet, and spruce planks 2 in. x 6 in. and up, in lengths ten to sixteen feet—all square edge stock. Sellers of this lumber should write, giving full particulars of stock to offer.



Feeding the Lumbermen—From the Economic, Patriotic and Dynamic Standpoints

By George H. Holt, Holt Timber Co., Chicago*

Why should this association concern itself with this subject?

There are many answers. Let us consider three of them.

The first is economic. We can't afford not to—that is the least important.

The second is patriotic. We ought to. We are stay-at-home brothers to millions who must suffer and perhaps fail.

The third is dynamic. We must—either voluntarily or of compulsion.

All loggers plead guilty to wastage of food. The question is, What can be done about it? It is no longer an individual question. The food of the world has become a common hoard. The wasteful man robs his fellow. He must be controlled or put out of business. Every important association of loggers from the Atlantic to the Pacific below and beyond the Great Lakes is earnestly at work by committees, by experts, and by governmental assistance upon this problem. Every description of woods products, pines, hardwoods, spruces, hemlocks, cedars, etc., are included in the enquiry.

Since of every four dollars spent in logging one is eaten, so to speak, the individual logger will suffer if his competitors deal more intelligently with the problem.

There is nothing scientific or even well-considered about present methods of feeding lumberjacks. It is but the survival of unregulated appetites appeased by untrained and unregulated cooks. It produces a low state of efficiency of man-power, sickness, hospital bills, diminished production of logs, and additional expense for replacing the lost man-power. The soldier is maintained at a state of high efficiency by intelligent rationing and supervision.

Your foreign-born lumberjack eats until he can't walk and can't work and can't digest, and then, when "a good dose of salts" is no longer a panacea, he kicks about the grub, waits until Monday noon, calls for his "time," and goes to Sudbury or Montreal, knowing that some other kind lumberman will pay the employment agent and the railroad company to give another free excursion and another stuffing—and maybe more pay.

If there were no better way we might stand for it. We have mainly followed the line of least resistance "baiting" men with unstinted variety and quantity of food to get them on the pay roll and keep them there and to minimize the risk of losing them to competitors who might bribe them with additional luxuries.

The individual logger cannot institute a reform because the unreforming logger would take his crew away from him. Even the association cannot act independently of other employers in other works or industries or the men would abandon the woods. We cannot ask the camp boss to be the reformer, because he wants to hold his crew; or the cook, because he prefers to be popular with the men and thereby become more popular with the boss.

Nevertheless the boss and the cooks and the men all say that they would accept any reform that applied to all alike. That way lies our salvation in the economic sense.

Consider the Problem from All Sides

When we consider the magnitude and complexity of the problem we realize that it must be dealt with in a thorough and sound manner by intelligent and trained men. It is no job for an amateur like me. Even amateur food controllers are not equal to it. The problem must be considered in the large and in the round and in due proportion.

Take the question of "calories." "A hundred calories represents the heat used to boil a quart of water in cold weather."

A needlewoman requires 1,800 calories per day; a scrubwoman requires 3,400 calories per day; a farmer requires 3,500 calories per day; a mountain climber and a lumberjack from 5,000 to 10,000 calories per day. Climate and exertion are controlling factors.

We employ men for the work that we hope to get out of them.

We want to take good care of them, but how? That is a question for well-developed expert determination. It certainly is not a question for a haphazard cook, or a clerk who orders what he is asked to order—knowing little and caring less.

The national food controllers and several of the state controllers and local controllers have tried to guess a good rationing program, with but moderate success, because of lack of data and experience. Universities and special schools of different kinds are being drafted into the service.

The great Patriotic Food Show at Chicago in January was organized by the State Council of Defence, and the five food groups—meats, fats, sugars, fruits and vegetables, and starches—were planned by the University of Illinois, the School of Domestic Arts and Sciences, the Lewis Institute, the Chicago public schools, and the University of Chicago. A great variety of foods—ordinary, alternative, and substitute—were displayed and demonstrated. People were shown how to prepare and serve them. This is one step in advance, but only one. The printed matter relating to this subject is becoming voluminous and confusing. Whether good or bad it matters not. Our cooks will not read it or profit by it of their own will. Neither will the cooks willingly take instructions from the foreman or anybody else. They get about the same pay as a foreman, and consider themselves quite competent to handle the problem without assistance.

Companies in which I am interested are operating ten camps in the States and five in Canada. We keep a separate record of the costs of feeding men, and are able to make comparisons between localities and cooks. We have a bonus system with some of our cooks, which has its good points, but it is not a remedy for the general evils of which I am speaking. We keep a perpetual inventory book showing supplies bought and distributed and weekly report sheets of the work done, meals served, etc. With these reports we are able to check within moderate limits the actual meals served and the cost per meal. This can be compared with the number of days' work done to obtain other useful information.

When we compare our figures with the Southern loggers, who get their costs down to, say, 25 cents per day, or the Western loggers, who charge board at \$7 per week, we get a suggestion that there is a chance somewhere for improvement. Somebody can work that out, but can we put it into operation in the face of traditional local conditions?

We can get many suggestions concerning foods and cooking and serving, but how can we avail ourselves of them?

We have all had experience with voluntary association agreements—gentlemen's agreements—which were disappointing. We hesitate to take any more chances with them.

Labor and Its Availability

As long as labor is subject to open competitive bidding in the market we must beware of handicapping our particular industry. Our neighbors in the States are talking of measures to check competition for labor and to mobilize the workers.

Over 2,000,000 farmers are organized to get government help in the matter of credit facilities, labor supply, and seed. When the government gets all of the men it wants for the "priority" industries and the 2,000,000 farmers get all they want on the expanded farms, where will the lumberjack be found?

One answer to that is that in these days any industry and every industry must stand trial and demonstrate its serviceability to the world-need and its comparative economic efficiency. If our methods waste foodstuffs and develop vagrants our particular enterprise or our industry will be shut down as a war measure.

My companies have a record of actual weights and measures of foodstuff served. These are reduced to a unit basis of 10 or 100 men, and serve as a check upon amounts and varieties ordered. If we can get similar records of, say, two-fifths of the loggers they will be an important first step in the statement of the problem.

Assume that there are 25,000 men in the logging industry in Ontario. That is more than an army division. If we could save one-half of what they eat and waste of the meats, fats, sugars, and starches that we ought to send abroad, it would supply an army division with

* Paper read before the Canadian Lumbermen's Association meeting in Montreal.

more than they get now. That can be done without diminishing the quantity or quality or value of the food that we give our men. What shall we do to give both the soldier and the lumberjack what they need and what they ought to have?

The figures presented at the different logging conventions showing the tremendous aggregate of use and waste in logging camps are very sobering to thoughtful men. Twenty-five thousand loggers in Ontario are but a small percentage of the men in our industry in Canada and in the United States.

Throughout the States the logging industry is struggling earnestly with the problem; why should not this association fall in line and do its part? The war is one war and the industry is substantially one industry.

Psychological Moment

From the standpoint of economics and the future profits of the business this is the "psychological moment" to put into effect all of the measures which tend to a betterment of the industry after the war. Things which we could not have agreed to and which could not have been enforced before the war are obvious and practical and necessary now.

Developments in all countries have shown the necessity of centralized control and co-ordination. Why should not lumbermen arrive at a standardization of the materials and implements of every description used in the industry, and buy or produce them in bulk, packed in economic form for transportation and safe handling and convenient, and distribute them to members by the most favorable method, aggregating mixed car lots as far as possible by arrangement with the government-controlled roads, and finance the transaction through a government-favored corporation such as that of the \$50,000 corporation which now controls the grain trade of the States, or the \$500,000,000 corporation with which Secretary McAdoo proposed to finance industry.

If our industry is in the essential class the suggestion is practical; if not, the industry itself is not practical, and must, at best, lie dormant. To this end the lumbermen should co-operate to assist in increasing production of food supplies by every practicable means, including the suspension of operation wherever it is necessary to use our forces to assist the production and harvesting of the crops.

Mobilization of Man-Power

This leads to the mobilization of man-power, not necessarily compulsory, but if necessary then compulsory, under the direction and authority of the government. The Southern lumbermen, including retailers, are volunteering their services to aid production under the motto, "Get a hoe and hoe your own row." The Kansas City carpenters have volunteered to suspend work for the period during which their services are needed. The movement must spread, and will include the boys and the girls and the women as well as the men. They are already included in certain very essential portions of the work, such as the production and drying and preserving of vegetables and fruits. The timber-farmer in Canada may not volunteer readily, but he may be induced, if not compelled, to join in.

The United States Government is formulating a plan for licensing fishermen and increasing the production of fish for market and use at the lowest possible price by means of the removal of restrictions as to time and place and the use of tackle, nets, etc. It is preposterous that laws and regulations designed to protect sport fish for the sake of a privileged few sport fishermen should now operate to prevent the largest possible contribution to the food supply that can be made to the extent of many thousands of tons of fish, very few of which are sport fish and most of which live by eating other fish.

If to preserve the profit of the private industry of commercial fishermen it is necessary to double and triple the cost of fish to the consumer it would be far more profitable for the government and for the world to take over the fishermen and the equipment and the business and get the fish.

Selection and Use of Foodstuffs

Not only are we guilty of unintelligent selection and use of foods, and of having a hidebound prejudice against substitutes and "food-stretchers" for men, but we are also culpable in the matter of feed-stuffs for horses and other animals.

The associations representing the feed-stuff industries in the States utilize more than fifty different products—natural, combined, or prepared. They have asked the food controller to place them all under license and appoint a war service committee of forty-nine throughout the States to co-operate in devising and directing the system. Is not that a good business suggestion?

When we have determined by competent investigation and judgment what we need and what we ought to have and how we are to go about securing it in the most economic fashion, we will find that we are open to criticism for our failure to make proper provision in our camps for the storage and utilization and preservation of foodstuffs for their economic handling in the cook-house and for the wastage of the sink, the garbage pail, and the back door.

Camp wastes average enough to feed and develop one pig for every eight men. The evaporation of fat in frying and other forms of cooking and the destruction of meats and all other kinds of food by reason of poor cooking and uneconomic handling is something to wonder at. We pay men for cutting stove-wood to cook foods improperly and uneconomically by direct heat which ought to be cooked in steam cookers and fireless cookers. These devices would pay for themselves several times over in a season, but we have not known that. We shall find it out.

The kind and form of utensils and the methods of "dishing-up" must be considered, and this involves the training of the cook and the cookees and supplying them with facilities for keeping comfortable and clean. We look upon our own wastes and extravagances as relatively small. When we see them in the large as multiplied by the armies that we are feeding they assume serious proportions.

We pay cookees for peeling potatoes and throwing away 20 per cent. of the best of them, while we might for a few dollars peel them in a machine and save the wastage and the time many times over. Of course, it might be much better not to peel the potatoes before they are boiled, but the cooks are not yet educated to that.

The use of boneless meat instead of carcass meat would greatly reduce waste and save a quarter or a third of the cost. The substitution of dry vegetables for green or canned would effect a similar saving in money and time and quantity, at least in war time. Every camp might make its own soap from its wasted fats and from ashes. Every manure pile is capable of producing an important supply of potatoes by the crib methods. One man with the simplest equipment can make 200 pounds of starch a day from frozen potatoes. In England they are using potato butter, as a stretcher. We are making very little use of butter and for substitutes, such as peanut-butter and the large series of oleomargarine types utilizing nut and cotton-seed and other vegetable oils, all of which are worthy competitors of butter. The fats to be obtained from fish have been almost entirely neglected. We raised over 200 hogs this year in one of our operations, requiring them to hustle their own living in the woods, with a very small addition of bran and grain. The man who looked after our horses also looked after the hogs.

The Patriotic Standpoint

If these considerations which are merely sketched here are enough to convince us from the standpoint of lumber economics that it would be profitable to deal seriously and in a large way with this problem, and that, in fact, we cannot afford not to do so, how much more compelling are they when considered from the patriotic standpoint? In our private homes, our clubs, our hotels, our railway trains—more especially in the States—we are practising self-denial that is sweetnessless, wheatless, meatless, heatless, lightless, restless, comfortless, joyless, to escape being hopeless and to "do our bit" in war.

Is the lumberjack superior to the world catastrophe? There is a shortage of food, and we waste that; there is a shortage of material, and we waste that; there is a shortage of lumber, and we waste that; there is a shortage of labor, and we waste that; there is a shortage of money, and we waste that; there is a shortage of time to win the war, and we waste that.

Will Canada stand for that? It is certain that the United States will not. If the federal power of the states now exercised by an autocrat more powerful than any world-vision ever concerned, controlling and directing all the natural resources, all the manufactures, all the transportation, all the money, all the lives, within its domain, and all their foreign relations, should draw the line of embargo at the Canadian boundary, who could raise an effective objection until Canada shall have placed herself on a par with America in measures of service through self-denial?

Patriotism is a word that has become hateful in its parochial or provincial or national or tribal or religious. Patriotism must expand to humanism if it is not to succumb to socialism. If a narrow conception of patriotism is hateful, how much more hideous is the word politics when it is self-seeking! If politics stands in the way of the effective and immediate uses of all of the power and all of the resources of the government, whether in America or in Canada, the remedy is revolution—not a desirable remedy, but inevitable. We have become adjusted to the word war, of which we have no better conception, and we are just becoming conscious of the words "starvation" and "revolution" as far-away thrillers. They may be three thousand miles away as the crow flies, but they are not a year away as Time flies, unless Reform and Regeneration forestall them. I am not hopeful that they can, but I am hopeless of any other outcome.

The Dynamic Reason

Therefore, I have said that the third reason is "dynamic," because we must, voluntarily or involuntarily.

Let no man imagine that he can continue to profit at ease while millions suffer and starve. His very success would make him a conspicuous object for hatred and vengeance.

The revolution in Russia was not precipitated by war weariness.

It was the uprising of the starving and suffering mass against the preferred and indulgent class.

The strikes in Germany are not so much against the dynasty as against food shortage—unequal distribution. We are learning other things from Germany; can we learn anything in this case?

Collective, co-ordinated, centralized, control—these spell efficiency and may spell success. The democratic, individualistic, catch-as-catch-can principle is at stake in a world catastrophe. Can it win?

The problem of "feeding the lumberjack" has become integral with the problem of feeding mankind; it cannot be isolated in the face of war and starvation and anarchy. It is part and parcel of the hazard and horror and hope of the times.

The remedy that I propose is: Collective, co-ordinated, centralized control, and the agency is the co-ordinated co-operation of the lumber industry, with the collective and established authority of the government, which is the executive of the whole people, with centralized control.

Control of all the factors—supplies, materials, labor, transportation, distribution, and finance. The industry must be co-ordinated with the government or it will find itself circumscribed and strangled. The government needs a collective and trained assistance as much in Canada as in America. Only the Canadian Government can deal directly with the American Government as to the effect of restriction on preferential measures upon our industry. In America it is already treated as "affected with the public interest." How can the individual lumberman compete with the government-preferred lumberman? We must subordinate individual prejudice and profit to the general welfare if we would avoid expropriation or suppression.

Reviewing what has been said so incompletely as to "feeding the lumberjack," we conclude that this association should deal seriously and collectively with this problem in all of its ramifications, because it is economic: we cannot afford not to; it is patriotic: we ought to; it is dynamic: we must, or do worse.

Whether the plans shall include a system of rationing the camps, of educating the cooks, of licensing companies, cooks and workers alike, of extending the scope of the service to dealing with production and distribution of supplies and materials, and the financing of industry and the extension of control to other employers of labor and other laborers not lumbermen, and many other details, may safely be left to the informed judgment of the War Service Board.

The necessities of war transcend cost and custom. War is the negation of law and order. We are even now losing our foothold in the rising tide of socialism and revolution. Has democracy the vision and the power to transmute socialism into humanism, and revolution into the reconstruction of order in a regenerated world?

Not Worrying About Embargoes

According to advices received from Vancouver, the shingle manufacturers in that city and vicinity are not worrying over the fact that Canadian freight cars are forbidden to leave the province and that there is an embargo on shipments to all points east of Chicago in the United States until March 1. F. L. Nash, secretary of the Shingle Agency of British Columbia, said that the situation is not extraordinary, for just about this time the same state of affairs prevailed last year. Mr. Nash went on to say that this was the idle season for shingle mills, and that scarcely 50 per cent. of them are working just now. Those that are in operation are not able to ship to points east of Chicago, but there are many shipments being made to Minnesota. So far the shingle manufacturers are not feeling the embargo any more than they expected. It is expected that conditions will improve within the next few weeks, and, with the advent of warmer weather, it is believed that the congestion in the Eastern States will be lessened.

Toronto Dealers Closed Down

At a meeting of the retail lumber dealers of Toronto, held in the Board of Trade rooms, on February 7, the members decided to close their mills and yards whether they were operated by power provided by electricity, coal, wood refuse or other fuel, as set forth by the order of the Fuel Commissioner. The dealers favored united action, although there was no stipulation in the recent decree that plants using other material than coal should close. Another resolution was carried by the dealers to the effect that on the heatless days they would not transact any business with the public or make any deliveries.

The Canadian Ingersoll-Rand Company, Ltd., Montreal, has issued recently Bulletin K-301-A, describing two-stage power-driven air compressors, of the duplex type, "PLB-2." This is a 16 pp., 6 x 9, pamphlet, outlining notable features of construction, such as the "Circo" leaf valves, Haight 100 per cent. belt wheel joint, bath lubrication system, dust-proof frames and casings, etc., as well as the marked compactness of the design, yet easy accessibility of all parts.

News Notes from the Ottawa District

Through a peculiar coincidence death removed on the same night two well-known figures familiar to the lumbering trade of the Ottawa Valley, Mr. W. H. A. Fraser, a partner of Fraser and Company, and a director of the Fraser-Bryson Lumber Company, and Mr. Charles Magee, capitalist and president of Dominion Hardwoods, Limited.

Mr. Magee was found dead in his office in the Union Bank Building, on the night of February 4th. The same evening Mr. Fraser died, following a brief illness at his residence, 180 Metcalfe Street. The late W. H. A. Fraser was born at Westneath, Ont., being the son of the late Alexander Fraser, a pioneer lumberman of the Ottawa Valley. Mr. Magee was a founder of the Bank of Ottawa and its first vice-president.

For a number of years he was president of the Union Trust Company, Toronto. Among prominent lumbermen in attendance at the funeral of the late W. H. A. Fraser, were: Alexander MacLaren, C. Jackson Booth, J. Fred Booth, Gordon C. Edwards, John S. Gillies, and others.

A large government building, in which a number of important branches of the Civil Service will be housed, it is understood, will be erected at Ottawa. The erection, it is stated, is not part of the extensive Government Buildings scheme to erect many buildings on the Wellington Street site.

During the early part of February an amendment came into effect at Arnprior whereby all firewood brought into the town is subject to measurement by a town official. The new measurement scheme of wood does not affect the delivery of wood for fulfilment of contracts existing prior to the date of the amended by-law. The action was brought about by farmers giving short measurement. A small fee is being charged for the measurement of the vendor's wood.

The Commission of Conservation in its most recent Bulletin recommends the extensive use of wood fuel to relieve the coal shortage. Senator W. C. Edwards has recommended that slabs and mill refuse instead of being burned in incinerators be utilized for household consumption.

Brig. General MacRae, a leading British Columbia lumberman, has accepted an Imperial Army appointment recently. Besides being largely interested in the lumber business, he has banking and fishing interests.

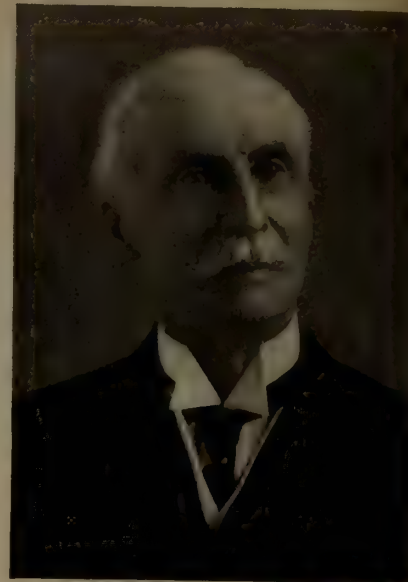
Controller James Muir, recently connected with The Evening Journal, has lately commenced a crusade against wood dealers and farmers selling wood in Ottawa giving short measurement. He recited an instance where he had been informed a man bought a load of wood, supposing it to contain a cord, and paid \$11.50 for it. On actual measurement it was shown the load contained only about one-third of a cord. The customer was thus paying \$34.50 per cord for his fuel.

Barr's carriage factory at Pembroke was recently destroyed by fire with a resultant loss of about \$12,000. A considerable quantity of stock was destroyed besides the building. The factory will likely be rebuilt.

About three thousand employees were thrown idle when the John R. Booth and E. B. Eddy plants at the Chaudiere closed for the three "heatless" days.

Device for Rapid Handling of Logs

The International Log Bunk & Equipment Company, of Seattle, whose advertisement appears in this number of the "Canada Lumberman," have about completed their branch office and factory at Redcliffe, Alta., from which they will fill Canadian orders for their Safety-Stake equipment. They have recently filled large orders for Forest Mills of British Columbia, at Nelson, and Giscome Lumber Company, at Giscome, B.C., and with other orders in sight expect to "do their bit" in speeding up the production of war material on this side of the line by furnishing loggers with a device that is indispensable for the safe, rapid and economical handling of logs. The merits of this appliance are so obvious that we trust our readers who need such equipment will give it the careful investigation and patronage it deserves.



The late Charles Magee, Ottawa

MONTREAL

Some Sections Depressed; Others Lively

War Created Two New Departments in Shell Boxes and Wooden Ships—Substantial Stiffening in Lumber Values

Montreal, February 8.—(Special to the Canada Lumberman.)—Poor local business, a good demand from the United States, the worst overseas export season on record, extensive buying of timber due to the revival of wooden shipbuilding, satisfactory box orders, higher prices for pulpwood, and a partial relapse from the boom in pulp, together with a substantial stiffening in lumber values, briefly sums up the characteristics of the Montreal market in 1917.

It will be noted that, whereas there was a decline in some respects, it was compensated for by increased trade in other directions. The war has changed conditions in the lumber trade, having a depressing effect on some sections and invigorating others. It has, in fact, created two new departments—the making of shell boxes and the building of wooden vessels. The former will, of course, disappear with peace, and it is problematical whether many wooden vessels will be constructed for any long period after the war. At the commencement of hostilities there was a slump in almost every line, followed by an improvement in consequence of contracts for shell boxes. In turn, boxes fell away to some extent, together with negligible exports, but to offset this we had the shipbuilding program and a larger demand from the United States. But building steadily declined, with no immediate hope of better things.

Spruce Became Very Scarce

Thanks to some large orders for shell boxes, the twelve months opened with business fairly brisk, but as the stock of dry lumber, especially spruce, was bought up, it became very scarce, and for certain descriptions the demand was better than the supply. Then an era of car shortage and embargoes by the railways followed, disturbing business both for domestic and United States accounts. The embargoes on lumber from the West were especially felt, and it was very difficult for a time to get cars from the coast. From the middle of the year the orders from the United States increased and continued satisfactory until the year closed. The entrance of the United States into the war directed a large volume of business to this side, the enquiries for shell box lumber being particularly good. Per contra, we sent some fairly large contracts to the States for shipbuilding timber. The exchange of commodities between the two countries would have assumed a considerably increased volume but for the car difficulty in the closing weeks of 1917. The lath market was disappointing, with lower prices.

Hardwoods were only in limited request. While the furniture and piano trades bought moderately, there was little doing elsewhere. Birch, however, failing its ordinary market in Great Britain, was sent in larger quantities to the United States. Veneers were in steady request.

The building program in the province was not up to the previous year, and municipalities did not carry out any very substantial improvements.

Will Prices Go Still Higher

The short cut, which was prophesied, scarcity of dry stock, and the strong demand for British Columbia timber combined to materially strengthen prices. These, it is generally held, will further advance—how much is a matter of conjecture, but there is a widespread belief that prices will go much higher—as much as \$10 per 1,00, some say. The conditions are favorable to substantial additions to quotations. Labor is very dear and, to a certain extent, inefficient; wages have risen to an unprecedented extent; provisions are away up—in fact, everything that enters into the cost of lumbering has taken a jump, and somebody will have to pay for it. Then we shall have this year a still smaller cut, and, with increased cost of manufacturing and smaller supplies, the chances are certainly on the side of those who predict a very strong market.

A more active campaign to conserve and protect our forests was carried out during the year in the province. The importance of this work is gradually being recognized, thanks to the propaganda work of the Canadian Forestry Association and the protective measures taken by the St. Maurice Forest Protective Association, Limited, and other organizations. There is now in operation in the province four associa-

tions—the St. Maurice, Ottawa River, Southern St. Lawrence, and Laurentian Fire Protective Associations, together with the Quebec Forest Protective Association. Their work was backed by the Lands and Forest Department of the provincial government. Papers and illustrated lectures on various branches of fire protection and of conservation were given in many towns and cities, particular emphasis being laid on the necessity of governmental action in preserving the forests.

Montreal Local Business

With building at a low ebb, the local trade had a very lean period. A falling off in the erection of munition plants and a decrease generally of building activity resulted in the permits declining by \$946,545. The demand for houses is acute, but contractors claim that the cost of material is so high that there is no incentive to build, as owners cannot see a fair return on their investments. The principal contracts for the year were, as in 1916, outside the city, and were mainly of an industrial character. Yards were poorly stocked, retailers buying from hand to mouth. Proprietors of the yards have, since the war started, found trade a pretty tough proposition, and the list of firms engaged in this department has been very materially reduced, either through failures or by men voluntarily giving up business. The immediate prospect is not cheerful, as indications are that building will again be limited, especially as the prices of nearly all commodities are considerably higher than a year ago. Practically all the yards depend upon construction for disposing of their stock, either softwoods or hardwoods, and a continuance of poor building seasons makes it difficult to make both ends meet. At the same time some of the larger firms transacted a moderate business.

The Shipbuilding Program

The revival in wood and steel shipbuilding resulted in very heavy buying of British Columbia timber. The mills on the Pacific Coast were unable to fill all the contracts, owing to their being booked up with orders for local shipyards, and it is safe to say that only about 60 per cent. of the requirements of Eastern shipbuilders were filled during the year. Prices naturally rapidly advanced, and occasionally premiums were asked by the mills for immediate shipment. When the demand was in full force the Imperial Munitions Board attempted to divert the buying to Quebec timber, but this proved a fiasco. Enquiries throughout the province showed that it was impossible to obtain the desired lengths in any quantities. The order of the Board, therefore, died a natural death. At the moment of writing it is not known what the board will definitely do in the matter of further shipbuilding orders, although the Minister of Marine has announced that the government has under consideration a full program, mainly of steel boats. Apart from timber for ships, the call for British Columbia wood products was not active, falling away noticeably in the last half of the year. The outlook for ordinary dimension timber is not cheering; the government will not undertake any large work, and private enterprise, entailing heavy expenditure, is not to be expected.

Woodworking Industries

Speaking generally, the woodworking industries had a fair year. As in 1916, the great bulk of the work was on shell boxes, the commercial box section being only moderately employed. Orders for the former did not come with the regularity that manufacturers desired, neither was there any material improvement in price, having regard to the higher values of lumber and hardware. Almost from the commencement of the business, makers complained of the low prices which ruled—prices which were forced down owing to the excessive competition to obtain orders, and of which the Imperial Munitions Board naturally took advantage. Under the stress of this keen rivalry several firms dissolved, and others, with ample financial means, gave up making boxes for the government. Contracts let to the weaker firms had to be completed by others at advanced prices. While substantial box makers do not ask for high profits, they are entitled, they say, to prices which will give a fair margin, and they protest against the policy of distributing contracts to small makers, whom, they claim, are unable to satisfactorily carry out the orders, and whose cutting of quotations make it difficult to get a reasonable rate for the work. It is an old story, but the experience of 1917 did not lessen the volume of complaint. The Bethlehem box, which was made in large quantities, has

now ceased to be manufactured. It is expected that considerable orders for the smaller boxes will be given during the year, and if prices of lumber rise, as anticipated, contract rates will certainly improve.

The sash and door business hardly existed, due to the slackness in building; while there was a slight revival in the making of the better class of furniture. Piano factories had a fair year, but the great difficulty in securing certain classes of materials interfered with trade.

A Black Year for Exports

"The worst in the history of the trade" is the way one firm described the situation in the export department. Last year was indeed a very lean period, and, what is more, the slump was not expected, or, at least, to the very serious extent which occurred. It was known that tonnage would be scarce and freight rates high, but it was not thought that the government would claim such a large proportion of space—85 per cent. in the early part of the season and 96 per cent. in the latter portion. The government has now taken over the entire space. No official figures of exports are available, so that an accurate comparison with previous totals is impossible. A rough calculation puts the exports to the United Kingdom and South Africa at not exceeding 20,000,000 feet, in addition to which there is the quota contributed by railways, steamship lines, and small shippers. This does not tell the whole tale, as the British Government shipped on its own account lumber bought direct from the manufacturers, making the total of exports from the port of about 30,000,000 feet. In 1916 the total exports were 104,698,016 feet b.m.

The freight rates again increased, and for the first time had to be prepaid—an alteration to which the shippers did not take very readily, involving as it did financing on this side instead of in the United Kingdom. The rates opened at \$84 per standard and went in the course of the season to \$150, the change from the quotation of shillings to dollars being another innovation. Even at these stiff figures space was difficult to secure, and shippers sometimes found their lumber shut out at the last moment owing to government requirements.

The work was rendered all the more complicated by reason of the British Government placing lumber exports under license, an extension of the conditions in 1916, when hardwoods were put on this basis.

At no period of the season was there any activity. Shipments were, as a rule, of very small quantities, and sometimes the only lumber taken was that required for grain covering. Naturally foodstuffs had the first call on space, and other government goods came next, leaving little for lumber. Spruce formed the bulk of the wood sent, pine making a comparatively poor showing. A small quantity of hardwood was also exported.

The controller of timber supplies in England has announced that while he is looking to Great Britain to supply a considerable amount of pit props and lumber a very large quantity will have to be imported. Stocks must be very low; and, while it is far too early to say anything definite as to our exports next season, there is at least ground for believing that they will increase over the very poor total of 1917.

Pulpwood Again in Demand

Pulpwood was again a firm and active market. The American mills had to once more come to Canada for much of their requirements, the supply being short on their side, while many Canadian pulp and paper companies had to purchase a substantial portion of supplies in the open market. The price to Canadian mills was about \$8.25 per cord for rough wood, with a 9c freight rate, and this has now gone to \$9.50. Some companies with limits are cutting pulpwood in preference to manufacturing their logs into lumber, this being regarded as more economical, and also as a provision against a possible shortage. The rise was stimulated by the urgent needs of American companies, who often paid very high rates and set a standard for domestic buyers. There is a very large amount of wood cut, but owing to the car situation it is difficult to move.

Conditions in the pulp and paper industries changed during 1917. There was an absence of the speculative fever which in 1916 caused shares of producing companies to aviate, and which threatened to seriously affect the markets by the formation of many new companies. Prices of pulp generally receded, owing to diminished buying. In 1916 the paper companies purchased freely; and, as there was a lessened demand for their products last year, owing to general economy in the use of paper, especially in the United States, the stock of pulp accumulated in the previous year were only gradually consumed. This naturally affected the pulp mills, who, as compared with the boom year of 1916, found their products in smaller request. Prices, too, came down from the abnormal points reached in 1916. Considerable quantities of chemical pulp were exported to Great Britain and South America. The United States, however, were the principal buyers, and for the ten months for which figures are available we exported 165,346 tons of unbleached chemical pulp, while the Scandinavian countries, the other great sources of supply, sent 152,929 tons. Canada has been gradually catching up to the European competitors, and in 1916 went ahead in unbleached chemical pulp, although Norway

and Sweden hold the first place in bleached. In ground wood Canada practically monopolizes the market.

Ground wood reached a high price during the year and then declined about \$15 per ton. The mills, favored by ample water supplies, were able to produce very large quantities, and, as the demand slackened off, quotations receded. The stocks on hand are still ample.

News Print Mills Active

Manufacturers of newsprint were very busy throughout the year, being able to readily sell all the possible output. The question of price was the subject of animated discussion. Sir Thomas White fixed the price at 2½c for Canadian publishers, to the great disgust of the mills, who contended that it was too low and that they were discriminated against in the matter of price-fixing. A government enquiry was held, and is still being continued. Mr. Pringle, K.C., the commissioner, in an interim report on January 29, came to the conclusion that 2½c was below cost, and fixed the price at \$2.85 per cwt. for three months. Only 10 per cent. of the newsprint manufactured is sold in Canada, the balance going chiefly to the United States; also to South American and Australia. In the States the price was fixed at 3c.

Most of the pulp and paper mills found labor scarce. The embargoes on chemicals proved another source of worry, while the car situation was a trying problem. Prices of most raw materials continued to increase.

During 1916 various large extensions to plants were planned, but owing to the uncertainty of the situation, coupled, it was alleged, with government taxation proposals, practically all these were postponed. Some new work was carried out in Ontario, but very little in the Province of Quebec.

According to present indications there will be an addition of 25 per cent. to the output of sulphite during the present year. The outlook is for a material improvement in the demand. The stocks of the paper mills are comparatively low, on account of the large consumption from reserves accumulated in 1916, and if there be even normal requirements, the market should be a good one. The following mills will either commence operations or add to their plants: Fraser Companies, Ltd., Edmundston, N.B.; Ha! Ha! Bay Sulphite Company, P.Q.; Nashwaak Pulp and Paper Company, N.B.; Spanish River Company, Ont.; and Whalen Corporation, B.C.

During the year a woodlands section of the pulp and paper association was formed, with a view of dealing with questions of protecting the forests so as to ensure ample supplies of raw material for pulp and paper.

Many Restrictions on Hardwood Exports

Stocks in United Kingdom Are Low and Canada May Be Asked to Help Replenish Them

The trade in hardwoods from the Port of Montreal to the United Kingdom in 1917 was stifled. It was hedged around with restrictions, and, in consequence, fell to very small figures. In the previous year exports were under license; and, although this to a certain extent hampered operations, a fair amount of timber and lumber, especially birch, was shipped from the port. But last year the net was drawn much tighter, while the extraordinary scarcity of tonnage also operated against any appreciable quantity of lumber being sent to the other side.

The shipments were made to British firms who held licenses to import a limited quantity of lumber, which was required either directly or indirectly for war purposes. Thus the market for the commercial use of birch was cut off, and this naturally tended to keep down the demand, even if tonnage were available.

The export timber and lumber business is one of the few which have suffered from the war. It has hit Canadian firms pretty badly, and, unfortunately, the outlook is far from encouraging. Steamship rates have risen to an unprecedented extent, space is nearly impossible to get, and freights have to be prepaid, another handicap against which shippers have protested vigorously.

What is the future of this section of the lumber industry? It is, of course, not safe to prophesy, but if the war continues, it looks as if we shall have to work under much the same conditions as in 1917. Tonnage promises to be scarce—in fact, the government has taken over the entire space—and, with the ever-increasing call for foodstuffs and ammunition, we can hardly expect that the government will find room for such commodities as lumber except where it is very urgently needed.

We know that stocks of hardwood are very low in Britain and Canadian lumber is required. The controller of timber supplies in England has publicly stated that he will have to look abroad for a very large quantity of lumber, and if this be so, it is only reasonable to expect that Canada will be asked to supply a fair share of the lumber. At any rate, we look for an alleviation of the situation of last year, when exporters were hard pressed to obtain space.

Four Associations Form New Body

Quebec Forest Protective Organization Comprises All Those in the Province—Co-operation and Progress on Mutual Matters



Robt. P. Kernan, President,
Laurentide Forest Protective Ass'n.

Montreal, February 8.—(Special to the Canada Lumberman): The Quebec Forest Protective Association was formed at a meeting held in the Windsor Hotel, Montreal, on the evening of February 7. The association comprises members of all the forest protective associations of the Province of Quebec—the St. Maurice, Ottawa River, Laurentian, and Southern St. Lawrence—with the object of co-operating and interchanging ideas on subjects of mutual interest. A preliminary constitution was adopted, subject to further modification.

The association held its first convention on February 8, Mr. Ellwood Wilson presiding. The convention, which was very largely attended, including lumbermen from the St. Lawrence, Ottawa Valley, New Brunswick, and On-

tario districts, discussed various aspects of forest protection.

Mr. G. C. Piche, chief of forestry service, Quebec, reviewed the operations of his department. Much remained to be done, and, with the co-operation of the government and lumbermen, it would be possible to place protection on a still higher plane. The control of logging operations continued to give satisfaction, but as the bulk of the timber supply was now remote, it became necessary to devise new methods of lumbering, and the examination of the areas to be cut should be made at least a year in advance. The removal of hardwoods was another problem requiring an early solution; it might compel the lumbermen to modify entirely the present methods of transporting their logs from the forest to the mill, but this removal was imperative in many locations if it were wished to perpetuate the conifers. The amount of pulpwood shipped from Quebec in 1916 was 785,879 cords, an increase of 162,000 cords. The speculation was not as bad as it was, the retention of a certain amount in guarantee of good faith from those obtaining location tickets having compelled a number to make good. There had been a change of opinion with regard to the employment of forest engineers. Technical studies had been started on the old tracts, including a section of the limits of the River Ouelle Pulp and Lumber Company, and also on the St. Maurice, and these would be continued.

Mr. W. G. Howard, Commission of Conservation, New York, gave details of fire protection systems in the Adirondacks.

Aerial Service to Deal With Fires

Mr. J. B. Harkin, commissioner, Dominion Parks Branch, dealt with the fire-fighting side of the work. He suggested the appointment of an inventions board, to consider such questions as the employment of aeroplanes, gasoline engines, wireless telegraphy, and other appliances to more effectively deal with fires. He had, he said, visions of the employment of aeroplanes equipped with gas bombs for the smothering of fires.

Senator Edwards stated that he was the originator of the fire protection system in the Province of Quebec. His firm had had no serious fires except one, which originated on neighboring limits. Ninety per cent. of the whole question was hindering the origin of fires. He cordially approved of the idea of the employment of aeroplanes, wireless telegraphy, and telephones, and the greatest efficiency in fire-fighting would come from their employment. With regard to improvements in lumbering, he suggested that the woods operators of the various lumber companies should immediately confer with one another, with a view of keeping costs of cutting trees and haulage per mile, which he believed would result in reducing costs of production. He moved a resolution approving of the fire system of the four associations and "accepting the proposal of the Quebec Government to form an advisory board or executive, of which the Minister of Crown Lands, or his appointee, shall be a member, and on which each of the associations, or any similar associations to be later formed, shall have one representative, thus continuing the well-organized existing system, with the full approval and co-operation of the Quebec Department of Crown Lands, which department so well administers the affairs of the

forests of the province, particularly in the interests of the public, the lumbermen being the burden-bearers."

Mr. A. MacLaurin, St. Maurice Paper Company, Montreal, seconded the resolution, which was carried.

Mr. G. H. Prince, chief forester, New Brunswick, read a paper detailing the steps taken in surveying and classifying the crown timber lands of his province. The lumber firms, he said, had co-operated in the work, mentioning in particular the Snowball Company. The method was the strip method, a 4 per cent. cruise being made. The timber estimates are being prepared in areas of about 4,000 acres, giving particulars of the areas covered by hard, soft, or mixed timber, with a commercial estimate of each species. Up to the present 1,250,000 acres have been examined, or about 17 per cent. of the crown lands. Some 800,000 acres have been tabulated, and the results give 43.3 per cent. area covered with soft woods, 30 per cent. with mixed hard and soft, and 4.3 hardwoods, 10.3 burnt land reproducing, 8.7 per cent. burnt land not reproducing, 2.8 per cent. barren, treeless land, 3 per cent. lakes and water, and 3 per cent. cleared and cultivated. In regard to the timber on the above 77.6 per cent., the estimates give softwood, 600,000,000 feet of softwoods and 400,000,000 board feet of hardwoods. The percentage of softwoods were: White spruce, 9.9; black and red, 15.8; fir, 15.9; white pine, 3.3; red pine, .004; cedar, 8.4; hemlock, 3.7; jackpine, .14; total, 57.1 per cent. Percentage of hardwoods: Yellow birch, 18.4; maple, 6; beech, 3.3; white birch, 8.9; poplar, 5.4; other hardwoods, .9; total, 42.9 per cent. These figures could not be taken as an average of the whole province; in fact, where the survey approached the headquarters of some of the streams the estimate of softwood per acre was nearly double the average given above. Thus as the survey proceeded inland the estimate should be increased. The work would greatly facilitate fire protection.

Mr. Fletcher Suggests Wireless Stations

At the afternoon session Mr. L. Fletcher, of Boston, outlined the application of wireless telegraphy to forest protection. He suggested that observation stations should be equipped with radio apparatus, each tower being manned with three to four men, one of whom would be responsible for looking out for fires. Aid could then be summoned from other stations. Wireless could also be used in conjunction with aeroplanes. Great strides had been made in portable apparatus, and after the war there would be considerable developments. Wireless telephones were not, in his opinion, practicable. There would be no difficulty in training men, as the working of wireless was easily learned. He recommended the installation of ½ kw. sets, which could be used for commercial purposes as well as for fire protection. The estimated cost of a set, with observation tower and generating unit, was \$3,000, the upkeep being about \$35 per annum.

Major H. E. Kennedy, of the Royal Flying Corps, sketched the possible application of hydro-aeroplanes to forest protection. He was of opinion that the country would provide easy land places—a most important consideration. He outlined the use of three aeroplanes on a six months' basis, working five hours per day, two machines being in commission and one used as a spare. The cost of these machines totalled \$24,000, with \$1,000 for a shed. The machine should be of the pusher type for forestry work, good gliders, and slow-landing. It was also desirable to have standardized machines. Labor would cost \$4 to \$5 a day; two pilots, \$10 each per day; depreciation, 10c per square mile flown; and petrol and oil, 2c per square mile. Each machine could cover 8,000 square miles per day. He thought that kite balloons might be used instead of observation towers. It was possible for machines to be used for the conveyance of food, etc. There would be no difficulty in observing from a machine, provided, of course, the growth was not particularly dense. Neither heat nor cold affected the working of the machines. There was no difficulty of landing either in lakes or on ice covered with snow.

Mr. E. J. Zavitz, chief forester, Ontario, dealt with the slash regulations in his province. Mechanical equipment had proved, he said, of great value in Ontario. They had had 1,110 fires last year, of which 549 were due to railway operations, not always the fault of the companies.

A discussion followed as to the responsibility of the Dominion Government railways for fires, particularly in view of the fact that the railways were not under the jurisdiction of the railway commissioners.

Mr. W. C. J. Hall, superintendent, Protective Branch, Province of Quebec; Mr. Black, of the Ottawa River Forest Protective Association; and Mr. W. G. Power, president of the Southern St. Lawrence Forest Protective Association, also spoke, the two former summarizing the results of the past year in fire protection in their districts. Mr. Black also protested against the lumbermen having to bear all the expenditure, and declared that certain mining companies in Ontario should contribute toward the cost of fire protection.

This concluded what Mr. W. G. Power declared was the finest forest fire protection convention ever held in the country, the interest shown being in marked contrast to that of a few years ago.

Develop Every Water Power in Canada

Is Plea of Retiring President of Pulp and Paper Association—Industry Faces Scarcity of Raw Materials and Coal

Montreal, February 1.—The Canadian Pulp and Paper Association, with the technical section, held its annual meetings on January 30 and 31 and February 1 at the Ritz-Carlton Hotel, Montreal.

The technical section held four sessions on the first two days, under the presidency of Dr. J. S. Bates, of the Forest Products Laboratories. Various reports of committees, of which Messrs. J. A. DeCow, T. L. Crossley, O. F. Bryant, J. N. Stephenson, and C. B. Thorne were chairmen, were presented. The following officers were appointed: Chairman, Dr. Bates; vice-chairman, Mr. C. B. Thorne, Riordon Pulp and Paper Company; council: Messrs. Olivier Rolland, Rolland Paper Company; John Stadler, Belgo Pulp and Paper Company; and F. A. Sabbaton, Laurentide Company.

Papers on technical subjects and a review of the pulp and paper industry in Canada were given by Messrs. J. J. Sullivan, A. M. Beale, Foulès, R. W. Hovey, A. L. Dawe, L. Heber Cole, Dr. B. Johnson, and Dr. W. G. Wilson.

Mr. R. H. Campbell, director of the Forestry Branch, Ottawa, read a very exhaustive paper on the "Wood Pulp Situation and Prospects in the Dominion." He referred to the use and suitability of various Canadian woods for the manufacture of pulp, pointing out that spruce was chiefly used for this purpose. The four species of balsam fir were mainly used in Eastern Canada for pulp, while hemlock was more largely used in the United States than in Canada. He thought that there was also an opening for the freer use of jackpine. Poplar had been used to a small extent. No hardwoods were being used in Canada for pulpwood. Mr. Campbell then outlined what had been done by the various government and commercial companies with a view to determine the extent of our forests, and said that in reality the former had done but little work in this direction. Mr. Campbell went on to consider, geographically, the various types of wood to be found in Canada, and also made estimates of the total stands of pulp woods considered by provinces. He pointed out, with regard to average prices, the following variations, the price being based on per cord: Nova Scotia, 1908, \$4.39; 1916, \$5.27; New Brunswick, 1908, \$4.94; 1916, \$4.73; Quebec, 1908, \$5.73; 1916, \$7.40; Ontario, 1908, \$7.23; 1916, \$7.87; British Columbia, 1909, \$7.44; 1916, \$7.43. The total consumption of pulpwood had risen from 458,777 cords, of a value of \$2,931,652, in 1908, to 1,764,912 cords, of a value of \$13,104,458, in 1916.

Messrs. Elwood Wilson, C. B. Thorne, and J. Stadler also spoke on this subject, the former insisting upon the importance of the government making systematic and full studies of the stands and value of timber in Canada with a view to conserving our raw material.

Benefit From Woodland Section

Mr. C. Howard Smith presided at the meeting of the association held on February 1. In his presidential address he referred to the starting of the woodland section, from which much benefit was expected. The technical section had, he said, done good work, it being important that the technical side should be supported. Last year was a critical one for the industry. The heavy demand for pulp continued until March and April, when the peak was reached; this was followed by a decline. Mr. Smith then traced the history of the newsprint enquiry and also referred to the enquiry into book papers, stating his strong objection to price-fixing by the government. The pulp and paper industry was one of our basic industries, and it was important that it should continue to expand; it would do so, unless unfair legislation were enacted. Considering the great capital employed and the risks, 7 per cent. was not a sufficient return. Many new projects outlined in 1916 did not materialize, owing to the uncertainty of the situation; the present year did not promise any great developments. Raw materials were scarce and high, while the coal problem was a menace to the industry. Mr. Smith urged that every available water-power should be developed. The Province of Quebec had done exceedingly well in this direction, and Ontario had also shown enterprise, but much remained to be done. Considerable progress had been made in standardizing the products of members of the association, but there remained more to be accomplished.

Reports of the various sections were submitted by Messrs. G. M. McKee, Carl Riordon, J. A. Bothwell, F. J. Campbell, J. F. Taylor, F. H. Gage, G. M. Graves, F. H. Wilson, Ellwood Wilson, and Dr. J. S. Bates. Mr. McKee stated that last year the output of newsprint was 592,000 tons, an average of 1,900 tons per day. Mr. Carl Riordon spoke of the growing production of sulphite and sulphate pulps, 2,514 tons per day of the former and 587 tons of the latter being made. Canada must look for wider markets and manufacture a suitable export quality. Prices of sulphite last year had fallen from \$90 to \$110 at the mill to \$60 to \$80, but he thought prices would be maintained. Mr. J. A. Bothwell, reporting on mechanical pulp, said that prices had greatly fluctuated during the year, ranging from the highest ever known to differ-

ent quotations. Prices had to some extent been governed by the car situation. Dr. J. S. Bates spoke of the large amount of work done by the technical section in reference to standards, education, and the collection of data.

The report of the secretary, Mr. A. L. Dawe, showed total receipts of \$21,553 and a balance of \$2,775.

Mr. F. J. Campbell, of the Canada Paper Company, Windsor Mills, Que., was elected president and Mr. J. A. Bothwell, Brompton Pulp and Paper Company, East Angus, P.Q., vice-chairman.

In the afternoon Mr. G. Carruthers, president of the Interlake Tissue Mills, Toronto, spoke on the "Problem of Applying Technical Education to the Paper Industry of Canada." The members held their annual dinner in the evening, when Mr. George H. Mead replied to the toast of the "Pulp and Paper Industry."

Has Many Obstacles to Overcome

Export Lumber Trade Finds Harbor Commissioners Have Done Little to Cheapen Cost of Handling at Montreal

By E. L. Todd, Montreal

The export lumber trade at Montreal has many difficulties to contend with. First and foremost, although the trade is allowed five clear days in which to discharge cars on the docks before having to pay any demurrage claim, it has to pay considerable amounts in demurrage through no fault of the merchant. A certain period is allowed for cars to arrive at Montreal from the time goods are required to load on steamers, and, if the steamer is late, generally the steamship companies will not allow the cars to be unloaded on their docks, thereby causing the trade to pay demurrage. I understand thoroughly that the steamship companies have their difficulties to contend with, such as the landing of passengers in the shed, congested state of sheds, and that they do not know where the steamer will load. But ask the merchant who does business on the wharf whether he can at all times get at the goods quickly, or whether a teamster can unload his load quickly. Invariably he will say, No.

Where a steamer has to unload in normal times two to three thousand tons of cargo in a shed and load an outward cargo, the man who has to team his goods into the shed generally comes off short, or, if he does get there, it is through a streak of luck.

Have the harbor commissioners done anything to cheapen the cost of handling lumber at Montreal? Most decidedly no. The export lumber trade paid out, previous to the war, pretty nearly double what was paid in 1903 for teaming lumber into the sheds. Part of this is due to higher wages and part is on account of not being able to do a day's work properly on the docks.

Of course, it must be acknowledged that the trade is a little better off in some respects as compared with the old days, when we had to put valuable stock outside the old wooden sheds, mostly in the mud, where, when a load of lumber was dumped on the docks, you had to stand about twenty feet away, or, if you did not, had to get dry clothes through being plastered with mud from head to foot.

In the old days no trains were allowed on the docks after 7 in the morning; now the harbor commissioners have their own engines, and place cars at all hours of the day and night, which is a decided improvement. You are, however, never sure of getting cars from the railways, and, in order to do a day's work, you have to order down to the docks more cars than you can handle in a day. You are also penalized by the harbor commissioners if you do not unload your car or cars within 72 hours from the time of arrival on the docks to the extent of \$1 per day.

W. Roderick Dorsey, American Consul, Quebec, P.Q., reports that the total of all exports from that district to the United States in 1917 was \$23,213,846, as compared with \$16,264,382 in 1916, an increase of more than 42 per cent. "When I have had time to analyze the total, I believe it will be found that a considerable portion of the advance is due to enhanced values, and that wood and its products will not be found an exception," he adds.



E. L. Todd, Montreal

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New Woodlands Section Organized

Special Attention Will Be Devoted to Getting Out Timber and the Efficient Operation of Camps

Montreal, February 7.—(Special to the Canada Lumberman.)—A woodlands section of the Canadian Pulp and Paper Association was definitely formed at a meeting held at the Windsor Hotel, Montreal, on February 7. Mr. Elwood Wilson, who presided, stated that it had been felt for some time that the men engaged in woods operations should get together. The idea was to meet about twice a year to discuss methods, costs, and other subjects of common interest—in brief, to co-operate. There was no competition in any sense of the word in woods operations, and there was every reason why they should get together.

Mr. F. A. Sabbaton, of the Laurentide Company, Ltd., Grand'Mere, P.Q., referred to the great changes in the equipment of pulp mills in the last fourteen years, resulting in the installation of new machinery. He also dwelt upon the steps taken by the Laurentide Company in providing good conditions for the men, and asked whether any of the methods he referred to were applicable to the cutting of logs, the floating of them to the mills, etc. He wondered if as much trained thought, as much technical skill, as much judicious expenditure of capital had been brought to bear on this difficult problem of logging operation and management as had been pumped into the equally difficult problem of the proper running of the mills. Mr. Sabbaton said that he did not see that the two problems differed materially in their basic principles—the proper studying out and trial of mechanical equipment and the careful training of special labor. The men who cut the logs and drove them were not in any way a different class of human beings from the ones who ground the pulp and manufactured the paper, and if good housing and food conditions were in one case conducive to increased efficiency it should also increase the efficiency in the other case. Accounts showed that the cost of making and driving logs for the Laurentide Company exceeded the expenditure in the mills by about 25 per cent. "If, therefore," concluded Mr. Sabbaton, "we are justified, as we feel that we have proven we are, in building up a large organization and employing the highest trained technical skill for the efficient operation of our mills, how can we justify ourselves in not expending a similar amount of energy and careful thought on the question of getting out our timber? These are times when many radical ideas are being brought forward; when business and commercial methods that we thought were impracticable are being forced upon us, whether we like them or not. The labor market is becoming more and more difficult to handle, and the necessary remuneration is still rising. The question of providing proper food for the men in the woods has become not only a problem from the commercial and financial point of view, but must be also viewed from the practical standpoint—these men should be fed, at least in part, on a quality of food demanded by our men in the trenches. Is it not, therefore, necessary for us to put away any preconceived idea as to how certain kinds of work should be accomplished and, at least, try out that which will at first appear to us to be rather radical and drastic methods?"

Mr. R. P. Kernan, of the Donnacona Paper Company and the Baie St. Paul Lumber Company, remarked that the great difficulty in logging was to get men to stay year after year. They apparently had no interest in lumbering operations, and departed time after time. The old lumbermen seemed to have no desire to put much money into good camps. His idea was that one way to hold men was to give them good food and build comfortable dining rooms, and he had found by experience that this had worked out fairly well. The labor situation was getting very serious, and he was of the opinion that one way to overcome this matter was to substitute machinery for labor—tractors for hauling provisions and logs.

Mr. J. Dalton, Three Rivers, pointed out that while in the mill the men were bound to keep pace with the machinery, there was no such obligation on the part of the men in the camp. In the woods there was no means of putting a driving force into the men and to get the best results out of them, for the reason that if they were not satisfied they simply travelled on. Moreover, the camps were moved from year to year. He stated that some years ago his company tried to improve the feeding conditions, and substituted beef for pork, but the men absolutely refused to touch it, and a large quantity was wasted.

Mr. J. Macoun, of Ottawa, suggested that the machinery used in the west of Canada might be adapted for use in the East.

Mr. F. C. Gaylord, forester of the Webb Estate, Adirondacks, gave his experience of feeding the lumberjacks in that district. He stated that, with good living conditions, although the men might leave them for short periods during the season, they came back year after year. Thus he was able to get out a normal quantity of pulpwood, while others had not been so fortunate. With regard to machinery this was merely a question of local conditions. Machinery used in the West was not adapted for the East, the conditions being altogether

different. He had found the utmost difficulty in getting the lumberjack to adapt himself to new conditions. He did not want to do anything in a different way from what he had been accustomed to and was adverse to new methods.

Mr. E. N. McLaren, of Laurentide, Ltd., spoke of the use of gasoline tractors by his company, stating that they had been only a qualified success.

Great Advances in Wood Operations

Senator Edwards remarked that Mr. Sabbaton, from his point, was perfectly right in the view he had taken, but he (the Senator) desired to point out the difference between applying improvements to the mill and to the woods. In the mill there was machinery; in the woods there was no machinery to get the utmost out of the men, because in the latter you had to take into account the human element. Great advances had been made in wood operations, and still greater ones would be made, and the co-operation of practical lumbermen in exchanging ideas would be a factor in this connection. The question of locality was paramount in considering the application of machinery, and, in his opinion, the application of British Columbia logging methods to the East was absolutely out of the question. Lumbering in the Southern States was a simple proposition, and in this relation the speaker recounted his experience when visiting Louisiana, contrasting the methods there with those in the Ottawa Valley and in Quebec. In the Ottawa Valley it took two and a half to three years to make a single turnover of the lumber. He believed in the application of machinery wherever it could be done, but he did not think that the machinery employed in the South and in British Columbia could be used in the East. These might be certain localities where it could be applied, but, generally speaking, it was out of the question. Lumber was not being made as cheaply as in the old days, for the new equipment had enhanced the cost. Referring to the matter of ameliorating the conditions of labor, there was a great deal that could and should be done. The Senator remarked upon the great variety of foods to be found in the lumber camps. There was, he added, a greater variety than were to be found at the Ritz-Carlton and Windsor Hotels. If you liked the kind of foods provided in the Canadian and United States lumber camps, the men there were the best fed men in the world. On one visit to a camp he found eight kinds of cakes and as many of pies. In his opinion, the feeding system of sixty or forty years ago was a great deal more healthful and better for the men than it was to-day. But the lumber companies had been forced into the present system. One man actually left a shanty because the cheese was not colored. Speaking of machines for cutting trees, the speaker remarked: "Give me two French-Canadian in preference to any machine you can introduce."

The Operation of Gasoline Tractors

Mr. W. G. Power, of the River Ouelle Pulp and Lumber Company, gave some details of the operation of gasoline tractors on the limits of his company. He said that operations were on a stand of timber of from eighteen to twenty million feet. The first consideration in going into the question of log-hauling by tractors was to make a preliminary survey of the road—the road was a most important factor. After the road was built, the next thing was the upkeep. It was also important to get the road into shape in the fall of the year; get sufficient ice on it, and keep it in good condition. Ordinary sleighs were used. As to the cost of handling, this was increased in proportion to the decrease in the size of the logs. Some firms handled the logs full length; his company were handling nearly all 16 feet. As far as possible, they tried to eliminate the number of roads, and to yard all the logs on one main road. The object was to have the machines working every minute. A round trip with a load took about two and a half hours. Some thirty or forty sleighs were utilized, to keep the loading ahead. The grade did not exceed 1½ per cent., and it was just as impossible to haul up-grade with a tractor as it was with horses. Four sleighs were handled per trip on an average. It was absolutely necessary to have two locomotives, so that if anything went wrong with one the entire operations were not held up.

Mr. Sabbaton enquired what was the cost as compared with horses.

Mr. Power replied that horses were not able to do the work. The cost of \$418 per mile for cutting the road included the construction of ten bridges. He was satisfied that gasoline tractors would give good results if handled properly, but were not satisfactory if handled in a half-hearted way, as was the case in some instances. If one was not prepared to do the thing right, better leave it alone.

Organization and Election of Officers

The meeting then proceeded with the business of organization, and elected the following officers: President, Mr. G. W. Power; vice-president, Mr. Angus McLean, Bathurst Lumber Company, N.B.; directors: Messrs. Thomas Mack, Brown Corporation, La Tuque, Que.; M. C. Small, Laurentide, Ltd.; Ellwood Wilson, Laurentide, Ltd.; J. Black, J. R. Booth, Ottawa, and F. M. Anderson, Shives, Ltd., Campbellton, N.B.

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We have absolutely no connection with, or interest in, any other firm bearing any name similar to ours

FRED. T. SMITH

310 Board of Trade Building

MONTREAL

For Sale

DRY MERCHANTABLE SPRUCE

1 x 3—10/16	90,000 ft.	1 x 7—10/16	90,000 ft.
1 x 4—10/16	375,000 ft.	1 x 8—10/16	85,000 ft.
1 x 5—10/16	364,000 ft.	1 x 9—10/16	26,000 ft.
1 x 6—10/16	330,000 ft.	1 x 10—10/16	15,000 ft.

DRY MILL CULL SPRUCE (1916)

1 x 3—10/16	28,000 ft.	1 x 6—10/16	70,000 ft.
1 x 4—10/16	45,000 ft.	1 x 7—10/16	10,000 ft.
1 x 5—10/16	60,000 ft.	1 x 8—10/16	15,000 ft.

2ND QUALITY WHITE PINE

16,000 ft. 3 x 7/10, 10 ft. and up.	9,000 ft. 3 x 11, 10 ft. and up.
-------------------------------------	----------------------------------

CRATING SPRUCE

1 x 3 and up, 6/16 115,000 ft.

CRATING CEDAR

1 x 3 and up, 6/16 200,000 ft.



TEAK



SHIP OAK

TIMBERS

Knees and Crooks Decking and Spars

Several Cars of Heavy Oak
Timbers in transit.

GEORGE KERSLEY

224 St. James St.



Mahogany

and all

Fancy Woods and Veneers



The Wm. Rutherford & Sons Co., Limited

425 Atwater Ave., MONTREAL

—EVERYTHING IN—

LUMBER

A large quantity of 1 x 4
Merchantable Spruce at
an attractive figure.

SPECIAL

We have a few cars of Fir Doors and Columns
at a Low Price.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

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Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 26th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wood and Sawdust Wanted

100 cars slabs and sawdust for spot cash soon as loaded. Address Box 676, Canada Lumberman, Toronto. 4-7

Maple Axles Wanted

Let us know what you have.

JACKSON WAGON CO., LIMITED,
3-4 St. George, Ont.

White Pine Wanted

Always in the market for good White Pine. Please write us.

The Fisher & Wilson Company,
1-t.f. Cleveland, O.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Pine, Etc., Bolts Wanted

Pine, Basswood, Whitewood and Spruce Bolts, eighteen inches long. Quote F. O. B. Bothwell, Ontario.

REID BROS.,
4-6 Bothwell, Ont.

Birch Logs Wanted

Wanted—Prime No. 1 Birch Logs for rotary cutting, 16 in. diameter and up. State price, earliest delivery. Box 675, Canada Lumberman, Toronto. 4-7

Wanted

Several cars of clear maple, beech or birch squares; 1 x 1 x 54 in., 1 1/4 x 1 1/4 x 54 in., 1 1/2 x 1 1/2 x 42 in., Slabs and edgings are suitable for cutting these.

J. FINLAY & SONS CO.,
4-4 Norwood, Ont.

For Sale-Lumber

Three to five cars Selected White Pine Trimmer Ends.

John B. Smith & Sons, Ltd.
3-4 Toronto

Cedar Posts For Sale

15 Cars 4 1/2 in. and up peeled Cedar posts.
F. MCGIBBON & SONS,
3-6 Sarnia, Ontario.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.
GEO. C. GOODFELLOW,
c Montreal, Que.

JOHN HARRISON & SONS CO., Ltd. Owen Sound, Ontario

Offer straight and mixed cars, Hemlock, Pine and Hardwood; also Lath, Shingles, Cedar Posts, etc. Sash, Doors, Frames, Interior Finish, side and end matched Hardwood Flooring—everything required.

Try us once; you will be pleased.

John Harrison & Sons Co., Limited,
Saw and Planing Mills,
4-t.f. Owen Sound, Ont.

Lumber For Sale

1,500,000 feet Mill Run Spruce.
1,500,000 feet Mill Run Jack Pine.

Mills now sawing. Billstuff and dimension cut and orders filled promptly. Inquiries solicited.

The Northern Lumber Mills, Ltd.
4-7 North Cobalt, Ont.

For Sale-Machinery

Surfacer For Sale

Single Surfacer, 30 in. Major Harper, with countershaft.
Champion Shaving or Hay Press.

The Schultz Brothers Co., Ltd.,
4-4 Brantford, Ont.

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Other Woodworking Machinery.

A. J. LINDSAY,
2-5 90 Pembroke Street,
Toronto, Ont.

For Sale

One tandem compound Goldie & McCulloch steam engine, 135 h.p. rating.

One Laurie Engine Co. 13 x 30 Corliss engine.

The above engines are in A1 condition.

We have also a large amount of 4, 6 and 7 in. wrought iron steam and exhaust pipes, complete with valves and fittings. The price F.O.B. cars will be quoted to those interested.

Apply H. M. Miller, Water, Light & Heat Commissioner, St. Marys, Ontario. 3-6

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Wire Rope

11 pcs. 1 1/4 in. A. S. & W. Plow Steel, 6 x 19, hemp center. 670 ft. lengths. Practically new.

1 piece 2 1/2 in. Cast Steel, 2200 feet long. Good for main cable.

ZELNICKER IN ST. LOUIS

Get Bulletin 230—68 bargain pages. 4-4

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents

CAPABLE, RELIABLE MILL FOREMAN wants position. Good references. Box 663, Canada Lumberman, Toronto, Ont. 2-4

MARRIED MAN, 38 years of age, with 12 years' experience in logging office of large lumber firm, desires change. Available in July next. Best of recommendations. Box 665, Canada Lumberman, Toronto. 2-4

SAW MAKER WANTS POSITION as Filer. 15 years' experience, Factory, Mill, Barker, Saws. Reference as to character, ability. Box 678, Canada Lumberman, Toronto. 4-6

FIRST CLASS SAWYER WANTS POSITION, either Band or Circular, right hand Band Mill preferred. Can give first class references. Box 677, Canada Lumberman, Toronto. 4-5-6

WANTED—POSITION AS MILL SUPERINTENDENT, thoroughly capable and best of references. Or would take sawing contract and furnish labor. Box 683, Canada Lumberman, Toronto. 4-4

BAND SAWYER—Owing to present employers curtailing operations, am open for a position. First class grader and fast man. References that cover years of good work. Box 684, Canada Lumberman, Toronto. 4-9

POSITION WANTED by a young married man 33 years of age of good appearance and address. Fifteen years' experience as an inspector. Will consider any capacity. Apply Box 667, Canada Lumberman, Toronto. 3-5

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

POSITION WANTED AS OFFICE MANAGER or Accountant with lumber and wood-working business, 15 years with one large Ontario concern; 5 years as treasurer and office manager. Practical knowledge in all departments of business. Aggressive and up-to-date methods, best credentials. At present engaged but desire opportunity with large concern where advancement is assured as reward for ability and services. Apply Box 673, Canada Lumberman, Toronto. 3-4

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

SALESMAN FOR CITY OF MONTREAL. Must speak English and French.

McLennan Lumber Company, Ltd.,
4-6 Montreal, Que.

STENOGRAPHER AND BOOKKEEPER WANTED for Wholesale Lumber Office. Young man of ability will have good opportunity. Give details of experience. Box 680, Canada Lumberman, Toronto. 4-4

WANTED: HARDWOOD INSPECTOR, one familiar with National Rules. Correspondence private. Give full details of experience. Apply Box 670, care of Canada Lumberman, Board of Trade, Montreal. 4-5

YARD MAN WANTED immediately for wholesale and retail lumber yard. Must be familiar with scaling, culling, handling men and teams, loading and unloading cars, and have knowledge of how to get orders out of timber to the best advantage. Apply to

The Fletcher Pulp & Lumber Co., Ltd.,
3-4 Sherbrooke, Que.

Business Chances

Agency Wanted

Old established firm, nearly 50 years connection with paper mills, desires to represent good house, for sale of wood pulp in Scotland. Apply Box 50, Watson's Advertising Offices, 33 Renfield Street, Glasgow, Scotland. 4-4

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gattineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
8-t.f. P. O. Box 2624,
Montreal, Que.

"Business Chances"

Fine new mill-constructed concrete wood-shop with modern equipment. Open to bid on standard or special wood products in quantities for the woodenware trade. Send blue prints, specification or models for quotations.

James Smart Mfg. Company, Limited,
2-5 Brockville, Ont.

TOWNSHIP OF FOSTER

36 square miles splendid body mixed timber; pine, hemlock, birch, spruce, elm, ash, maple, pulpwood, cedar poles and ties, cordwood. Roads cut, streams improved. One of cheap operations on North Shore. Supplies landed on limit from Algoma Eastern Railway and C. P. R. within hauling distance. Ideal portable mill operation. Suitable for furniture manufacturers. Cheap railway rate to Little Current for water shipment. No time limit for cutting all classes of timber. Apply, R. B., Box 682, Canada Lumberman, Toronto. 4-8

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

8,000,000 Feet of Logs in this Drive

Although a log drive down an Oregon stream lacks the spectacular features associated in the mind of the Easterner with the great log drives of the old Northwest, the kind that you read about, it produces the same results in furnishing the cheapest means of transporting logs from woods to mill that has ever been devised.

A recent drive in Mill Creek, a tributary of the Yamhill River, proved the best that the Sheridan Lumber Company ever pulled off, and furnished the mill pond with 8,000,000 feet of logs from the several rollways, where fine quality fir logs had been banked in four lots of 2,000,000 feet each, along the intervening eight miles of creek from the mill to the splash dam. Mill Creek has a narrow channel about ten feet wide below the dam, but the bed of the stream is up to fifty feet wide; outside the main channel the bed runs in benches in the spots selected for the rollways, by Manager Karl Fischer, where he had banked the logs, practically in the channel, when the stream ran bank full, as it did, as soon as he opened the floodgates of the dam and the great wash carried everything before it, even to cleaning up the leftover logs along the stream from past drives that had not passed out as well as this. Manager Fischer stated that it would not cost him \$50 to roll into the stream the few logs that did not float in on this drive, and, in fact, he would probably leave such logs as shear sticks to prevent logs from banking at same places in the next drive, which will be staged for a few weeks later, when both another lot of logs will be banked and another flood is impounded above the dam. Not a peavy or red shirted river driver was involved in this driving job. There were no jams to break up. Affairs just proceeded in regular

form, according to program, and the mill has a stock of logs in the boom to last many a day, with more to follow, at a cost for transporting eight miles that is negligible and did not necessitate taking cars out of service for this log haulage that are needed to haul the finished product from the mill, and, too, delivery was made over night, which is certainly going some.—West Coast Lumberman.

Wood Alcohol an Important Product in War

An announcement came from Washington recently that the country's supply of wood alcohol has been taken over by the National Government. The importance of this announcement to the lumber industry will promptly be recognized, and it will undoubtedly be a very material stimulus to the wood chemical industry—a very practical form of conservation of mill and forest waste, although in this connection applying chiefly to hardwoods.

Wood alcohol is a product having a number of important industrial uses, but its greatest importance at the present time rest upon its use in the manufacture of explosives.

It will, of course, be possible very largely to increase the manufacture of wood alcohol in this country if labor and plant equipment are obtainable, and if the established price for it is sufficiently attractive to compete with demands for human effort in other industrial lines.—American Lumberman.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager



Excelsior Cutting Machinery

Manufactured By

The Elmira Machinery and Transmission Co.

Elmira, Ont.

Write for Circular and Prices

Union Lumber Co.

Limited

White Pine

Red Pine

Spruce

Red and Jack Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building
TORONTO, CANADA

Timber Estimating

Appraisal, reports, timber maps. All contracts receive my personal attention.

D. E. LAUDERBURN, Forest Engineer
Rm. 1233, 156 Fifth Ave., New York, N. Y.

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc. Write for Quotations.

LAILAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

PRESSES

Hydraulic and Screw

for

VENEER VENEER DRYERS PULP

Special machinery made to order

WILLIAM R. PERRIN
TORONTO, CANADA Limited

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.



HORSES UNION STOCK YARDS

OF TORONTO, Limited

'Canada's Greatest Live Stock Market'
Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

Review of Current Trade Conditions

Ontario

There has been very little change in the transportation situation since February 1. All of the railroads are having trouble operating their trains, and schedules have been badly interfered with. Wholesalers report that the amount of business offering is good and that purchasers appear willing to pay the increased prices asked without demur, but the difficulties of making and securing shipments make the business unsatisfactory for all concerned. Embargoes have been placed by the C. P. R. and the T. & N. O. on everything south of Sudbury and North Bay, and the G. T. R. will not accept cars from either of these roads west of these points.

The market has increased in firmness in the Ottawa district as compared with the last two weeks in January, and there is a general belief that prices will go higher. There has been a slight improvement noticeable in the car situation, but unfavorable weather conditions resulting in a tie-up of traffic offset the advantage of the increased number of cars.

The demand for lumber for building purposes is dead at the present time, and stocks of dry lumber are very scarce. There has been another increase in the number of embargoes to United States points. The order of the fuel controller for three "heatless days" caused plants throughout Ontario generally to suspend operations. The firms that utilize waste for fuel, as well as those using electricity, were, of course, able to operate.

There is a prospect of further shell box orders being let by the Imperial Munitions Board about March 1. This business constitutes a fairly steady demand for lumber, although the trade in some instances is unsatisfactory owing to the low prices received for the boxes.

There is a steady demand in Ontario for British Columbia stocks and Coast mills with representatives in the East report that their firms are doing a steady volume of trade. The shortage of cars and difficulties of transportation have affected this business the same as that from other points, but last month there was an apparent rush to place orders before the expected increase in freight rates on February 1. Now that this increase has been postponed there has been a slight falling off in orders.

Eastern Canada

About the most important feature in connection with the Eastern Canadian trade is the reported decision from Ottawa to the effect that no more wooden vessels are to be constructed in Eastern Canada owing to the excessive cost of construction. Wholesalers who have worked up a good trade in shipbuilding material will be hard hit if this is an authentic decision by the Imperial Munitions Board.

As regards market conditions generally there is very little to report. The car shortage is having a strong influence on the situation. Embargoes and various other restrictions hamper trade with the United States. There is said to be a good demand from the States, but the difficulties of getting lumber across the border are almost insuperable. Prices on all items remain firm and the opinion is prevalent that before long they will advance.

Bad weather, lack of building and transportation difficulties have exercised a very quieting effect on the Boston market. Quotations on spruce frames are made with \$40 as a base. A large demand has sprung up in New England for spruce stock for aeroplanes, and the price being paid for this material is said to be around \$100 at the mill. The price of random is going up slightly with some dealers. The hemlock market is marked by very high prices, and a good demand is being experienced. The lath and shingle markets are quiet.

Great Britain

While the prospects for trade for 1918 in Great Britain are poor, the business of the moment is considerably better than was thought possible, even a couple of months ago. In reviewing the situation, an English exchange says: "Trade with Canada and the United States will be out of the question, as there will be no tonnage available for the transportation of wood over the Atlantic; the Russian trade, if there is any, will probably be monopolized by the Government; and the Baltic business appears likely to be more than ever under the control of the Germans. There remains, therefore, only the business which can be concluded from the West Coast of Scandinavia in neutral steamers. Thus, for private firms, prospects are very limited, and the position is rendered still more unsatisfactory by the doubt whether even this limited business will not be interfered with by the Government buyer. This official competition is what the trade must fight

against, and if a large number of firms are not to be ruined the trade must be successful."

The interest which was recently excited by the advance in the rate of exchange between Great Britain and Scandinavia has disappeared for the moment. The Scandinavian exchanges at present are comparatively stable. Importers believe that as long as the exchange remains at its present rate and freights do not rise further, it will be possible to purchase timber and make a profit on the transaction. They state that while this profit cannot be large, 10 per cent. at most, it will be sufficient to make the trade worth going after.

There are no features of interest in connection with the Liverpool market. Small stocks of timber continue to find their way to this port, but the quantity is not sufficient to make any change in values. The home-grown timber market is said to be strong, with a good demand for all kinds of oak, ash, elm, etc. The same difficulty is apparent, however, in Great Britain as elsewhere; labor and transportation troubles make the handling of timber decidedly difficult.

In the Manchester district the trade has settled down after the holidays, and while the prospects are none too rosy, yet importers are hopeful that better times are in store. The spruce market is practically bare and the outlook for obtaining shipments uncertain. Only shipments required for urgent Government orders are allowed freight room at present.

United States

Cold weather and severe snow storms still have a detrimental effect upon operations, and the volume of business has been considerably restricted. Now that the "heatless Mondays" are a thing of the past, trade will likely become brisker and production increased. The car shortage is still acute. The demand for Douglas fir for shipbuilding and airplane work is increasing and production is being speeded up. The government is making large calls for the wood and so much of every log sawn goes into special orders, that not a great deal is left to be worked up into yard stock.

Prices on cypress are firm and well maintained and, while the volume of domestic orders is not heavy, the mills are worrying chiefly about getting transportation to fill government business which they have on hand, in some cases the orders being many months old.

The mills in the east are turning their attention particularly to spruce. Owing to the trouble of getting southern pine and other woods in the south, by reason of embargoes and freight tie-up generally, spruce is being substituted for a number of other woods. Manufacturers are not having any difficulty in getting rid of their cuts in spruce.

The stock of white pine in the north is less than usual at this season and the cut of 1918 will be smaller than last year. Prices remain unchanged and bad weather has recently interfered with the demand for yard stock. The requisitions for hardwoods keep up well and, while added interest is revealed by domestic consumers, the greater portion of the buying is associated with government orders. Along the Ohio River much damage has been done by the ice gorges, but this means that logs will soon be coming down in plentiful quantities.

Prices on hemlock show no change and trade has been rather quiet during the past two weeks, with the exception of in the East, where there was considerable business done. Many housing projects are being planned which will, if carried out, result in an increased call for hemlock.

In southern pine, production increases slowly, and has not been keeping up with the volume of orders that are being placed. The most important factor is that the Federal Trade Commission recently authorized an advance of \$1.09 per thousand feet. It is contended that the increased cost of production justified the jump. Trouble in getting cars to fill government requirements is still felt. In North Carolina, pine production is away down and in January was the lightest for some years. The government lately authorized an increase of one dollar per thousand. In regard to Western pine the mills in California have all the business they can attend to. Several large plants that usually closed down at this particular season, are running. The car situation has improved somewhat but is not yet as good as desired. A group of twenty-six Inland Empire mills received orders for 14,825,000 feet for one week, shipped 17,825,655 feet, and produced 12,343,613 feet. Production was slightly more than 50 per cent. of normal and represents a good increase over that of the preceding week. This same group of mills have orders on hand for 4,010 cars, estimated to call for over 100,000,000 feet.



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Trade is Becoming More Active

Ottawa, February 8th (Special to the Canada Lumberman):—The Ottawa lumber market during the opening period of February became stronger and increased in firmness as compared with the last two weeks of January. The belief that prices will go higher is indicated by some recent transactions at Montreal for the sale of one and a half million feet which brought record prices.

The transportation problem proved the great handicap for export business. The car situation showed improvement over January, but the highly unfavorable weather conditions offset the usefulness of the increased number of cars available, and greatly hampered the delivery of shipments. The local demand was quiet. No improvement was shown in grades suitable for building purposes. The market for sash and door stock remained inactive. Dry stocks continued to decrease, but a serious scarcity has not yet become apparent. Inquiries and orders remained about normal as compared with the last two weeks of January.

Another increase in the number of embargoes at United States destinations, was instanced by the trade. One lumberman reported that he had been advised many embargoes had been applied recently to points west of New York. Another trade rumor was that the Detroit and Niagara frontiers had recently been closed to shipments of lumber.

The demand for lumber for export continued good. A large quantity of stock already sold awaited shipment.

The order of the Fuel Controller installing Canada's first "heatless days," caused John R. Booth and E. B. Eddy to suspend operations. W. C. Edwards, McAuliffe-Davis, Estate of James Davidson, George M. Mason, and Oliver and Son operated, as their fuel was produced by mill operation or electricity was employed. By running some of these plants supplied many loads of wood fuel to alleviate the acute fuel situation.

It was reported by the trade that new contracts for shell boxes may be let by the Imperial Munitions Board about March 1st. The woods labor situation generally remained unchanged.

John R. Booth has suffered heavily from the car shortage in two ways. One that export orders of lumber do not move rapidly, and the other that no cars were available to bring pulpwood from the Parry Sound, Madawaska and Gatineau Valley districts to the mill. Mr. C. Jackson Booth denied the press despatch of February 5th, that the Booth plant would have to shut down in a "few days" on account of pulpwood not being available. In explaining the situation Mr. Booth said that the car shortage was materially hindering operations and cars to bring pulpwood to the mill were practically unobtainable. The supply of pulpwood on hand, he added, was sufficient to ensure the operation of the paper mill for two or three weeks. About twenty carloads of pulpwood per day are consumed. In the event of the wood shortage becoming more acute a number of the machines would be shut down in preference to closing the mill entirely. Mr. Booth estimated about 100 tons of coal was saved by the "heatless days." The saving of the E. B. Eddy Company amounted to about two hundred tons. The woods labor situation with John R. Booth continued unsatisfactory.

Estate of James Davidson report that their woods operations are proceeding favorably. Hauling was commenced the first part of the month. Steady progress is being made on the big shell box order that the plant is working on.

Conditions with the Hawkesbury Lumber Company showed no change since the last report.

The Rideau Lumber Company reported very little shipping being done during the first part of February owing to the scarcity of cars and the adverse weather conditions. Inquiries and orders were said to be as numerous as during the closing period of January.

Gilmour and Company say there had been an improvement in the car situation. This company completed some large sales recently at the high prices. They declare that all indications point toward higher prices and a continued firm market. Export sales were reported as continuing satisfactory.

The McAuliffe-Davis Lumber Company report the retail trade slow, and difficulty in making shipments to the United States. The local outlook for retail business is none too bright, owing to the curtailment of building operations.

Oliver and Sons say that there is a slackening of operations. Their plant is completing a large shell box contract. There is a fair demand for furniture.

Montreal Markets—Car Shortage Still Acute

Montreal, February 9.—(Special to the Canadian Lumberman.)—Little or no variation is to be reported in market conditions. The car position is having a strong influence on business, both local and with the United States. The former is almost dead, as will be gathered from the building permits for last month. The total for that period was \$116,100, of which \$70,020 were for alterations; the comparison is with a total of \$249,895 in the corresponding month last year.

The car shortage, embargoes, and restrictions combine to hamper trade with the United States. The demand is there, but it is almost impossible to get lumber across the border.

Prices are as firm as ever, and there is a consensus of opinion that we shall see no set-back in this respect. Prospects are that they will still further advance.

It is reported from Ottawa that no further orders for wooden vessels will be placed in the East by the Imperial Munitions Board. The ground for this decision is stated to be excessive cost of building as compared with steel vessels. This will be a severe jolt to many wholesalers in Montreal, who have developed quite a nice business in British Columbia lumber for wooden vessels.

The demand for general British Columbia stocks have lately picked up a bit. Hardwoods are a very slow market.

The sulphite market remains much about the same. The mills are handicapped by the shortage of cars and also the coal situation. Mr. Carl Riordon states that imports from Europe to the United States have now practically ceased, but this has had no effect upon prices there. With increased cost of raw materials ruling, prices should be maintained. Large stocks are on hand, but the great bulk of these have been sold. It is probable that Great Britain will be a much larger buyer, and, with anything like fair railway and fuel conditions, the outlook for the present year is satisfactory. Stocks of mechanical pulp have decreased, and at the end of the year were about half of those of a year ago.

Forest Engineers Hold Successful Convention

The second annual convention of the Quebec Association of Forest Engineers was held at Laval University, Quebec, recently. This association, which was originally formed by graduates of the School of Forestry, Quebec, now represents all the professional and scientific interests in the solution of forest problems. The recent gathering was attended by all the active, and many associate members. The various sessions were profitable and instructive and the papers read were able and thoughtful, while lively discussions added to the success and inspiration of the convention. The officers elected for the coming year were:—

President—H. Roy, B.A., F.E., Forest Service.

Vice-presidents—O. Lussier, B.A., F.E., Amos.

Secretary—G. Maheux, B.A., F.E., Forest School.

Treasurer—H. Lavoie, F.E., Quebec.

Corresponding Secretary—G. Tessier, F.E., La Tuque.

Among the speakers and the subjects which they contributed were:—President's address, H. Roy, Chief of Soil Section, Forest Service, Quebec; "Origin of the Forest Private Property," Prof. J. Bouffard, K.C., Forest School; "The Seigneurs Joly de Lotbiniere's Forest Domain," L. Garneau, Forest Service; "Forest Echoes," Dr. J. C. Chapais, associate member, St. Denis-en-bas; "Forest Protection Against Fire," B. Guerin, Supt. S. W. F. P. A., Quebec; "Tree Planting Along Our National Highways," E. Gravel, Forest Service; "Insects Injurious to Ornamental Trees," Prof. G. Maheux, Forest School; "Facts About the Association and Its Members," Prof. G. C. Piche, Forest School; "Which Kinds of Trees to Choose for Ornamental Plantations," O. Bedard, Forest Service.

The convention was closed by a dinner tendered by the Association, during which a symposium was given on the subject or "Forest Engineers Employed by Lumber Companies, Their Work, Relations and Opportunities." Many members spoke on this subject, among them, G. Boisvert, Forester for the St. Lawrence Pulp Co., Chandler; J. R. Gareau, Forester for the J. B. Snowball Co., Chatham, N.B., and J. J. Guay, Forestry Department, Spanish River Pulp and Paper Co., Sault Ste. Marie. The report of the meeting will be published in the near future and will be distributed on request to the secretary of the association. The next convention will take place in July, at Berthierville, Que.

Registered



Trade Mark

FOR SALE

Dry Quebec Birch

- 1 Car 4/4 80 per cent. 1sts and 2nds, all 11" and up, 20 per cent. No. 1 Common, 11" and up
- 10 Cars 4/4 Log Run Mill Culls out 6/7" Avg.
- 2 " 6/4 Firsts and Seconds
1 Car 6/4 No. 1 Common
- 3 Cars 8/4 Firsts and Seconds
5 " 8/4 No. 1 Common
5 " 8/4 No. 2 "
1 Car 8/4 No. 3 "
- 3 Cars 12/4 Firsts and Seconds
5 " 12/4 No. 1 Common
2 " 12/4 No. 2 "
2 " 12/4 No. 3 "
5 " 12/4 Sound Boxed Hearts
- 5 " 16/4 " " "
- 50 Cars

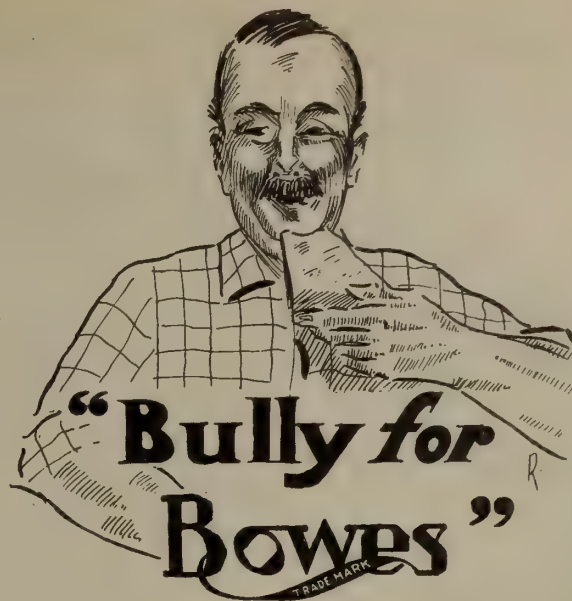
*If any of the above items interest
you will be glad to
submit prices*

E. M. NICHOLSON & CO.

202 Board of Trade Building

MONTREAL

CANADA



He's Happy because He's Well Fed

and its just plain horse sense that he's going to work harder and better than the man who is ill-nourished.

Of course, a man might get lots to eat and still be badly fed; quality is every bit as important as quantity

Then there's the matter of price. In a nutshell then what you want is

The Most of the Best for the Least

and there isn't another supply house in Canada better equipped to give you what you want than the house of Bowes.

We'll gladly prove this to you—give us the opportunity.

The Bowes Company, Ltd.

Manufacturers and Wholesale Distributors
TORONTO

Branches at Winnipeg, Man., and St John, N. B.

*We can interest you in any of
the following lines:*

MINCE MEAT, JAMS, JELLIES,
CHEESE, BUTTER, EGGS and
EGG PRODUCTS, SYRUPS FIGS,
RAISINS, CURRANTS, CANNED
FRUITS, POWDERED and CON-
DENSED MILK, BAKING POWD-
ER, FLAVORING EXTRACTS, Etc.

Service and Co-operation Keynote in the West

Western Lumbermen Listen to Stirring Addresses and Practical Suggestions—Proposed Freight Rate Increase Strongly Opposed



W. A. McIlrath, Radville, Sask.,
The Newly Elected President

Animated with the ideals imparted by the various speakers and inspired by the enthusiasm which characterized the proceedings, nearly 300 delegates attended the 27th annual convention of the Western Retail Lumbermen's Association. The sessions were held at the Royal Alexandra Hotel, Winnipeg, and the gathering was representative of every community from that city to the coast. Owing to the absence of the president, J. F. Carpenter, Yorkton, Sask., Wm. Thorne, of Winnipeg, vice-president of the association, presided. The delegates were heartily welcomed to the Prairie Capital by Sir J. A. M. Aikins, Lieutenant-Governor of Manitoba. In the course of his address vice-president Thorne referred to the history of the association, and touched upon a number of important matters.

"We should at this convention take active steps to bring up the discussion of mail order competition. This old hobby of telling your customer that he should or must deal with you because you are a heavy taxpayer, supporter of schools, builder of good roads, etc., is no good any more. It served its purpose once. We, as retailers, must make our SERVICE get us the business. We must study the best means of dealing with this competition. We must learn the art of salesmanship; we must advertise, and advertise rightly. Too much advertising is done in the country newspapers that is absolutely useless. Why? Because the advertisements are too seldom changed; because they don't say or mean anything. You have to put some pep into your advertising to get results. We must establish a community service. We must educate, through this service, our members to be the leading men in their community, because it is a well-known fact that mail order houses do not operate as keenly in districts where the merchants are a bunch of good, bright, aggressive business men, working together. Manitoba is the meat of the mail order houses, on account of the numerous sidings and small places without a lumber yard. I believe the association ought to engage an expert community service and advertising man.

I believe it is my duty to refer to the sign of the times. The past two years have been fairly prosperous for the lumbermen, but the past three months' collection records have shown the necessity for careful thought with regard to the further extension of credits. To cover this point I will read what one of the high officials in one of the leading banks of Canada recently said: "Farmers are receiving exceedingly high prices for everything they produce, and should be in a position to pay their accounts. It is very much in the interest of the community at large that advantage be taken of the present situation to collect outstanding accounts, especially those who have in the past been inclined to be slow. Farmers have heretofore been, as you know, considered dilatory in their payments, even when in a position to pay, but if their accounts are allowed to run until conditions change, on account of unsatisfactory crops, lower prices, or for any other reason, merchants will have to face hard times, with large accounts outstanding, having lost the opportunity of putting their business upon a safe and sound footing during the period of agricultural and business prosperity."

The report of the secretary, N. G. Neill, showed that there has been an increase of 45 yards during the year 1917 enrolled in the association. He said that district meetings of much interest had been held during 1917 at Brandon, Yorkton, Regina, Prince Albert and Calgary, and a trip was made to the coast, where a conference had been held with the coast manufacturers in the matter of grading rules, inspection, shingles, code of ethics, minimum cars, and terms.

Mr. Neill in the course of his report, reviewed many other matters of importance, and said that the lack of adequate grading rules is causing a great deal of inconvenience among the retailers, and the training course, which the Retailers' Association had introduced, is, at

the present time, held up owing to the lack of these grading rules, as they would not like to have the course go to press without the coast grading rules being embodied. The present terms of 2 per cent. 15 days, the retailers submitted, are not in accordance with present practices and do not conform to conditions. They would appreciate very much the terms being enlarged.

New Freight Rates are Opposed

A resolution was adopted dealing with the matter of freight rates and opposing the 15 per cent. increase. The resolution was as follows:

The Western Retail Lumbermen's Association desire to join with the other interests which are opposing the order of the Board of Railway Commissioners, providing for an increase of 15 per cent. on all freight rates, and respectfully submit:

(a) In view of the ample evidence submitted in this matter, especially at Winnipeg, proving conclusively that the road which would gain most from this proposed increase was in such a financial position that, notwithstanding the increase in cost of operating, it did not require this increased revenue, so that the increase being only required by the C. N. R. and G. T. P., which are now practically owned by the Government of Canada, we would respectfully submit that, if, as Mr. Hanna frankly admits in his evidence, incorporated in the judgment of this matter, this increase is for the purpose of meeting financial difficulties and increased cost of commodities, then the Government of Canada should deal with the matter entirely aside from the increased rates, and the order should be rescinded for the following reasons:

(a) The increase is supposed to be a war measure and was made on that basis.

(b) This being so, it should have been, we submit, enforced at once, if an all, whereas eight of the best earning months were allowed to elapse.

(c) It is not expressed to be a war measure, and inoperative at the termination of the war, as many other acts and orders, made to meet the extraordinary conditions prevailing, are made.

You will readily appreciate the difficulty in obtaining a reduction unless some such provision is made which is best evidenced by the long expensive and bitter fight which was experienced by the Western Provinces some years ago in the Western freight rates case.

The judgment purports to put the increase in effect at once. This is manifestly unfair as no time is allowed for material to be moved which had been purchased, in many cases, under a contract based on the old rate. This circumstance is particularly applicable in the lumber trade, where purchases are often made from six months to a year before delivery.

(d) The judgment admits that the increase is not sufficient for the purposes for which it is intended, and the amount appears to have been arbitrarily fixed without any definite evidence to support that amount, rather than a lesser or greater amount, and we respectfully submit that if the day of reckoning has now come for the past extravagance, it should be met in some other way than in an increase of rates, which will necessarily throw into the hands of a company that does not need it, a large proportion of the money to be raised by such increase, whereas, by the adoption of some other method, the whole of such money might be obtained by the Dominion Government, thereby making it a truly war measure.

The increase is not uniform in that where Canadian lines are competing with American lines, no increase was ordered.

(e) That the order is beyond the powers of the Board, in that it purports to interfere with provincial rights, acquired by the provinces under agreement with the railways, and no opportunity was afforded the provinces of being heard on the application therefor.

(f) That the order should have been merely a recommendation to the Governor-General in Council, whereas it is, in fact, an order absolutely bringing into effect such rate increase. This would, if given effect, deprive many of those interested of the right of being heard, and of raising a number of points which it does not appear to have been in the power of the Board to consider, such as the question of raising the requisite funds in other manners than that proposed.

(g) It is respectfully submitted that the true basis of fixing rates is on the minimum cost of operating, and not the maximum. That being so, and the evidence of the C. P. R. showing that their lines are operating at a profit, there is then no foundation for the order, on the basis that the increase is required to meet increased cost of operation. And if certain portions of the other two lines are not paying, that such loss should be met in some other way, either by their entire elimination, or by the elimination of one of the two, where they parallel each other. And it is respectfully submitted that this order has not been made on that basis.

(h) This increase coming into force,



N. G. Neill,
Re-elected Secretary-Treasurer

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

Telephones:

1391 Long Distance.

400 Private Branch Exchange.

Cables:

"HILLAS," HULL

W. N. HILLAS & COMPANY

WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

Install a KRAFT SODA MILL

CANADA has another big war opportunity: Great Britain needs more wood pulp. Install a small Soda Pulp Plant and Supply this need by converting your Slats, Tops, Bottoms and waste wood around the Saw Mill into pulp. We can dispose of any amount. Previous sources of supply in Sweden, etc., have recently been withdrawn and Canada now has a free field in Great Britain to market unlimited quantities of wood pulp. We can arrange contracts for long periods. The cost of installing plant is small and you make a sure profit from waste material.

Becker & Co., Ltd.

34-40 LUDGATE HILL

LONDON, E. C.

ENGLAND

THE
**LARGEST IMPORTERS OF
WOOD PULP**

We have specialized in Canadian Pulp and have imported ninety per cent. of the Pulp supplied to Europe since 1899.

SOLE AGENTS FOR

CHICOUTIMI PULP CO., Chicoutimi, Canadian Hot Ground Spruce.
LAHAVE PULP COMPANY.
MACLEOD PULP COMPANY, Liverpool, Canada.
NOVA SCOTIA WOOD PULP AND PAPER MILLS COMPANY.
RIORDON PULP AND PAPER CO., Montreal. Easy Bleaching Canadian Sulphite Pulp.
ST. LAWRENCE SULPHITE PULP COMPANY.

**Write to-day for
further details**

as it does now, at a time when the value is about to be placed on the stock of the Canadian Northern Railway, may be the means and may be made use of by the owners of that stock, as a ground for inflating the value of such stock beyond its true value if such increase is, as is to be inferred from the judgment of the Board of Railway Commissioners, one more in the nature of a tax for the benefit of the government or a war-time measure, than as a benefit to the individual company.

As an alternative, we would respectfully submit a great portion of the lines of the two railways, owned or controlled by the government, which either parallel each other, or are running through country not requiring railway facilities at the present time, could be taken up, then, by greatly reducing the cost of operating and maintenance of equipment, and the material derived therefrom could be used in the repair and maintenance of the remaining line.

Or, as a further alternative, we would respectfully suggest, if an increase must be made in the rates as a war measure, that it be made by a special tax of whatever amount may be thought fair to be added to each freight bill, based on a percentage of the bill, and collected by the company at the time of the collection of the bill, and by the company paid over to the government, to be used for such purposes as the government may deem proper. Such tax to be one for the duration of the war, and imposed as a war measure, similar to the stamp fees on cheques, tax on passenger railway tickets, and telegrams.

We would respectfully draw your attention to two facts:

(a) The Canadian Pacific Railway were not represented at the hearing of this matter at Winnipeg, and took no part in it, showing that they were not pressing the matter, and no application on the part of the company is referred to in the judgment.

(b) A great number of interests, particularly in Western Canada, are opposed to the increase, while a number have, on the other hand, acquiesced in it, particularly the Canadian Manufacturers' Association, which latter appears to have based its position on the fact that the increase was for the purpose of enabling the railways to continue to render efficient transportation, whereas, such was not the basis of the application, as shown by the evidence of Mr. Hanna, given in support of the application of the Canadian Northern Railway, and referred to in the judgment.

Other resolutions passed dealt with coal, transportation, the unifying of legislation in Canada, the supplying of adequate and sufficient labor for the construction of farm buildings and a resolution of a patriotic character as follows:—We again take the opportunity at our 27th annual meeting of placing ourselves on record as willing and anxious to do everything within our power to assist in prosecuting the war for the freedom and democracy of the world to a successful termination.

Another resolution was:—Recognizing the fact that cedar shingles, when properly manufactured, constitute a splendid and lasting roofing material; that the preserving of the shingle supply industry depends on the supply of properly manufactured and not over-dried shingles; and, moreover, realizing the fact that, should cedar shingles be poorly manufactured and over-dried, and in that condition sold by the retail lumbermen, a reaction against use of shingles will be encouraged, and detrimentally affect retail lumbermen handling and selling such manufacture; we do, therefore, place ourselves on record as opposed to any cedar shingle being shipped to Western Canada unless they have been properly inspected, and are of first-class manufacture, according to the shingle regulation, and that they weigh not less than 150 pounds per thousand upon delivery; and, in view of the detrimental effect that the sale of poorly manufactured and over-dried shingles will have on our further trade, we do most earnestly recommend to all retail dealers that they specify on their order that all 6/2 shingles shall weigh not less than 150 pounds; and copy of this resolution be forwarded to the Shingle Agency of British Columbia, Vancouver, and the West Coast Lumbermen's Association, Seattle, and placed prominently before all lumber dealers in Western Canada; and we do hereby agree to abide by the interest of the resolution until such time as it shall be properly rescinded at an annual or special meeting of the association.

Retail Dealer Should Give Service

In the afternoon session of the first day an excellent address was given by W. A. McIlrath, Radville, Sask., on "Selling Houses and Barns in the Place of Lumber." "The retail trade is knocking at our doors," said Mr. McIlrath. "The retail lumber trade is not asking that we carry bigger stocks. Our customers are more than ready to co-operate and adjust their needs to the staple lines. They are not asking for bigger plants, with steam-heated offices and carpeted floors. They are not asking that we give our yard manager an assistant that he may be loaded up and on his way quicker, but he is persistently knocking at our doors and asking for a SERVICE that we are not giving him, that is, the SERVICE of putting yourself in the customer's place and seeing things as he sees them and entering into the life as he sees it. We owe it to our customers to see that our offices are not dingy, dusty places. Did any of you dealers ever go to one of your yards and find the manager running an advertisement in the paper, "We are headquarters for lumber, lath, shingles, brick, etc.," and then go into his office and find it either decorated like a high school girl's bedroom or bedecked with ancient calendars? I have found our own yards in just this condition, and every one of you have just such offices. Yet we talk of being headquarters and of giving SERVICE when everything about the place would show that not a single thought had been given as to how you could be of any benefit or show a single kindness even to the best of your customers."

W. B. Clarkson, who is the chairman of the Committee on Ventilation of Farm Buildings of the American Society of Agricultural Engineers, and is a representative of the King Ventilating Company, gave an interesting address on the subject of "Ventilation."

At the evening session W. P. Dutton, of Winnipeg, favored with an address and reported on the business conditions in Manitoba, and J. G. Haney, superintendent of the Extension Department of the International Harvester Company, gave a rousing talk on "How to Increase Your Business." The address was illustrated by over 2,000 feet of moving picture film. Mr. Haney said there was never a more favorable outlook for the farmer than at the present time and that the farmers of the northwest would buy in proportion to their needs and ability. Lumber was the great means of showing farm prosperity. There is room on most farms for improvement in farm buildings, especially as to arrangement and proper ventilation.

In this climate, buildings should be built according to the latest information regarding sanitation and ventilation. In many farm barns, and houses too, little or no attention has been given these things. If they are built well enough to be warm, they are unhealthful because of no ventilation.

A Survey of the Future

At the second day's session F. E. Sine, of the Atlas Lumber Company, Calgary, spoke ably on "Preparing for the Future from the Experience of the Past." We know that any work along the lines of pictorial advertising that we may want done can be sent to the association office, with our ideas as to what we want done, and they will do the rest. With the experience we have had I am confident that the new advertising department will be a success if its services are used liberally by the members. I am not disposed to try to give any opinion of how to prepare for the future as to general business, for, as I stated before, the experience the world has gone through during the past three years has knocked all ideas on this subject into a cocked hat. There is one thing, however, I do believe every business man should do—that is, to put his business into as liquid a condition as possible—in other words, liquidate his indebtedness as rapidly as possible, but not so rapid as to cause him to become panicky. A dollar to-day will only buy fifty cents' worth of merchandise, based upon pre-war standards, but that same fifty-cent dollar will buy one hundred cents of indebtedness. None of us has had past experience that will indicate to us what conditions after the war will be. We cannot predict what business conditions will be like if the war continues for the next two years, but I think we should all agree to so conduct our business as to put it in the best possible condition to give the greatest service to our country when it is called for.

W. E. Moore, of the Lumber Manufacturers' Yards, Regina, Sask., talked along the same lines. We cannot, he said, look forward to another homestead period, as that is gone in this country never to return, and we certainly do not wish another war to make our collections possible. The credit managers of practically all the retail lumber interests will meet to devise ways and means to standardize future credits. Let us all get behind them and make their efforts effective for the future handling of our credits. I could write volumes, and so could all of you, on actual experiences in handling credits in this and other countries. The government needs every ounce of energy we have in us, so do not let us waste an ounce of it on the collection of bad and doubtful accounts on future sales. Let us be patriotic, and show our customers how necessary it is for them and all of us to be economical and saving, and keep out of debt. Our government will need every dollar's worth of credit we can supply them, so do not let us waste our money or our energy, but preserve both for the benefit of our government. Let us get the spirit of co-operation into this convention and when we return to our places of business we can enthruse every employee so that they will exert every ounce of energy they have to make the business they represent, in the town where located, a necessity. Let us show the customers that our agent and the business they represent are needed in that community. Let us make more than machines out of our agents; let us help make them a salesman, an adviser, a good citizen, a necessity, and a part of the community in which they live.

"How to Increase the Demand for Red Cedar Shingles," was the subject contributed by J. S. Williams, secretary of the West Coast Lumbermen's Association, Seattle, Wash. The wooden shingle has another enemy—nails—the common garden variety of ordinary wire nails. Wire nails, I honestly believe, have been more largely responsible for giving wood shingles a black eye than any other thing. If I were a retail dealer I would make it so almighty hard for a customer of mine to get wire shingle nails that he would never be tempted by their low price. And galvanized wire nails are but little better. Four years—five years—possibly six years—and a sufficient number of the nails have rusted out to cause leaks in the roof, and the farmer or home-owner gives wood shingles the devil, when he should have given you the devil for selling him wire nails. Use zinc-coated nails, pure iron nails, or copper nails, but never wire nails. What does \$2

The Arctic Eiderdown Sleeping Robe



"Living the out door life in comfort."

GUARANTEES PERFECT SATISFACTION—ALWAYS.

Of the thousands of these robes sold we have never had one returned, nor in any way condemned.

The Arctic Eiderdown Robe is absolutely wind and moisture proof. Frost cannot penetrate it. It is positively sanitary—the more sun and air it is given the more resilient and thicker it will become.

Hunters, Motorists, Woodsmen and Lumbermen should never be without one. It can be slept on, in or under.

Its weight is almost nil, while its advantages are many.

*Send name and address for interesting
booklet just issued giving full information.*

Smart-Woods LIMITED

Ottawa - Montreal - Toronto - Winnipeg

ANNOUNCEMENT!

The St. Catharines Plant and business of The Jenckes Machine Co., Limited, have been acquired by Engineering & Machine Works of Canada, Limited, newly formed for the purpose.

No change is contemplated in the management, staff or shop organization and the same careful attention will be paid to all enquiries and orders.

The Head Office will be at St. Catharines and Sales Offices will be maintained at 710 C.P.R. Building, Toronto, with Mr. C. G. Horton in charge, and at 344 St. James Street, Montreal, with Mr. G. L. Burritt in charge.

Engineering & Machine Works of Canada Limited

General Office and Works

ST. CATHARINES, ONT.

or \$3 amount to in the difference of cost of nails if by spending this amount you can prolong the life of a roof for twenty or twenty-five years? If I could get you retailers to take home just this one idea with you of refusing to sell wire shingle nails, I would feel that I had had a mighty successful trip to your convention.

Now, I don't know how much of a hold the patent roofing people are getting in your territory, but it's a safe bet that if they are not already busy they soon will be, making a mighty keen bid for business. And, when they do, they usually get a part of what they go after. Now, how do you receive the propositions of the patent roofing manufacturers? On the basis of progressive advertising and up-to-date merchandizing methods it certainly would be to your advantage to push patent roofing products. But on the basis of satisfaction to the customer (if you intend staying in the lumber business) you can't afford to sell patent roofings for other than flat roofs of purely temporary construction. I know that the code of ethics of your association would not be other than telling the truth about your products, and the truth is all in favor of Western red cedar shingles.

Officers for Coming Year

The election of officers for the coming year resulted as follows:— President, W. McIlrath, of Radville, Sask.; vice-president, Chas. J. Lee, Winnipeg; secretary-treasurer, N. G. Neill, Winnipeg. The new directors are:—

Alberta—H. Skova, High River; F. E. Sine, Calgary; H. B. Armitage, Canora. Saskatchewan—F. W. Ritter, Prince Albert; A. W. Jones, Moose Jaw; H. E. Meilicke, Saskatoon. Manitoba—Messrs. Stewart, Frost, and Theo. Sparks.

A discussion then took place as to where the next annual meeting should be held. The Calgary men strongly recommended that it be held there, and a communication was read from the Board of Trade of that city inviting the association to hold its next annual meeting there, but no action was taken. The matter was left over for a committee to report upon.

Mr. A. L. Struthers again delivered an address on "Business Psychology," after which the delegates adjourned to the convention hall to hear one of the best addresses given in Western Canada in a long time. It was delivered by Senator Frank A. Chase, who is vice-president of the National Builders' Bureau, Minneapolis, Minn. This bureau is designed to sell service, ideas, and merchandise to the retail dealers in building material. Mr. Chase is a member of the Washington State Legislature and a student of business economics.

Our relation to the nation in times of peace is a matter the importance of which is not generally appreciated as it should be, nor, in fact, to the extent it will be when the war is over; but right now the question for each of us is: "In what way can I best serve the nation?" Under the circumstances, performance of duty and the acceptance of responsibilities is considered a privilege, and it is in that sense our privilege as business men to develop true efficiency, aid in the maximum production of all essentials, and likewise to insure their conservation. More production, less waste; more efficiency, less lost motion; acceptance of modern methods and business aids, rejection of antiquated hindrances.

What is your evident duty in the matter, not only as a business man, but also as a citizen?

"You must help them by foreseeing their needs and preparing to do whatever may be required in each case to enable them to build. Many mechanics in city and town are lacking adequate employment. List and make use of those in your locality who will build these farm buildings; arrange on a proper basis to deliver material wherever and whenever needed; get acquainted with your farmer neighbors; anticipate their needs, plan their buildings, help them build. Will you do it? Bear in mind in considering the business situation: Your customers, especially in farming communities, are prepared to pay prices for lumber and service that will add to your profit and enable you to more liberally support the financial program of the government; but unless you render the added service that is now required the use of building material will be restricted, your profits reduced, and enormous loss to the nation will result from the lack of proper housing for stock, crops, and farm machinery.

Let me call your attention to some of the after-war problems, such as: The reabsorption of our tremendous fighting forces into our civic life and providing for them the opportunity they deserve, and are justified in demanding, to appropriately re-establish themselves; the labor question; the suppression of syndicalism and every other form of class autocracy, not less fraught with danger possibly to the future of the world than is the terrible war from which we are now suffering untold agony.

The financial and commercial rehabilitation of the world; the removal of emergency regulations so willingly accepted under present conditions, but which are unthinkable under a democratic government in times of peace.

These problems, already mentioned, are, I trust, of such importance

as to readily convince any lumberman, any citizen, that his relation to the nation will continue an important subject for a long time to come, and, indeed, it should never be ignored.

How are these and other imminent and serious problems to be met? I know of but one adequate answer, and that is by every member of an intelligent God-fearing citizenship taking an active, intelligent interest in public affairs, and considering it no less his duty to serve the nation in any needful capacity in times of peace than to enroll under its banner in times of armed conflict.

The Retail Lumbermen's Purchasing Agency held its annual meeting during the afternoon. Alfred B. Estlin was elected president, A. K. Agnew, manager, and F. H. Lemar, secretary.

The Western Retail Lumbermen's Fire Insurance Company held its 12th annual meeting during the third day's session of the convention.

The president, Mr. J. B. Sinclair, of the Beaver Lumber Company, Ltd., Winnipeg, stated that he thought it was unnecessary for him to make any address. The secretary then presented the annual statement. He pointed out the fact that the company had written over \$300,000 of new business, part of which is accounted for by the advance in price of lumber, but mostly from new business. He also drew the attention of the members to the fact that, although the amount of interest earned during the year was less than last year, yet it has more than paid the running expenses of the company.

A general discussion then took place on the advisability of raising the amount that the company should carry on each point, and the feasibility of putting in a flat rate. The consensus of opinion with respect to raising the amount of the policies was that the \$7,000 limit was plenty, and, rather than raise it, the reducing of the limit should be thoroughly gone into. Regarding the adopting of a flat rate, it did not seem to be at all feasible to the members present.

The Western Retail Lumbermen's Association heard a report and recommendations, prepared by Messrs. C. J. Lee, J. A. Wilson, W. P. Dutton, and D. B. Jones, on standardized terms of sales.

One of the most animated discussions of the convention centered around this problem of standardized credits. Such a policy has engaged the attention of the association almost from its inception, and the many difficulties have often caused earnest thought on the part of the most alert members. The following was submitted:

October 15th, 1918.

To Our Customers:

TERMS ON LUMBER AND BUILDING MATERIAL

On and after November 1st, and until April 1st, 1919, lumber and building material will only be sold for CASH, or on 30-day terms.

For Cash on Delivery a 5 per cent. discount will be allowed. It is decided economy for you to pay the cash, but it must be paid at the time of taking delivery to get the discount.

The crop is now harvested, and money available; so that these terms will undoubtedly meet your needs.

Lumber Company

Suggestion of Memo. for Customers.

February 1st, 1918.

To Our Customers:

TERMS ON LUMBER AND BUILDING MATERIAL

To encourage payment of CASH ON DELIVERY, a discount of 5 per cent. off all lumber and building material is being given. This applies only when paid at the time the material is taken out.

It is good economy for you to take advantage of this discount; it is also good economy for us, as CASH ON DELIVERY saves us book-keeping, collecting expense, interest charges, and some bad debts.

As for buying material on CREDIT, while war-time conditions exist all accounts contracted must be settled in cash, within 90 days. If (for any unavoidable reason) this cannot be done, a note will be required, bearing interest at 10 per cent., payable October 1st, and full settlement made out of the current year's crop.

Under present conditions, we ask our customers to carefully note these terms.

Lumber Company.

MEMORANDUM FOR DEALERS OF SUGGESTED "STANDARDIZED TERMS OF SALE"

1. That the term CASH shall mean cash on delivery.
 2. That the term CREDIT shall mean not longer than 90 days.
 3. That no CREDIT shall mature later than 1st of November.
 4. That a cash "clean-up" shall be made within the year; otherwise no further credit given.
 5. That business in November, December, January, February, and March shall be on a CASH, or within 30 days basis.
 6. That interest at 10 per cent. per annum shall commence after 90 days, and a note should be taken at that time.
 7. That for CASH ON DELIVERY a 5 per cent. discount shall be allowed off all material on bills up to \$300.
- That for CASH ON DELIVERY an extra 5 per cent. shall be allowed on bills over \$300.

J. A. Wilson read the memorandum, and, after the copies had been distributed among the members the chairman urged the various delegates to discuss the ideas thus advanced in every detail. He emphasized the importance of the subject, but warned the dealers present that any objection entertained should be stated with definite

(Continued on page 98)

DOMINION LICENSE

GOVERNMENT DEPOSIT

Canadian Lumbermen's Insurance Exchange

The best means which has
yet been devised for providing
indemnity to Lumbermen at
ACTUAL COST.

E. D. HARDY & CO.

Attorney-In-Fact

BOOTH BUILDING

- OTTAWA

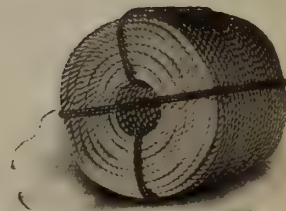
**PLEASING
EVERY
USER**



**"LION
BRAND"
CORDAGE**



We want to impress upon you the fact that Lion Brand Ropes and Lath Yarns are made from good quality Hemp. Under the most severe strain this superior quality shows up to advantage. Presuming you to be as yet unacquainted with the Lion Ropes and Yarns we want you to be convinced that this brand is the best for all Cordage purposes.



Try It and Prove It

Solve your transmission problems and secure better service. Remember we also make the highest grade of Lath Yarn.

Consumers Cordage Co., Limited

285 St. Patrick Street, MONTREAL, Que.

MONTREAL HALIFAX ST. JOHN, N.B. TORONTO 11 Church Street

Tees & Persse, Ltd., Winnipeg, Regina, Saskatoon, Moose Jaw, Calgary, Edmonton, Fort William
Agents and Stocks at: James Bisset & Co., QUEBEC; Macgowan & Co., VANCOUVER



MONTREAL - Canada

Head Office at Montreal.

SPRUCE **ROUGH or DRESSED**

Saw Mills at
MONT LAURIER, QUE.
STE. MARGUERITE, QUE.

Dressing Mills at
ST. JEROME, QUE.

Northern Office:
MIDLAND, ONT.

Southern Office:
HATTIESBURG, MISS.

Herman H. Hettler Lumber Co.

2601 Elston Avenue, CHICAGO, ILL.

Manufacturers and Dealers

White Pine, Red Pine
and Yellow Pine,
Lumber and Lath

Excellent Planing Mill Facilities. Prompt Shipments.

Everything **in Spruce**

Dressed and in the Rough

Campbell, MacLaurin Lumber Co.

Limited

Board of Trade Building, MONTREAL

Ontario Representative: F. L. Reed, 118 Galley Ave., Toronto
Phone Parkdale 4448

SPRUCE **AND** **BIRCH**

GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

Manley Chew, of Midland, is spending several weeks in the Southern States.

Sir Henry and Lady Egan, of Ottawa, left recently to spend a few months in California.

The C. B. Williams Company, Ltd., 11 St. Albans Street, Toronto, recently suffered a loss by fire to their planing mill, which is estimated at \$2,000.

The Board of Control, Ottawa, has contracted for 10,000 cords of wood for the civic fuel yard. The price will be \$5.75 per cord, f.o.b. Cascades Siding, Quebec, and the contract has been awarded to J. M. McAllister.

George Rivers, Strathroy, Ont., will rebuild his basket and berry box factory, which was recently destroyed by fire. Mr. Rivers will do all the work by day labor and will proceed as soon as possible.

The Nyando Pulp and Paper Corporation (of the State of Delaware, U.S. A.) has been incorporated to do business in Ontario, with head office at Fort William, Ont., and capital stock of \$1,000,000. They will manufacture pulp and paper, etc.

Concerning the report pertaining to the supply of ash trees for the British Government and the possibility of this material being used by the Imperial Munitions Board, the shipbuilding department of the board at Ottawa state that, at the present time, they are not in the market for this commodity. Should they be so in the near future they will get in touch with the proper authorities regarding the purchase of these trees.

A provincial charter has been granted to the McMaster Lumber Company, with headquarters in Kemptville, Ont., and capital stock of \$45,000. The incorporators are Robert D. McMaster, James McMaster, Morley F. Earle, and William C. Millar, all of Kemptville, and James Shaw, of Mountain, Ont. The company is empowered to manufacture and deal in rough lumber, timber, and logs of every kind and to take over the business of the McMaster Lumber Company.

Tenders were recently called by the city of Ottawa for a supply of several thousand cords of hardwood to lay in as an emergency fuel supply. The bids ranged from \$9.50 a cord up, undelivered. Among the tenders received was that of the Papineauville Lumber Company, two to three thousand cords of maple, oak, beech, birch, ash, and elm mixed, at \$10 a cord, delivered at Pointe au Chene by October 1, 1918.

Eastern Canada

The Pine Lake Lumber Company, Montreal, P.Q., has dissolved.

Mr. Arthur Campbell and Mr. William Rutherford have been re-elected members of the Council of the Montreal Board of Trade.

At the annual meeting of Smart-Woods, Ltd., held in Montreal, the name of the company was changed to Jute, Cotton, and Wool, Ltd.

The sawmill belonging to H. Favreau, 12 Erie Street, St. Pierre, P.Q., was recently completely destroyed by fire. The loss to the building is estimated at \$1,500.

Supplementary letters patent have been issued granting permission to the Port aux Quilles Lumber Company, Ltd., to increase their capital stock from \$100,000 to \$200,000.

A federal charter has been granted to the McNeil Lumber Company, with a capital stock of \$40,000 and head office in Quebec. The company is empowered to purchase, sell, and lease timber lands and to buy, sell, and trade in lumber, bark, wood, pulpwood, etc.

An extra provincial license has been granted the St. Maurice Lumber Company to do business in Ontario. The company, which has a charter under the Province of Quebec, has the power to deal in all kinds of pulp, paper, and lumber, and to purchase, deal, and operate timber licenses of any kind. The St. Maurice Lumber Company is authorized to expend a sum not exceeding \$60,000 in operations in Ontario. William Adams, of Cochrane, Ont., has been appointed their attorney for the province.

Earnings of Wayagamack Pulp and Paper Company, Ltd., Three Rivers, Que., for the year ended November 30, 1917, show a slight falling off as compared with 1916, the total before depreciation and interest being \$966,349, as against \$979,362 the previous year. In 1916, however, the company deducted \$90,000 from surplus for the business profits tax, while the tax for 1917 was apparently provided for before showing earnings. With allowance for the unknown tax factor in 1917, it may be presumed that if a more accurate basis of comparison were possible, the 1917 profits were actually slightly in excess of those for 1918.

Western Canada

The Seaside Lumber Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$12,000, to carry on business as timber merchants, loggers, and lumbermen; also to manufacture lumber from

every suitable material and by every possible process, and to deal in lumber, timber, sash, doors, shingles, etc.

The Citizens' Lumber Company, Lethbridge, Alta., has sold its yards at Pakowki, Alta., and Kincorth, Sask.

By the skidding of an automobile on a bridge over the Latta Ravine, at Edmonton, Alta., Howard Ritchie, son of J. W. Ritchie, of the Ritchie Lumber Company, Edmonton, was instantly killed.

Charles Wilker, of Rosthern, Sask., has removed to Langham, Sask., where he is laying out lumber yards and offices for the West Lumber and Supply Company, of Prince Albert, who have decided to locate in Langham.

The Quatsino Timber Company, Ltd., has been incorporated, with head office at Vancouver B.C., and capital stock of \$10,000, to carry on business as manufacturers of and dealers in sawlogs, timber, lumber, and wood of all kinds.

The H. M. K. Timber Company, Ltd., has been incorporated, with capital stock of \$10,000 and head office at Vancouver, B.C., to take over the interest of Fergus R. MacDonald and Noel Humphreys in a contract for ribbed spruce.

The sawmill belonging to the St. Elmo Lumber Company near Hope, B.C., on the Canadian Northern Railway, has been taken over by Emil Hallam and associates, and will be operated under the name of the Mountain Lumber Company.

R. S. Kellogg, secretary-manager of the National Lumber Manufacturers' Association, Chicago, for the past three years, has resigned in order to accept an invitation from the manufacturers of newsprint to become secretary of the Newsprint Service Bureau, New York City.

The Victoria Shipbuilding Company, Ltd., Victoria, B.C. (Point Ellice), are contemplating erecting an addition to their shipyards. The company has been awarded a contract to build twenty 3,500-ton ships for the Imperial Government, which makes it necessary to enlarge the plant.

Plans are in progress for the construction of a shipbuilding yard at Vancouver, B.C. (Hitchilano Reserve), by the British-American Shipbuilding and Engineering Company, Ltd., Hitsilano Reserve, Vancouver. The president of the company is J. A. Sears. The company has been awarded a contract for twenty 3,500-ton ships and must build shipyards. The site has been secured.

The Bainbridge Lumber Company, Ltd., has been incorporated, with head office at Victoria, B.C., and capital stock of \$500,000, to purchase, acquire, and take over the land and timber holdings and options upon land and timber in the Alberni District, B.C., of Clarence Hoard; also to carry on business as sawmill owners, loggers, lumbermen, and timber merchants and as manufacturers of and dealers in lumber, timber, lath, shingles, sash, and doors.

E. A. Engler, head of the Engler Lumber Company, of Baudette, Minn., recently stated that they had made arrangements with the Backus Company whereby the timber of the Engler Company, as well as that of the Backus people, would be cut at the mills at Spooner. Both firms have plenty of timber to last for years. The cost of cutting will be figured out and each of the concerns will bear its proportion. The mill will be run to its fullest capacity, and will employ at least 600 men during the coming summer. M. L. Elesmore, who has been superintendent of the International Lumber Company's sawmills, will be superintendent of the new union mill. It is likely that the site of the former plant at Baudette will be utilized before long for a box factory to take care of the by-products of the combined mill at Spooner.

A second paper-making unit is now being installed in the plant of Pacific Mills, Ltd., at Ocean Falls, on Couzen's Inlet, B.C. When this is in operation the capacity of the plant will be over 230 tons of newsprint and kraft paper daily. A modern sawmill of mammoth dimensions breaks down the pulp logs from the digestors after all the clear lumber has been taken off. At the present time considerable spruce aeroplane stock is produced, and plans are being perfected which will result in the output being very greatly increased. The starting of the second and larger unit means that the log output must be trebled at least, and, with the coming of spring, woods operations will be systematized and conducted on a very large scale. Orders for the necessary equipment—all of the most modern kind—were placed several months ago, and some of it has already been delivered. The company owns very extensive pulp limits, and will operate a standard-gauge railway and four or five powerful tugs.

A very busy outlook is reported for British Columbia pulp mills, according to R. O. Sweezy, of Montreal, who is inspecting engineer for the Royal Securities Corporation, and has been on a visit to the coast. He reports that the company is cutting from twelve to fifteen thousand feet of spruce every day. Only about 10 per cent. of the spruce log is suitable for aeroplane purposes, but there is no waste so far as the remainder is concerned, as it is used in the manufacture of pulp. The price for spruce for aeronautical purposes is around \$125 per thousand feet. The Whalen Company, Ltd., who operate plants at Swanson Bay, Quatsino, and Mill Creek, will, in the near future, have an average daily output of 200 tons of pulp. At Swanson Bay production is now 35 tons, which will be increased to 50, and at Mill Creek, within two months, over 100 tons will be turned out. At Quatsino the plant will soon be in full blast. The company intend building one of the largest tug boats on the coast, as well as a fleet of scows, in order to handle their business with greater despatch.

The McLennan Lumber Company, Limited

MONTREAL

- QUE.

The following stock of
1917 Merchantable Spruce

1 in. x 3, 4, 5 and 6—8 ft. and up.

1¼ in. x 4, 5, 6, 7 and 8—8 ft. and up.

2 in. Scant x 5, 6, 7, 8, 9 and 10—8 ft. and up.

2 in. Full thickness x 4, 5, 6, 7, 8 and 9—10 ft. and up.

3 in. x 7, 8, 9, 10, 11 and 12—10 ft. and up.

The Bennett Lumber Co. Limited

Solicit your kind enquiries for

Spruce, Pine and Birch

in all grades and thicknesses

**American Hardwoods and Mahogany
and Cypress**

11 St. Sacrament St., - MONTREAL, P.Q.

Long Distance Phone Main 812

H. BOURGOUIN

Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER*Dressed and Rough*

**White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

A. F. B. AUSTIN, Manager

Saw Mill Exhausters

"By-Pass" Blower Systems are Indestructible

"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

We manufacture and install systems complete

Write for information

Toronto Blower Company
156 Duke St., Toronto

FOR SALE

Released Equipment

Standard Locomotives

Narrow Gauge Locomotives

Flat and Box Cars

Side Dump Cars, 24" and 36" gauge

F. M. Gasoline R. R. Cars

Lidgerwood Unloader

Ballast Plows

**Car Replacers, Jacks, Track Tools
and Miscellaneous Railroad Material**

WRITE OR WIRE

O'BRIEN & MARTIN

704 Shaughnessy Bldg. - - MONTREAL

Service and Co-Operation Keynote in the West

(Continued from page 94)

detail, since the success of the plan depended wholly upon the united acceptance of the members. Without general co-operation no unity of action could be secured, President McIlrath explained. In fact, it was conceded that the practical methods adopted by the chairman in handling the discussion and his cautious rulings materially contributed to the successful headway made.

After some additional general discussion, President McIlrath asked if the delegates cared to have a vote put as to adopting the suggestions contained in the memorandum. There was no expression in that direction and no vote was put, the chairman suggesting that the members take the data home with them and think it over until the next convention.

At the close of the discussion W. P. Dutton then offered the following resolution, embodying some of the ideas indirectly brought out in the meeting of the credit men. It was adopted as the rule of the association, which was considered a step in the direction of united action in dealing with accounts by association members:

1. That a property statement, signed by the lumber agent or by the customer for every account opened; and that a committee, in conjunction with the secretary, shall draft a property statement form for the use of all dealers members of this association.
2. That further credit shall not be extended to customers who have failed to fully pay up the previous year's debts.
3. That we recognize the value of Dunn's weekly reports, and it is recommended that the secretary ascertain from the Dunn's mercantile agency on what basis they would furnish weekly reports for the use of all members of this association.

Expeditious Unloading of Cars

A resolution was passed dealing with the necessity of having every freight car loaded to capacity and also dealing with demurrage rules.

Among the visitors at the closing luncheon were: Horace Chevrier, Dominion president of the Retail Merchants' Association of Canada, Winnipeg; Thos. Witten, of Trenton, Mo.; J. H. Curle, secretary of the Manitoba Branch of the Retail Merchants' Association, and C. F. Rannard, honorary president of the Manitoba Branch of the Retail Manufacturers' Association. Mr. Witten gave a splendid address on "Developing the Community," and emphasized that every individual should render some service to the community apart from that which is intended to benefit him individually, and no person has a right to enjoy community benefits without rendering community service. In the afternoon the delegates were delighted with a visit from the coast manufacturers, mountain manufacturers and northern manufacturers.

The association invited its visitors to join with the dealers in a social evening in the ballroom of the Royal Alexandra Hotel. This was enjoyed by all, a splendid musical program having been arranged. A collection of \$200 was made from the delegates in aid of returned soldiers. "God Save the King" concluded the evening's entertainment.

What Does Uncle Sam Produce?

A census of the lumber production of the United States during 1917 will be made by the Forest Service in co-operation with the National Lumber Manufacturers' Association, as in past years. Questionnaires have already been mailed to the 30,000 sawmills throughout the country asking that the amount of each kind of lumber cut be reported promptly. It is pointed out by officials of the Forest Service that the lumber census is of particular importance at this time, because of the large quantities of special material needed for the conduct of the war. Several of the government departments, they say, depend upon the Forest Service for data and technical advice on subjects connected with lumber. Because of unsettled conditions in the lumber trade in 1917, it has been somewhat difficult to judge the current production. Heavy calls for lumber made by the Government have been partially offset by transportation difficulties and scarcity of labor. Officials say that it will require a careful census to determine whether the output was more or less than preceding years.

Companies Unite Under New Name

The Columbus Chain Company, with factories at Columbus, Ohio, and Lebanon, Pennsylvania, and the McKinnon Chain Company, with factories at Buffalo, New York and St. Catharines, Ont., have been united under the name of the Columbus McKinnon Chain Company. The new company have formed a Canadian organization, known as McKinnon Columbus Chain Limited, with general offices at St. Catharines, Ont. Besides offering the trade a full line of Electric Welded Chain, it is the intention, in the near future, to manufacture Fire Welded Chains at St. Catharines, under the supervision of experienced men from the Columbus plant.

HARDWOOD FLOORING

Is Our Special Work

Lumber
*Rough
or
Dressed,
Kiln Dried
and
Matched.*

Let us quote on your requirements of any of the lines mentioned. Our stocks are very well graded and selected for the satisfaction of customers. Our milling work is not excelled by any plant in this country.

House Finish

**WRITE TODAY
FOR
STOCK LIST.**

A. H. Cummings & Son
Limited
COATICOOK, QUE.

Huntington, W. Va., Feb. 11, '16.
The Graton & Knight Mfg. Co.,
Philadelphia, Pa.:

Gentlemen: You will undoubtedly be interested to learn of the service we have derived from the 24-in. 3-ply Heart Belt we installed Jan. 7, 1913. This belt drives our entire factory, it has not been taken up since it was placed in operation, and is still giving perfect satisfaction.

Since installing this 24-in. Heart Belt we have found it to our advantage to standardize on your Heart Belting throughout our plant. This will indicate more forcibly than words the satisfactory service we have derived from the use of your belting.

Yours very truly,
NICHOLSON-KENDLE
FURNITURE COMPANY.
CWK/EC C. W. Kendle.

"There's no use arguin' agin' a success."—Josh Billings.

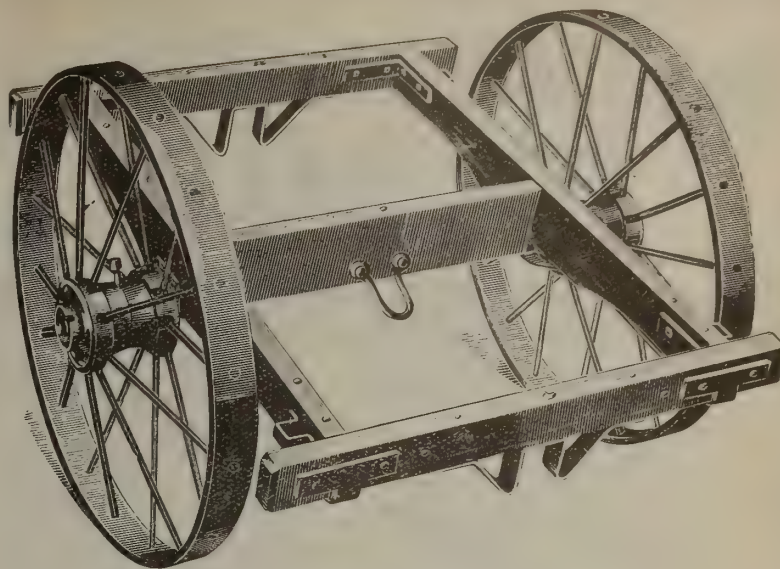
This bit of homely philosophy explains why the Nicholson-Kendle Furniture Company and others standardize on Heart Belting.

In all industries wherever STRICTLY FIRST QUALITY HEAVY belting is required, Heart Brand is the selection, because it is made from the choicest oak tanned leather, tanned in our own tannery, slowly, uniformly, and expressly for belting purposes—because it is made carefully, intelligently and honestly—because it is graded to a certain specified standard of quality—because it is "a success."

The Graton & Knight Mfg. Co.
Oak Leather Tanners & Belt Makers

Worcester,  Mass., U.S.A.

Representatives in Canada:
The Canadian Fairbanks-Morse
Company, Ltd.,
St. John, Quebec, Montreal, Otta-
wa, Toronto, Hamilton, Van-
couver, Victoria.



The Truck That Saves Its Cost Several Times Over in the Year

This truck is designed for lumber yards and planing mills, and will be found invaluable for loading and unloading cars.

The front gearing is detachable, and may be used with eight or twelve hind gears. It is a double-header, nuts on axles being kept tight with Steel Cotter Keys.

Oil cups on the wheels and the fact that there is no resetting of tires saves any amount of trouble.

The old wooden-wheeled truck is a back r comparison with this. It will pay you to write for our general catalogue which describes these trucks in detail, and pick out the style you

Tudhope-Anderson Co., Limited
ORILLIA, ONT.

OUR GUARANTEE

goes with every

"CORBET"

Automatic Double Cylinder Steam Towing Machine

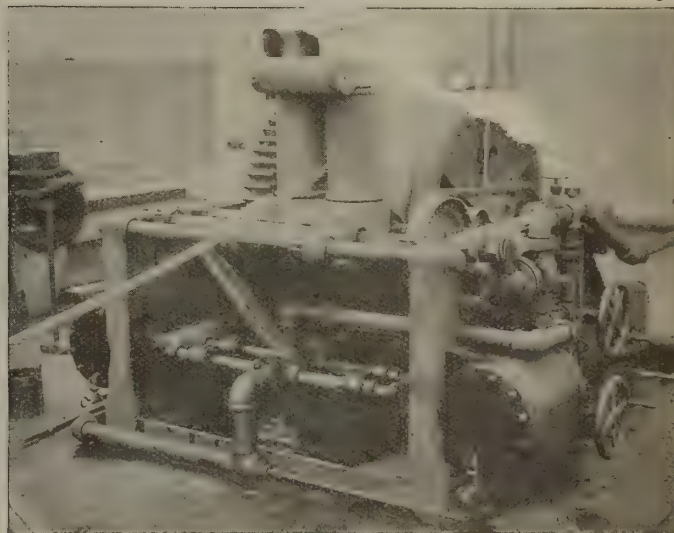
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order immediately, in order to secure delivery by June 1st, 1918.

WRITE NOW for prices, testimonials
and information sheet.

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Made in four sizes, accommodating steel hawsers from 5/8 in. diameter up to 1 1/2 in. diameter.

Midland, Ont., August 16th, 1917.

The Corbet Foundry and Machine Co., Limited,
Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
Canadian Dredging Co., Limited,
Norman L. Playfair, Sec.-Treas.

Saw Mill Machinery FOR SALE

Balance of Machinery in well known saw mill of the Wm. Peter Estate, Parry Sound.

- 1 Burner, 96 feet high by 24 feet in diameter.
- 1 Right hand 3 block E. E. Long carriage, 40 inch, fitted with Payette patent set works, everything new except set works, which have been thoroughly refitted.
- 2 pneumatic air bumpers, 16x24, never been used. Track.
- 2 steam feeds, one 9 in. diam., 36 ft. long, and 10 inch in diameter, 36 feet long.
- 1 gang saw made by Wm. Hamilton Co.
- 1 right hand edger made by Wm. Hamilton Co.
- 1 left hand edger made by Waterous Co.
- 3 engines.
- 8 boilers.
- Log haul, slashers, trimmers, etc., etc., all in A.1 working condition.

You will save considerable money by obtaining our quotations before purchasing elsewhere.

Address inquiries—

W. L. HAIGHT, Barrister, PARRY SOUND



Have You Tried SPIRO Couplings?

Many large manufacturers have used "Spiro" couplings for years and have found them what we say they are—

Couplings that have a gripping force that's 50 per cent. greater than any other compression coupling, that will never slip even when subject to the most unusual strains, that have no keys to work loose or make quick removal difficult, that grip the entire length and circumference of the sleeve, that provide safety for your workmen at all times and prevent any danger of shutdowns.

Let us send our catalog on Power transmitting machinery for you to select some hangers and try them.

Canadian Bond Hanger & Coupling Co., Ltd.
Alexandria, Ontario

SPIKES

BOLTS

TOOLS

Locomotives **RAILS** Switches

Logging Cars

Flat Cars

Contractors' Equipment

New and Second Hand

John J. Gartshore

58 Front Street West

TORONTO, Ont.

Ryther Multiple Saw Slasher



**For Cutting
Pulp Wood
Originated
and
Developed
by the
Ryther &
Pringle
Company**

Send for Catalogue

Used in Canada by

**ANGLO-NEWFOUNDLAND DEVELOPMENT COMPANY
ABITIBI POWER & PAPER COMPANY**

Both of the above concerns have within the last year ordered duplicates of equipment furnished them several years ago.

Laurentide Company—Grand Mere, P.Q.
Belgo Canadian Pulp and Paper Company—Shawinigan
Falls, P.Q.
Donnacona Paper Company—Donnacona, P.Q.
Spanish River Pulp and Paper Mills, Spanish River, Ont.

Spanish River Pulp and Paper Mills, Sturgeon Falls, Ont.
North Shore Power, Railway and Navigation Company,
Clarke City, P.Q.
Price Brothers Company—Kenogami, P.Q.
Chicoutimi Pulp Company—Chicoutimi, P.Q.

Barienger Braking Device

This wonderful machine brings larger loads down steep grades with absolute safety. Saves cost of sand and straw hilling in upland logging operations. Takes the short cut with heavy loads and saves time.



**Send for photographs and
catalogue today.**

List of Canadian users

J. H. Macdonald Lumber Company—Blind River, Ont.
Hope Lumber Company—Blind River, Ont.
Gillies Brothers—Braeside, Ont.
The James MacLaren Company—Buckingham, P.Q. (3)
W. C. Edwards Company—Maniwaki, P.Q. (2)
Manley Chew—Midland, Ont. (2)

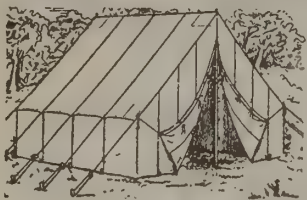
Colonial Lumber Company—Pembroke, Ont.

St. Maurice Lumber Company—Gaspé Harbour, P.Q. (2)
John Fenderson & Son—Sayabec, P.Q.
Graves, Bigwood & Co.—Byng Inlet, Ont.
Victoria Harbour Lumber Company—Blind River, Ont.
Eddy & Glynn—Sault Ste. Marie, Ont.
Price Brothers Company—Jonquière, P.Q.

RYTHER & PRINGLE COMPANY
Carthage, N. Y.

J. J. TURNER & SONS

PETERBOROUGH, ONT.



Government Contractors and
the largest Manufacturers
and Dealers in Canada
of

Lumbermen's Tents, Bed Ticks, Grey Blankets,
Nose Bags, Waterproof Goods, Steel Ranges
and General Camp Outfits.

Write for Catalogue.

Prompt shipments.

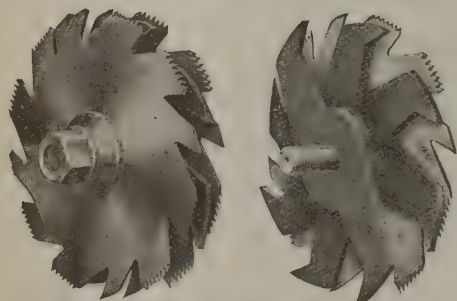


Not altogether what we say but what users say

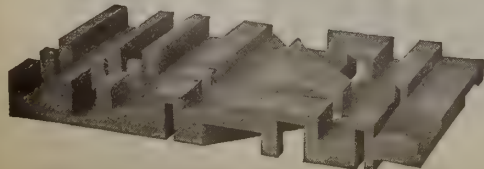
"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huther Bros. Dano Heads.

Fits Any Saw Mandrel

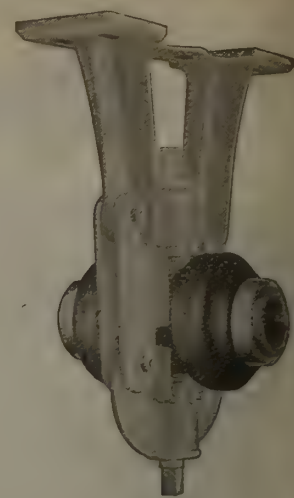
A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

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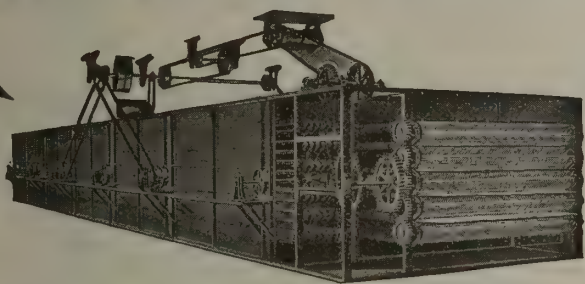
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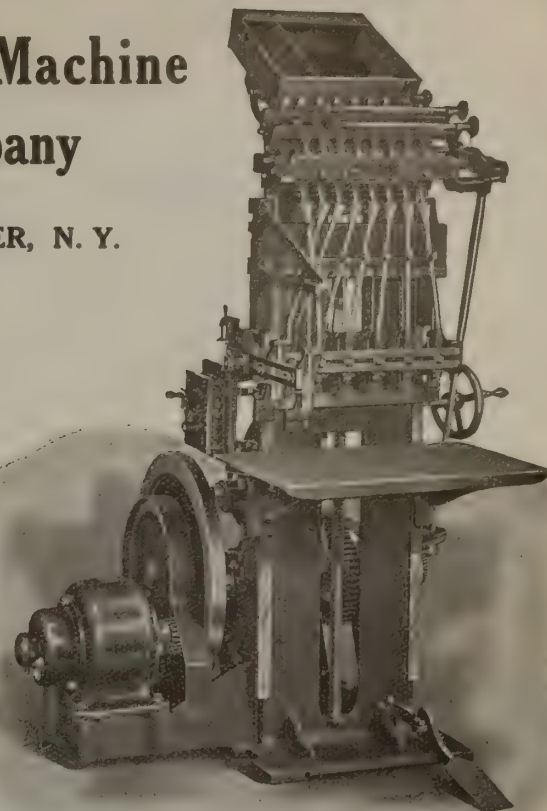
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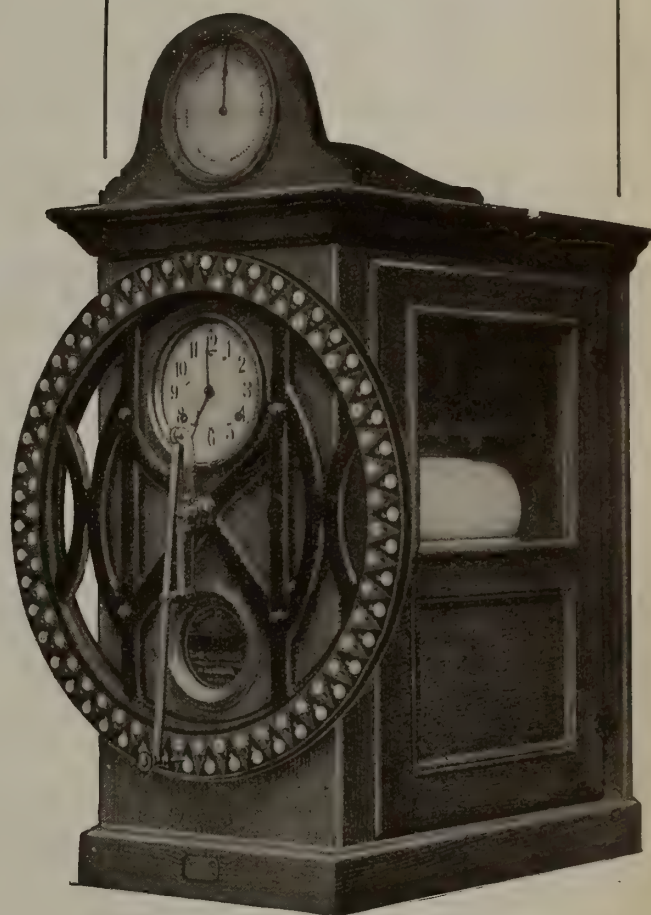
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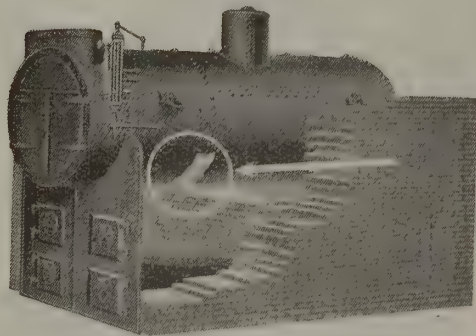
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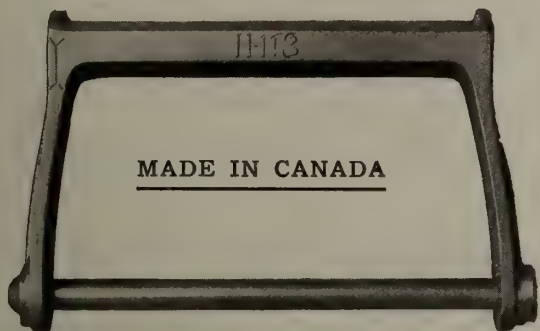
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THE Honorary Advisory Council of Scientific and Industrial Research appointed by the Dominion Government to ascertain what steps can be taken to prevent the existing waste, and to promote the conservation of natural resources, has brought to light some startling facts during its sitting in British Columbia. The enquiry dealt especially with lumber production and by-products. The president of a big lumber company said that "in handling trees for ordinary timber purposes, fully half the bulk was left behind, and 20 per cent. was lost by sawing boards alone." There is no reason why this "waste" should not be fully utilized and turned into a money-making account.

UTILIZATION OF WASTE WOOD

We have a wide experience in the design and construction of complete plants for the economical using of waste woods.

DISTILLATION PLANTS

PULP MILL EQUIPMENT

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Send us your enquires, we will give you our best services by return

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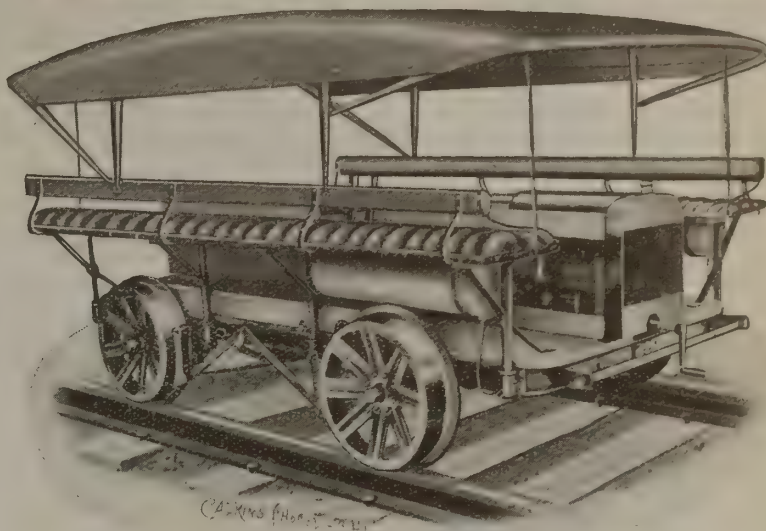
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For Passenger Service

We recommend this car highly for lumber companies operating a short line railway, as it is an ideal car for light passenger service, or tractor for hauling supplies, moving crews, etc. Frame is of 3 x 1½ x ½ channel steel; axles 1½ inches with Hyatt roller bearings; 20 inch pressed steel wheels of extra strength. Four cylinder, four cycle, water cooled, 10-12 h. p. engine, equipped with Atwater-Kent ignition system, float feed carburetor with throttle and spark control, and kerosene attachment. We also equip the car with friction drive as it gives a variation of speed and power. Reverses by shifting friction wheel over center on the disc, and runs in either direction equally as well. Seats are nicely upholstered, with lazy backs; folding top with jiffy side and end curtains. The car is a complete job that will cut operating expenses in quarter.

Price Complete \$600.00 F.O.B. Factory.—If interested write us for complete descriptive matter or place order direct from this ad. 4L

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"Elk Steel"

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We make five Brands of Elk Fire Brick in order to supply the many requirements of furnaces, Dutch ovens, kilns, etc. Our experience of many years enables us to specify the most reliable grade of Fire Brick for any purpose and this service is entirely free to our customers.

We have an interesting catalogue that will be mailed free to all interested. Send for it to-day.

Elk Fire Brick Co. of Canada

HIGH GRADE FIRE BRICK and CLAY

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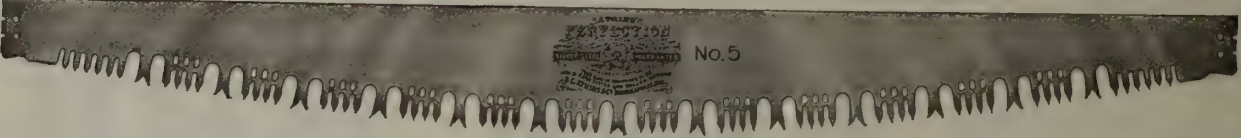
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Give the results you are looking for. They run easier, cut faster and are guaranteed to hold their edge longer than any other make of saw.

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- LOGGING MACHINERY
- 26—Standard gauge logging cars, 20 ft. long; air brakes.
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A 62-ton Climax Locomotive Designed Especially for Heavy Logging Work.

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Locomotives on trunk line railroads have the advantage of the best facilities for inspection and repairs.

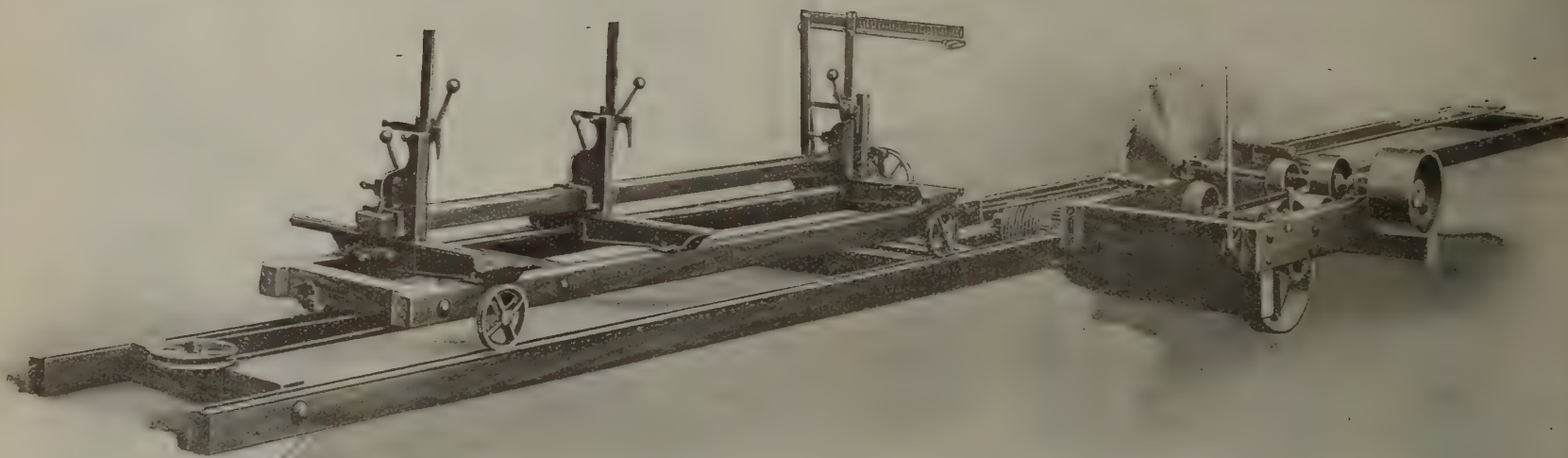
Logging locomotives face different conditions. They must work day after day in the hardest service, and often in localities where repairs cannot be made without great inconvenience. That is why we build our logging locomotives from interchangeable stock parts. With this

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The No. 5 Portable Saw Mill shown above is adapted to the use of individual or company wanting to work up a small pocket of timber or for use in an out-of-the-way location. It is compact and sturdy and will do splendid work under unfavorable conditions. There are scores of similar outfits in the country today giving satisfaction and making money.

We can ship AT ONCE

one outfit with Right hand Saw Frame and Carriage—set of track timbers same as illustrated above (opposite hand), also the following items:

No. 1 Log Jack with foot wheel and idlers

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10 inch by 36 ft. Steam Feed

10 inch by 42 ft. Steam Feed—Either feed can be furnished with vertical or horizontal valves. Double acting set works in No. 1, 2 and 3 sizes

We have one second hand plain slide valve engine, right hand, side crank, 9 x 13, suitable for a small saw mill plant.



Write at once for information regarding the above equipment or any other you may need

The E. Long Manufacturing Co., Ltd.

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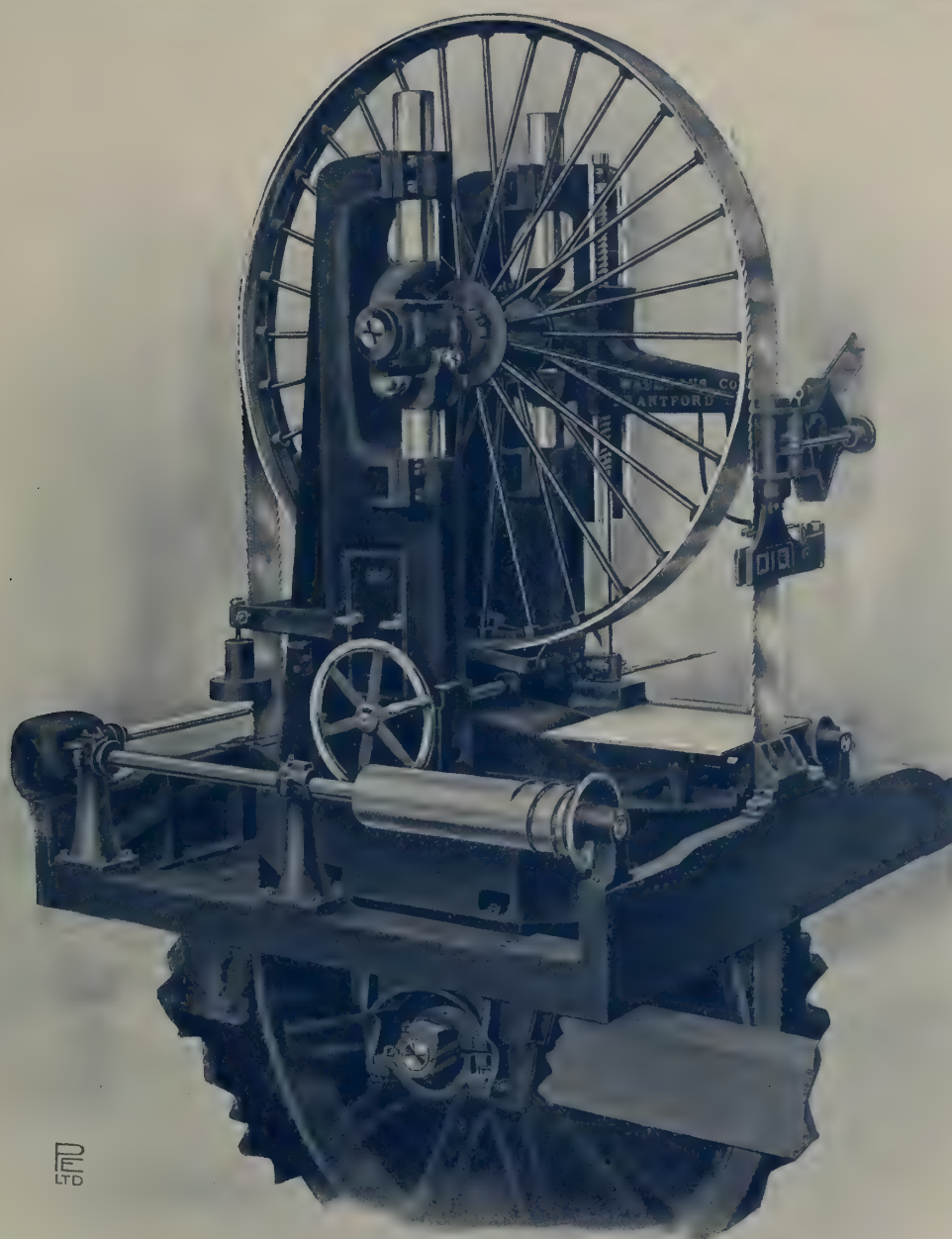
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Built in 8, 9 and 10 ft. sizes, there's a Bandmill for every kind of work. The spring-cushioned, all knife-edged tension device is the most sensitive in use. Upper and lower guides swing about the exact centre of the saw blade.

The Upper Guide is raised and lowered by steam, an easy, accurate and swift adjustment, unequalled by any other. Wheel raising device and tilting device are roller-bearing. Operating mechanism is entirely enclosed in columns. Sawdust and slivers cannot reach it.

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Every part of the mill is designed to make mill-wrighting easy. Adjustments and inspections can be made without difficulty.

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Our thirty-five years experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal made of the very best selected stock, and carefully compounded.

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\$5,000,000.00
worth of mixed metal
sold annually.

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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

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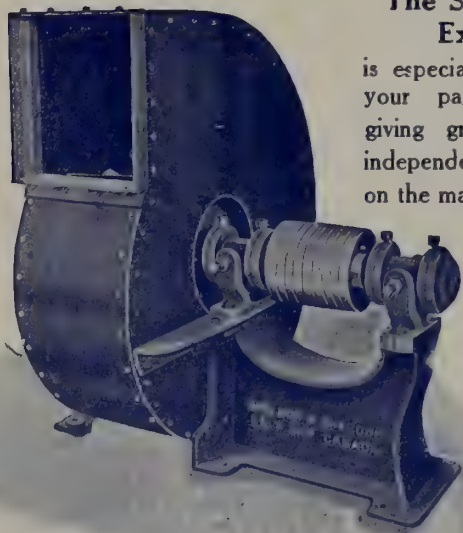
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Every Manufacturer in the Lumber Industry realizes that to be "up-to-date" their Factory should be installed with Shaving Exhaust Fans.



The Sheldon Shaving Exhaust Fan

is especially designed to suit your particular requirements giving greater efficiency and independence than any other on the market.

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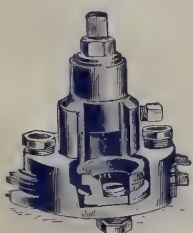
The J. C. McLaren Belting Co.

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General Mill Supplies

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Time Is Now Worth More Than Money

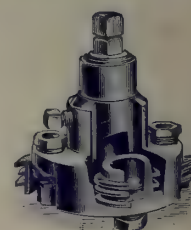


The time saved in the use of Shimer Cutter Heads allows you to get the maximum production from your machines.

Let us know your requirements in fast feed heads for Single or Double Matching, or Double Shiplap Heads.

Our High Speed Steel Knives are noted for their long service and small percentage of breakage.

Get prices to-day.



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Galt, Ontario

Canada Lumberman

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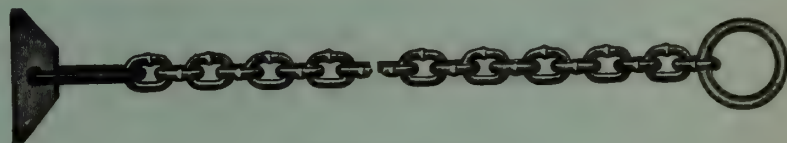
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The freshness of the leaf means more cups to the pound. Why use old, dusty, 'dried-out' bulk teas when you can get 'real satisfaction' for less money? Write for particulars.

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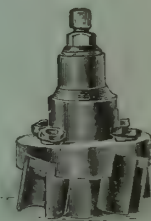
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Shimer Circular Bit Jointing Heads



A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.



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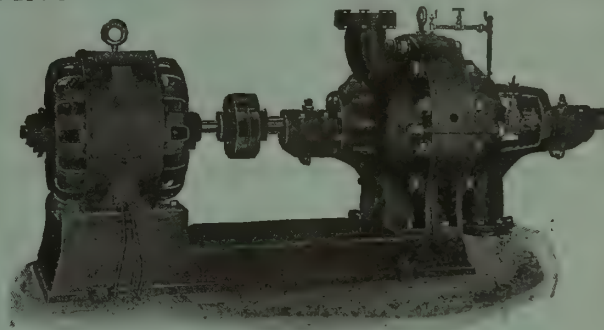
We manufacture practically every article that can be made of Asbestos—including

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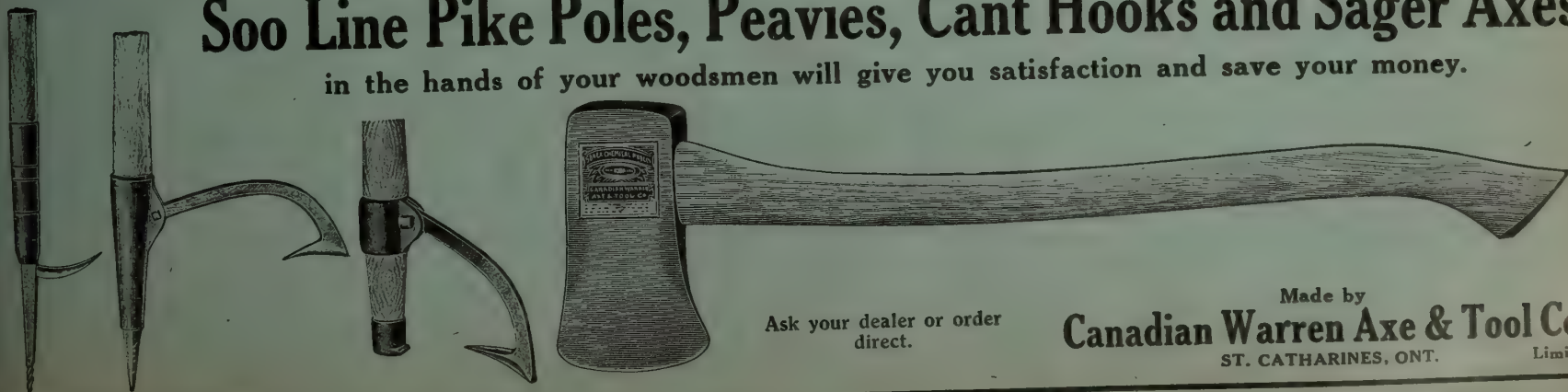
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Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order direct.

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Get Every Ounce of DRIVING FORCE From Your Belting

—BY USING—

D. K. McLaren's

**Flexible
and
Durable**



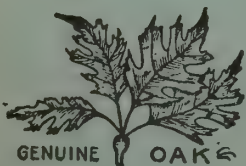
**British
Oak
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BELTING

McLaren's is Good Strong BELTING. None Better. Even when going at full speed you will find that our belting very seldom slips. You receive the maximum of service combined with the minimum of troubles.

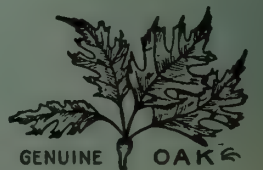
Only the hides from the backs of the Best Cattle are used in making our Belts. Every inch of them is guaranteed to be tanned by our celebrated BRITISH OAK TANNING PROCESS.

Our reputation depends on quality. Most Big Canadian Firms are continually using our Belting. Why not you?



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1 x 3 and up x 6/10	Merchantable
1 x 3 x 10/16	"
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2 x 6 x 8/16	"
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2 x 8 x 8/16	"
2 x 9 and up x 8/16	"

32" LATH 4 ft.

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B.C. Fir Lumber and Timbers

Rough or Dressed

Timbers in Transit

10 cars 10 x 12 and 12 x 12—
lengths 24 to 60 ft.

10 cars, sizes up to 18 x 18—
lengths up to 60 feet.



Dressed Stock in Transit

1 car Flooring
2 cars Ceiling
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1 car Cedar Bevel Siding

Wire us your enquiries.

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SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

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**Clear Kiln Dried
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We can make prompt shipment on straight or mixed cars of clear kiln dried B.C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding,

If quality can talk to you—get in touch with us.

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This Means Better Service to the Trade

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ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

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Spruce in Transit

15 cars 2 x 4 and up Merchantable Spruce

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5 cars 3X B. C. Shingles.

Hemlock and Spruce Ready to Ship

200,000 2 x 8 8 to 16 ft. Merchantable Hemlock.
 100,000 2 x 10 8 to 16 ft. Merchantable Hemlock.
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 150,000 2 x 6 8 to 16 ft. Merchantable Hemlock.
 80,000 1 x 4 and up, 6 to 16 ft. Merchantable Hemlock.
 8,000 2 x 4 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 6 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 8 and up, 8 to 16 ft. Merchantable Spruce.
 30,000 2 x 6 and up, 8 to 16 ft. Merchantable Spruce.
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The Long Lumber Company
 Hamilton
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OUR GUARANTEE

goes with every

"CORBET"

Automatic Double Cylinder Steam Towing Machine

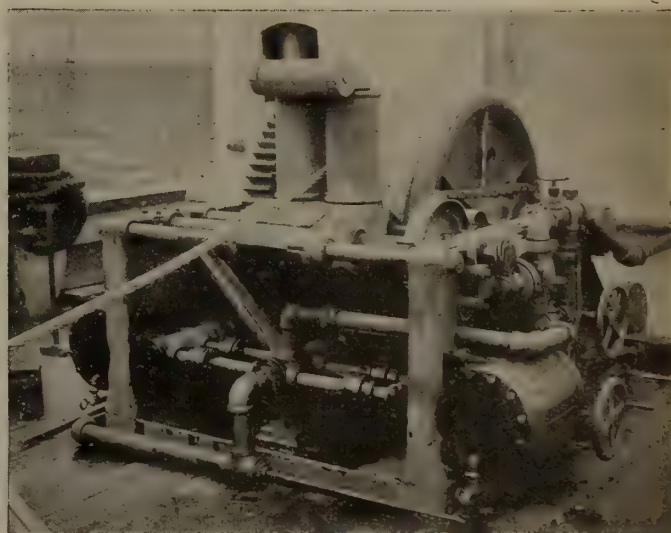
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order immediately, in order to secure delivery by June 1st, 1918.

**WRITE NOW for prices, testimonials
and information sheet.**

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Made in four sizes, accommodating steel hawsers from 5/8 in. diameter up to 1 1/2 in. diameter.

Midland, Ont., August 16th, 1917.
 The Corbet Foundry and Machine Co., Limited,
 Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
 Canadian Dredging Co., Limited,
 Norman L. Playfair, Sec.-Treas.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 x 8-10/16	20,000 ft.	10 x 12-12/16	10,000 ft.
8 x 8 "	35,000 ft.	12 x 12-12/22	185,000 ft.
10 x 10-12/20	70,000 ft.		

Write for prices.



Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

Standing Timber

in Large or Small Blocks

FOR SALE

Special Prices

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada

SPECIAL MENTION

Choice No. 1 Common B. C. Mountain Cedar Silo Stock and Stock Boards.

For Shipment in May

Two Brands B. C. Coast Cedar Shingles (T & G Quality Brand and T & G Standard Brand.)

New Brunswick Cedar Shingles

No. 1's Cull and Extra No. 1's
13 cars 6 cars

Write for Special Prices



TERRY & GORDON

*Wholesale Lumber
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Fraser Bryson Lumber Co., Ltd.

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Wholesale Lumber Dealers
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DESCHENES

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White Pine

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CHAPLEAU, ONTARIO

Lumbermen and General
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PILING

Rough and Dressed
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MILLS AT NICHOLSON, ONTARIO

Watson & Todd Limited
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**WHITE PINE
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The
Harris Tie & Timber Co.

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Lumber - Lath - Shingles
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YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

**STRATFORD
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*Quality Guaranteed
Jersey City and Everywhere*

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165 Cornelison Ave. - JERSEY CITY, U.S.A.

**California White Pine
California Sugar Pine
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Best Stock for Factory and Pattern Lumber

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Hemlock Lumber

We have ready for shipment, select stocks of high grade Hemlock Dry Stock. Also Lumber, Lath and Shingles. Stock matched or sized if required. Phone or wire your requirements.

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Manufacturers of

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OFFER

8,000 feet	2 x 6	10/16 Hemlock, No. 1.
8,000 "	2 x 8	"
12,000 "	2 x 10	"
14,000 "	2 x 10	"
10,000 "	1 x 4 up	6/16
7,000 "	2 x 4	8/16
7,000 "	2 x 8	8/16
12,000 "	2 x 10	"
12,000 "	2 x 8	"
6,000 "	2 x 10	"
22,000 "	2 x 4 to 10	8/16 ft.

Down tally No. 2 if any. Dry Stock, F.O.B. Car, Waubamik, C. N. R.

I WANT TO BUY

5/8 in. Merchantable Spruce and 5/8 in. Mill Cull Spruce, 1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill Cull Spruce; also Basswood, Birch, and Maple, in all thicknesses. I can make immediate shipment of plain and Qtd. White and Red Oak, 1/4 in., 3/8 in., 1/2 in., 5/8 in., 3/4 in., and 4/4 in. Qtd. White Oak Strips, 3 1/2 to 5 1/2 in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

PERCY E. HEENEY, Wholesale Lumber

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G. M. FRENCH*Wholesale***Lumber, Lath
Shingles****RENFREW - - ONT.****LOUISIANA RED CYPRESS****QUARTERED OAK
POPLAR****PLAIN OAK
ASH**Yards at—Nashville, Tenn.
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We can ship you promptly any of the above Stock, Carefully Inspected

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Real Estate Trust Bldg., Philadelphia, Pa.

**Heavy Fir Dimension***Is Our Particular Specialty*

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.**

Our grade is positively right, and prices will please

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Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

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Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

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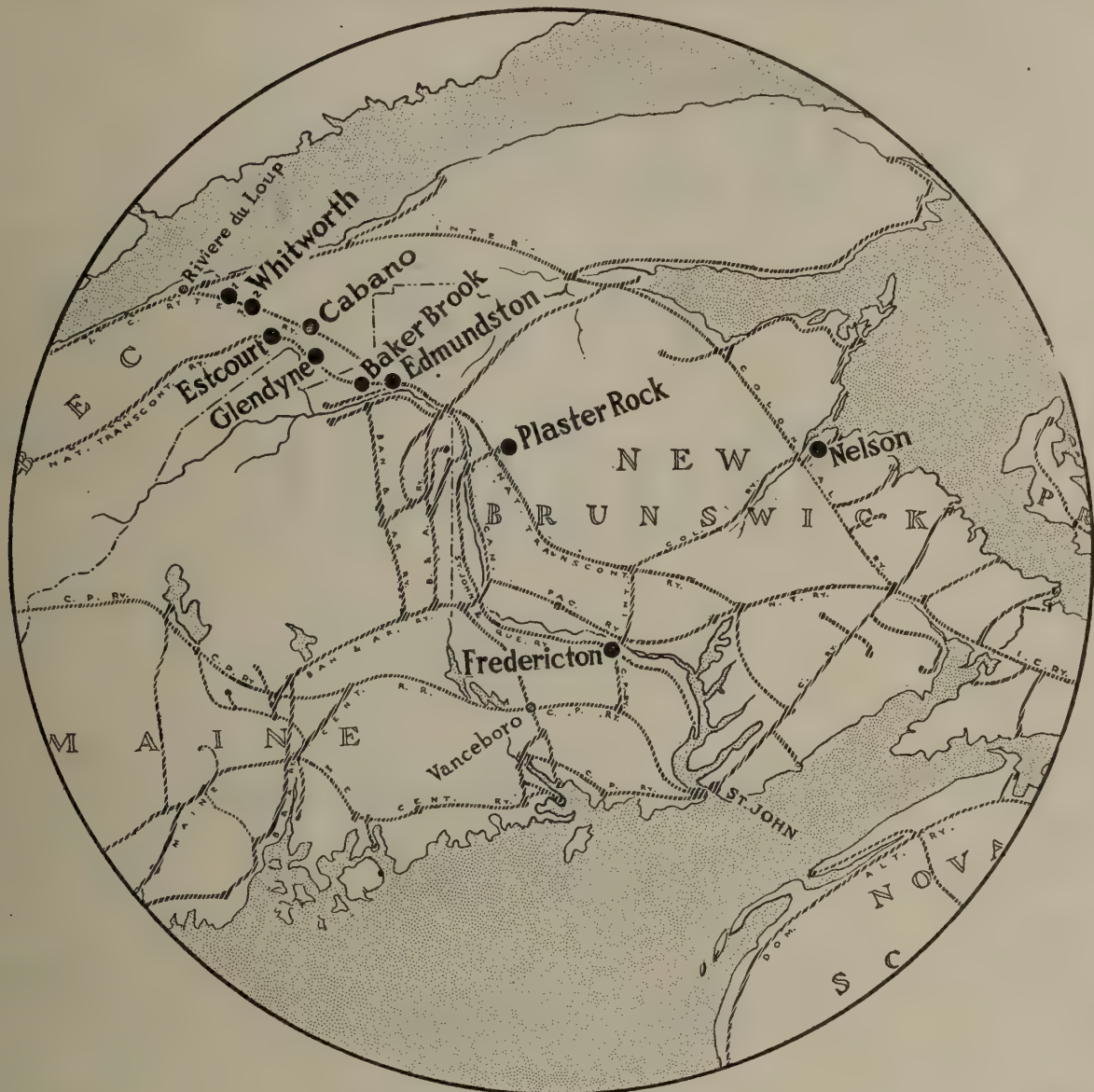
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Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
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Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

FOR SALE

Hemlock	White Pine, M.R.
14 M ft. 1x 3x10/16'	100 M ft. 1x 4x10/16'
50 M ft. 1x 5x10/16'	100 M ft. 1x 5x10/16'
80 M ft. 1x 6x10/16'	100 M ft. 1x 6x10/16'
60 M ft. 1x 7x10/16'	100 M ft. 1x 8x10/16'
100 M ft. 1x 8x10/16'	100 M ft. 1x10x10/16'
19 M ft. 1x 9x10/16'	100 M ft. 2x10x10/16'
100 M ft. 1x10x10/16'	100 M ft. 2x12x10/16'
100 M ft. 1x4/upx10/16'	
100 M ft. 2x4x12'	

All dry and ready for shipment.

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95 King St. East TORONTO

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**Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.
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Sawed Hemlock
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White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

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North Tonawanda, N. Y.

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of Mills

In Ontario Hard and
Soft Woods

Write us NOW!!!

Highest prices paid, and would advance
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**Practical
Timber
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by
EXPERT TIMBER MEN

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OLD TOWN. MAINE

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**Eastern and
Southern Lumber**

We are at all times in the market for dry
WHITE PINE. DIMENSION SPRUCE,
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Advise us of your Market
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Wanted for 1918

I am in the market for:

100,000 ft. 1½, 2, 2½, 3, 3½, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1¼, 1½, 2, 2½, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
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SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with $\frac{7}{8}$ round and flat chain, 128 ft. centres.
2—Waterous log kickers, 3 arms, 10 in. cylinder.
2—Waterous log loaders, 3 arms, 10 in. cylinders.
1—Waterous left-hand double cutting band mill for 13 in. saws; 8 ft. wheel with 3-block carriage, 40 in. opening; Payette set works and dogs; 10 in. x 36 ft. steam feed.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger; 20 in. saws; lever.
1—Payette double edger; lever shifters.
1—5 saw slasher, 88 chain, 44' centres.
1—2 saw trimmer, live rolls to stops.
1—3 strand chain sorter outfit, 142 ft. centres, long live rolls, gear and friction drives.
1—outfit lumber loading rolls, power driven, for 16 cars; no waits for cars.
20—high cars with roller tops, 24 in. wheel, standard gauge and heavy pattern.
2—Waterous stationary steam niggers.
1—Mershon 4-saw band gang.
1—Payette picket machine for shade roller stock, also sorting table for same; chain top.
1—Mitts and Merrill hog.
1—Rogers Iron Works circular slab resaw for box stock.
1—Payette edger, box and short stock.
1—Rogers twin circular or tie maker.
1—Giddings & Lewis heavy horizontal slab band resaw, 6 ft. wheel, 10 in. saws.
1—Payette lath bolter.
1—Payette lath machine.
1—pair lath trimmers.
1—picket trimmer; 1 saw.
Live rolls and drives.
Conveyor irons, chains and drives.
Pulleys, gears, line shafting and counter shafting. Large stock of double and triple leather belting in good condition. Saws and emery wheels.

Power House Equipment

3—Return tubular boilers, Galt' make, 60 in. x 16 ft., with smoke fronts for dutch oven setting; breeching and 50 in. stack newly painted; 600 ft. new $\frac{1}{2}$ in. guys and plate for brick pier; stack door.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction.
1—Pair Polson "Brown" type Engines, coupled 22 x 50, 16 ft. x 48 in. wheel.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Waterous band saw grinder for double cutting band saws, with stands, etc.
1—Baldwin retooter for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Rails and frogs for yard.
Booms and boom chains, $\frac{1}{2}$, $\frac{3}{8}$ & $\frac{1}{4}$.
Winches and other mill supplies.
Small shunting locomotive.
Double carts and waggons.
Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

SPECIAL!

Dry Merchantable SPRUCE

Piled widths and lengths separate as follows:

5M ft. 1 x 3—10/16 ft.
4 $\frac{1}{2}$ M ft. 1 x 4—10 ft.
8M ft. 1 x 4—12 ft.
13M ft. 1 x 4—14 ft.
31M ft. 1 x 4—16 ft.
25M ft. 1 x 4—11/13/15 ft.
23M ft. 1 x 4—17/up
7M ft. 1 x 5—10 ft.
15M ft. 1 x 5—12 ft.
28M ft. 1 x 5—14 ft.
65M ft. 1 x 5—16 ft.
62M ft. 1 x 5—11/13/15 ft.
31M ft. 1 x 5—17/up
1 $\frac{1}{2}$ M ft. 1 x 6—10 ft.
1 $\frac{1}{2}$ M ft. 1 x 6—12 ft.
2M ft. 1 x 6—14 ft.
1M ft. 1 x 7—10 ft.
1M ft. 1 x 7—12 ft.
3M ft. 1 x 7—14 ft.
8M ft. 1 x 7—16 ft.
240M ft. 1 x 9—10 ft.
504M ft. 1 x 9—12 ft.
882M ft. 1 x 9—14 ft.
1 $\frac{1}{2}$ M ft. 1 x 9—16 ft.
5M ft. 1 x 9—17/up
1M ft. 1 x 10—14 ft.
4M ft. 1 x 10—16 ft.
5M ft. 1 x 10—17/up
1M ft. 1 x 11—11/13/15 ft.
450M ft. 1 x 11—17/up
1M ft. 1 x 12—15 ft.
320M ft. 1 x 12—16 ft.
6M ft. 1 x 12—11/13/15 ft.
260M ft. 1 x 12—17/up
2M ft. 1 x 12—10/16 ft.

Can be milled in transit

Your Enquiries solicited

Canadian General Lumber Co.
Limited

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Mills: Byng Inlet, Ont.

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NEW and USED
WOOD TOOLS
for Immediate Delivery

Band Saws

54" Jackson-Cochrane, re-saw.
36" Yates, pedestal.
36" West Side, pedestal.
30" Clark-Demill bracket.
30" Cowan, bracket.
30" Ideal, pedestal.
28" Ballantine, bracket.

Saw Tables

No. 2 Crescent, combination.
No. 3 Crescent universal cut-off gauge.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
M64 Cowan, rip and cross-cut.
Fisher, iron frame rip.
12' Defiance automatic cut-off.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
Champion combination wood top.
5 $\frac{1}{2}$ Crescent swing.
8' Crescent swing.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Champion planer and matcher, with moulding attachment.
12" Galt buzz.
No. 202 Canada Machinery Corp., timber sizer.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash stickler.

Mortisers

M190 Cowan hollow chisel.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
No. 1 Smart, foot power.

Clothespin Machinery

Humphrey No. 8 giant slab re-saw.
Humphrey gang splitter.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

Elliot universal woodworker.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
No. 2 Defiance belt sander.
Crescent post boring machine.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
3" Pringle & Brodie variety lathe.
No. 221 Woods planer knife sharpener.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
Waterous lath machine.
48" 3-saw edger.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
No. 104 Covel band-saw roller.
No. 66 Hamilton band-saw sharpener.
No. 6 Covel band-saw swedge.
16" Superior, saw arbors.
20" Superior, saw arbors.
No. 21 Covel filing clamp.
Defiance automatic handle shapers.
Defiance rounding, boring and jointing machine.

Prices, Descriptions and full particulars on request.

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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

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2½ to 6 in. WHITE OAK

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

WE SPECIALIZE IN

Spruce and Red Pine Piling

For Immediate Shipment. 30 to 50 ft. long.

ARTHUR N. DUDLEY

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Mills at—
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I HAVE IT

**All Grades in White Pine
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Milling in Connection

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We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

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Mill at Orillia, Ont.

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WHITE PINE

RED PINE

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Hardwoods in Buffalo

PILED ON OUR BUFFALO YARD READY FOR IMMEDIATE SHIPMENT CHESTNUT									A Few Miscellaneous Cars We have in Stock		
1 & 2 . . .	5/8-7/8 in.	1 in.	1 1/2 in.	1 3/4 in.	2 in.	2 1/2 in.	3 in.	4 in.	1 car 1 1/4 in.	No. 1 Com. Wh. Ash	
No. 1 Com.	1,000 ft.	57,000 ft.	21,000 ft.	15,000 ft.	25,000 ft.	5,600 ft.	9,100 ft.	900 ft.	1 car 1 1/2 in.	No. 1 Com. Wh. Ash	
No. 2 Com.	2,700 ft.	87,000 ft.	42,000 ft.	19,000 ft.	39,000 ft.	4,500 ft.	5,600 ft.	300 ft.	1 car 2 in.	No. 1 Com. Wh. Ash	
CYPRESS									1 car 2 in.	No. 2 Com. Wh. Ash	
1 & 2 . . .		38,000 ft.	41,000 ft.	17,500 ft.	43,000 ft.	32,000 ft.	50,000 ft.	32,000 ft.	1 car 3 in.	No. 2 Com. Wh. Ash	
Selects . . .		40,000 ft.	35,000 ft.	29,000 ft.	32,000 ft.	16,000 ft.	40,000 ft.	10,800 ft.	1 car 1 1/4 in.	No. 1 & 2, Basswood	
No. 1 Shop		1,200 ft.	12,000 ft.	1,700 ft.	9,800 ft.	2,400 ft.	4,800 ft.	3,100 ft.	1 car 1 in.	No. 1 Com. Basswood	
HARD MAPLE									1 car 1 in.	No. 1 Com. Beech	
1 & 2 . . .	2,700 ft.	38,000 ft.	27,000 ft.	41,000 ft.	81,000 ft.	34,000 ft.	46,000 ft.	10,700 ft.	1 car 1 1/2 in.	No. 1 Com. Beech	
No. 1 Com.	5,000 ft.	86,000 ft.	18,600 ft.	71,000 ft.	107,000 ft.	57,000 ft.	47,000 ft.	16,000 ft.	4 cars 2 in.	Beech & Maple Road Plank	
No. 2 Com.		44,000 ft.	1,000 ft.	28,000 ft.	25,000 ft.	8,700 ft.	18,000 ft.	8,600 ft.	3 cars 3 in.	Beech & Maple Road Plank	
SOFT MAPLE											
1 & 2 . . .	1,700 ft.	19,500 ft.	900 ft.	4,700 ft.	24,000 ft.	6,000 ft.	21,000 ft.	5,900 ft.	1 car 1 in.	No. 1 Com. Cherry	
No. 1 Com.	2,500 ft.	19,000 ft.	600 ft.	10,000 ft.	19,000 ft.	5,300 ft.	18,500 ft.	3,700 ft.	1 car 1 in.	No. 2 Com. Cherry	
No. 2 Com.		10,000 ft.	250 ft.	12,000 ft.	7,000 ft.	1,100 ft.	13,000 ft.		1 car 3 in.	No. 1 & 2 Soft Elm	
PLAIN RED OAK									1 car 3 in.	No. 1 Com. Soft Elm	
1 & 2 . . .	5,100 ft.	138,000 ft.	67,000 ft.	39,000 ft.	66,000 ft.	18,000 ft.	32,000 ft.	21,000 ft.	1 car 1 1/2 in.	No. 1 & 2, Red Gum	
No. 1 Com.	10,000 ft.	122,000 ft.	56,000 ft.	39,000 ft.	68,000 ft.	20,000 ft.	59,000 ft.	5,300 ft.	1 car 2 in.	No. 1 & 2 Red Gum	
No. 2 Com.		31,000 ft.	4,700 ft.	1,400 ft.	5,300 ft.	4,500 ft.	3,100 ft.	200 ft.	1 car 2 1/2 in.	No. 1 Com. Hickory	
PLAIN WHITE OAK									1 car 2 in.	No. 1 C., Q. W. Oak	
1 & 2 . . .	1,000 ft.	21,000 ft.	20,000 ft.	32,000 ft.	51,000 ft.	32,000 ft.	43,000 ft.	22,000 ft.	1 car 1 1/2 in.	Selects, Poplar	
No. 1 Com.	2,600 ft.	66,000 ft.	13,000 ft.	37,000 ft.	29,500 ft.	32,000 ft.	46,000 ft.	40,000 ft.	1 car 1 in.	No. 2 Com., Poplar	
No. 2 Com.		47,000 ft.	1,200 ft.	300 ft.	47,000 ft.	6,500 ft.	29,000 ft.	1,200 ft.	1 car 1 in.	Sap & Selects Poplar	
IMPLEMENT GRADE WHITE OAK (free of heart)									1 car 1 in.	No. 1 Com., Walnut	
50,000 ft. 1 1/2 in.	100,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.						1 car 1 in.	No. 2 Com., Walnut
SOUND SQUARE EDGED WHITE OAK									1 car 1 in.	No. 1 C., Cottonwood	
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in. and up to 12 in. x 12 in.									1 car 1 1/4 in.	No. 1 C., Cottonwood	
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									1 car 1 in.	No. 1 Com. & Better, Sycamore	
Large stocks continuously en route.											
To date we have had no trouble in getting cars for Canadian shipment.											

Your enquiries will receive our careful attention.

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Rough Clear Fir,
Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Flooring
Silo Stock

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Head Office: Yorkshire Building, VANCOUVER, B. C.

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Canyon Shingle Co., Ltd.
Cypress Shingle Co., Ltd.

National Shingle Co.
C. & C. Shingle Co., Ltd.
Thompson Mfg. Co., Ltd.

McIntyre Lumber & Shingle Co., Ltd.
Echo Shingle Co., Ltd.
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MANUFACTURERS OF

British Columbia Red Cedar

We can ship
all varieties in straight
or mixed car lots.

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Wire at our expense
for current prices.
Cars in transit.

BASS WOOD

We offer for immediate shipment—
1" and 1½" Dry Basswood

DRY BIRCH STOCK

We offer in Birch End Stock—

1 x 8½" 1 x 9" and wider
1 x 6 and 7" 1½" to 4"

SPRUCE BASSWOOD
ASH HEMLOCK and PINE

HART & McDONAGH

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Phone Main 2262

TORONTO

40 MILLION FEET DRY STOCK LUMBER IN PILE

and every foot is selected
Stearns Quality

Admittedly the finest of Michigan Forest Timber. Hardwood, Hemlock and White Pine Products, assorted qualities. Every grade guaranteed and ready for rush shipment.

Write the Hardwood Specialists

Stearns Salt & Lumber Co.
LUDINGTON, MICH.

Our Horseshoe Products

Lumber—Lath—Timber

Milling and Resawing Done

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Boxes, Box Shooks, Wooden Pails and Tubs

"WE AIM TO SERVE YOU WITH THE BEST"

New **RAILS** Relaying
12 to 80 pounds per yard.

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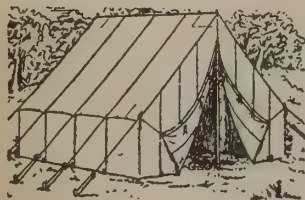
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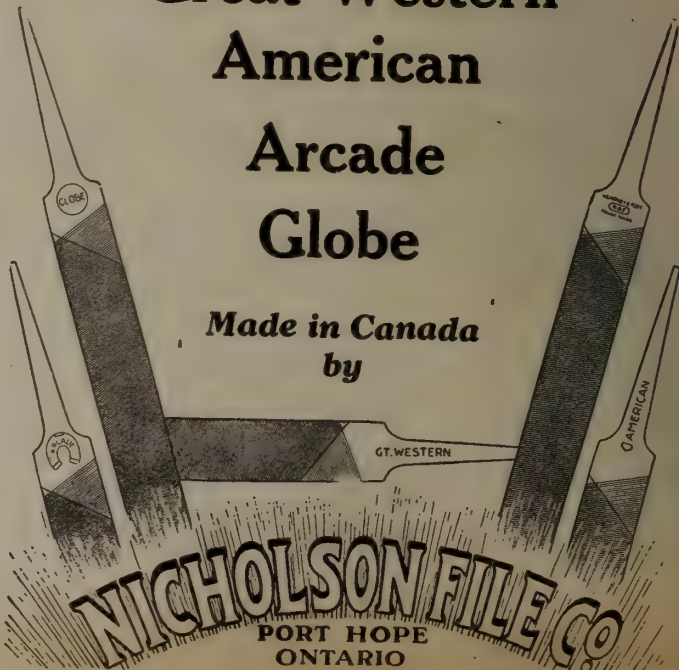
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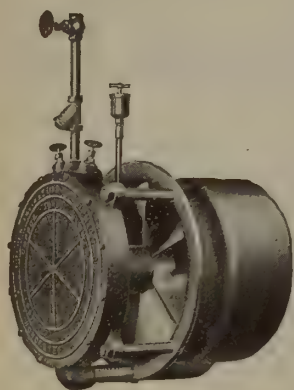
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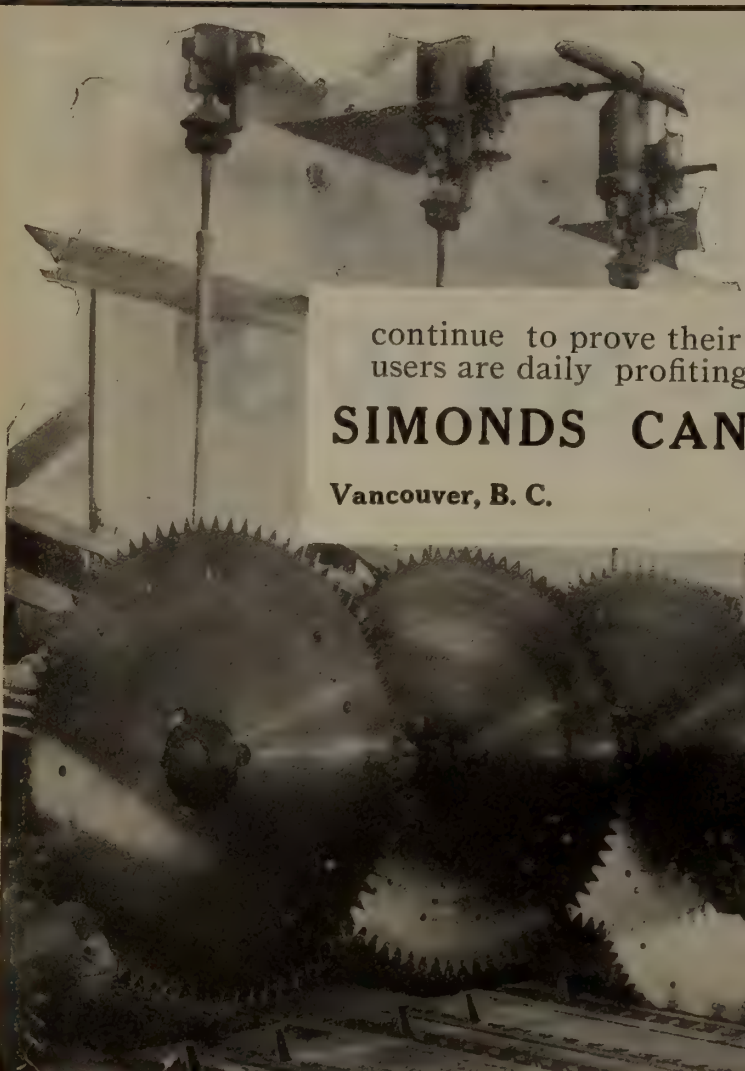
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, March 1, 1918

No. 5

The Need of Greater Efficiency in Woods Operations

Eliminate waste and conserve energy and resources are the slogans raised on every hand, and more particularly since the war began. Specialization and efficiency, which words once fell upon the ear with little passing interest, now arrest attention and secure an immediate hearing. One of the great contributing causes is the shortage of manpower, not to speak of the necessity of reducing overhead costs, increasing output, and economizing in both time and energy. The uplift is higher and broader than on a mere dollars and cents basis. Methods that were once eschewed as visionary and impracticable are now being welcomed and given a place in the scheme of things industrial. This is witnessed on all sides in such movements as the workmen's compensation acts, safety associations, co-operative movements, and multiplying organizations. At a recent meeting of the Woodlands Section of a sister organization a thoughtful paper was presented on the advisability, wisdom, and possibility of training and equipping outside help as thoroughly and efficiently as has been brought about in connection with the management and control of inside forces. The raw material end is quite as vital and important as the productive end, where bureaus of research and laboratories, with splendid equipment, are at work seeking to improve, strengthen, instruct, increase, and conserve. Economic conditions to-day render it necessary to turn out a product at the lowest possible cost, but with no deterioration in quality or minimizing of quantity.

At the recent Pacific Logging Congress it was suggested that extension courses in steam, electricity, and gasoline practice should be inaugurated through the medium of travelling instructors. Why, it has been pertinently asked, should not the lumber industry co-operate in this direction? In woods operation and management there have long been practices too costly and waste abnormal. This feature was strongly emphasized at the recent gathering of the Canadian Lumbermen's Association by Mr. George H. Holt, of Chicago, in his stirring paper on "Feeding the Lumberjack," which was published in

the last issue of the "Canada Lumberman." It opened up many avenues of thought along the line of uniform action and concerted achievement in the great win-the-war propaganda which is now claiming so large a share of the attention of the industrial and commercial world. The crude, the antiquated, and the reckless must be eliminated. This is not a mere platitude; its imperativeness is self-evident, not only on the ground of the survival of the fittest and in holding our own in the Dominion in the present strenuous struggle, but with the supreme object of concentration along greater production and using all the ideas of efficiency in manufacture that we can command. The spirit of "let well enough alone," or of following "the lines of least resistance," is passing. The lumber industry, like all others, is, at this juncture, face to face with new problems, and one of the most outstanding is increasing the efficiency in both the mills and the camps.

The lumberman needs trained men to-day more than ever. In every convention this is the keynote, and in logging operations, so long characterized by stereotyped, overlapping methods, this is particularly true. Hand labor and mere brute force are giving way to high-grade, time and labor-saving equipment. Gasoline and electricity are among the new means of service, and installations involving the employment of these modern agencies should be in the hands of competent men. Technical education has of late gained a remarkable impetus, and schools are being established in even small centres for the ordinary labor around the mills. The employees have been ready, even eager, to take advantage of the new facilities placed at their disposal, and this is abundantly emphasized in the pulp, paper, and other lines. At Thorold, Ont., Grand'Mere, Que., Espanola, Ont., and similar industrial towns where the production of paper is the chief industry, the technical classes are largely attended and enthusiastically supported by the donations of the manufacturers themselves and by the industry and diligence of the employees in this forward and aggressive movement. The same auspicious state of affairs will, in all likelihood, prevail in connection with the lumber industry as soon as the door of opportunity is opened. Speaking of the trend of the times, one authority who has given the matter ample consideration declares it is almost criminal to place costly skidders, locomotives, and donkey-engines in the hands of men who have but little technical training and then expect commensurate results.

The minds of men are being led by technical education to a more adequate appreciation of their positions and their worth as producing factors. Hard, cold facts are driving home the conviction that labor waste must be obviated, while efficiency and economy of endeavor must be developed to the highest point. The most costly adjunct in any large undertaking to-day is not the constantly mounting expense of doing business or increased manufacturing outlay so much as it is the inefficient man. It is not only his indirect loss, but what he might accomplish through skilled methods and well-directed efforts.

Has not the time arrived in Canada for the proper, thorough training of loggers? A start in this direction has already been made across the border, where on the Pacific Coast stationary engineers are having placed at their command courses in steam, electricity, and hydraulics. They are making fine progress, and idle hours are being converted into useful and helpful moments. Could not the same effort be put forth in connection with woods operation in Canada, and would not the operators afford encouragement to the proposition?

Converting Visions Into Practical Problems

The man of vision is the man of the hour. Without imagination, or its more or less logical accompaniment, the gift of prophecy, little would be recorded to mark the progress of the world. The most attractive and spectacular branch of military service today is the flying corps. In it there is nothing of the dull, drab or dreary. What other departments may lack in interest, daring and initiative, these are liberally supplied in the aviation arena, toward which recruits are pressing en masse. With the majority of young men offering themselves for overseas duty there has been an almost monotonous insistence for identification with the aerial army, and it has been declared that

aviation will be the great determining factor in the final winning of the combat.

And now the aerial corps looms large in an industrial sense. At the recent meeting of the various forest protective associations in Montreal, the value of such a service as applied to the prevention of forest fires and the patrol of timber limits was seriously discussed. This is another evidence of the march of progress and practical ideals which are being reached in mechanical equipment and the effective safeguarding of the wooded wealth of the Dominion. The proposition to employ airplanes equipped with gas bombs for the smothering of forest fires, and the institution of wireless stations over a wide range of territory would a few years ago have been received with every mark of incredulence and even derision. This is the period when radical reforms in every arena of activity are taking place and every available force harnessed for uses never dreamed of a decade ago. Even those agencies which, heretofore, have ministered only to the comfort and pleasure of man are being employed aggressively for the conservation of energy and the increase of efficiency. It is only a step from the sublime to the ridiculous, and the transition from the visionary to the feasible is a short route and quickly covered when inventive genius works unceasingly in the interest of commercial and industrial expansion.

The proposition for wireless stations as applied to the protection of the timber assets of Canada has progressed beyond the stage of mere theory and speculation. A committee has been appointed by the members of the St. Maurice Forest Protective Association, the oldest organization of its kind in Canada—and, by the way, that is only five years—to secure data in regard to the practical use of airplanes and the cost of machines for patrol work. When it is considered that not so long ago there were no trained foresters in Canada and that, within the last decade such auxiliaries as lookout towers, telephone lines, motor speeders and other regulations of a preventive character have come to the front, it is not surprising if before another decade passes, timber limits in Canada's nine provinces will be equipped with wireless stations and patrolled by foresters' aerial brigades. Sane, practical advice has already been handed out along this line. An authority from Boston states that even now observation stations should be equipped with radio apparatus, each tower being manned by three or four men, one of whom would be responsible for looking out for fires. Aid could then be summoned from other stations and the wireless used in connection with airplanes. Not only is the suggestion for wireless stations and airplane supervision eminently practical in the minds of those who have given advanced thought to forest protection, but the cost is not insurmountable. It is recommended that half kilowatt sets be installed in each station and these used for commercial purposes as well as fire protection. The cost of each set with observation tower and generating unit is estimated at \$3,000, and the upkeep would not be more than \$3 a month. Wireless telegraphy is easily learned, and the use of this modern means of communication has accomplished marvels on both land and sea, so far as the saving of life and property is concerned. Who knows but that within a comparatively short period its adaptation may be general to all the timber limits of Canada. It is an adjunct to the protection service, along with aerial patrol, that may come more speedily, be maintained more economically and with more beneficial results than we, at present, can conceive.

National Obligation of the Lumberman in the Present Crisis

Readiness for any emergency that may arise and preparation for future from the experiences of the past contribute materially to the solution of many difficulties either in corporate or national affairs. Success in any undertaking lies in knowing and doing the proper thing at the proper time. Most individuals can think of and do the right thing when it is too late, while mortals are in the main endowed with an abundance of hindsight and a modicum of foresight. It is the possession of the latter quality which tallies effectively in any industrial or world-wide struggle. The proper time to consider conditions that may or will arise after the war is long before the combat ends, and not

just as it is about to terminate. New conditions will develop which will cause the readjustment of economic and productive problems as well as manufacturing and marketing affairs and to study carefully the best course to pursue is of primal importance.

With practical and far-sighted wisdom, the Canadian Lumbermen's Association, at their recent convention in Montreal, which was representative of the trade from one end of the Dominion to the other, decided to establish a War Service Board. This influential body will act in conjunction with the government in proffering helpful and timely assistance and dealing with all matters of moment in a co-operative spirit. Members of the lumber industry are desirous of placing their service and products at the disposition of the nation in as large a measure and in as useful channels as possible. There are many weighty subjects to be considered, such as the export of timber to Great Britain, ocean tonnage, carriage rates, transportation, the manipulation of man power and supplying war needs of a pressing character. Co-operation with the Federal and Imperial authorities in solving both present and after-the-war perplexities is broader and more significant than might be supposed. Since the outbreak of hostilities the value of the forests of Canada has been presented to us in a new and enlarged light. One phase that should not be lost sight of is that without the effective operations of the Canadian Forestry Corps in Great Britain and Europe in which many of the bravest and brainiest sons of the industry are engaged, numerous advances, that have taken place in the enemy's territory, would not have been held. Lumbermen recognize the necessity of a sane, practical administration of Canada's greatest resource. The closer and more intimate the union established between the federal powers and the Lumbermen's Association, by means of the newly created War Service Board, the more efficient will be the work and the more satisfactory the outcome, in the chief business in hand today, which consists in trouncing the Hun and seeing that an honorable and lasting peace is concluded.

The formation of a Joint International Committee was another distinct step, and one in the right direction. It evidences preparation and readiness to meet any condition or difficulty that may develop, and has for its object the conservation of effort, national resources, unity of interest and economic control; matters to which the deepest thought and most scientific study have been given during the past few months. Two of the great questions of the hour are those of production and distribution. The greater the facilities afforded the wider will be the benefits derived. In a tolerant, co-operative spirit and a sincere desire to do everything in their power at the present time to strengthen national essentials and eliminate non-essentials, there is little doubt but that the Joint International Committee can work whole heartedly and unitedly in the promotion of many worthy aims. By an interchange of thought and opinion the members can clear away many obstacles that might otherwise obscure issues or deter progress and formulate a basis of understanding that will promote the greatest good and highest welfare.

Sound, practical patriotism will be kept to the forefront by every member doing all in his power to assist in prosecuting the present conflict to a successful termination for the freedom and democracy of the world. Then will come true the words expressed in an eloquent peroration by Hon. Frank A. Case, of Minneapolis, who, in referring to the relation of the lumberman to the nation, at the recent gathering of the western retail trade, declared:

"How are these and other imminent and serious problems to be met? I know of but one adequate answer, and that is by every member of an intelligent God-fearing citizenship taking an active, intelligent interest in public affairs, and considering it no less his duty to serve the nation in any needful capacity in times of peace than to enroll under its banner in times of armed conflict. If you have a proper realization of your duty you have likewise the intelligence, the strength and the ability to meet the issues. An immense domain within your borders is inviting development, and out of this war will come a nation whose God is the Lord and not Mammon; whose every citizen will recognize as his own his brother's need, and who, appropriating from the false philosophy of German kultur its essential elements of intellect and will, shall add the leaven of feeling, of soul, of spirit, producing a reconstructed world philosophy whose adoption and application will ensure the dawn of a new and better day."

The Hydroplane in Forest Protection

After Careful Consideration of All Phases of Difficulties Its Use is Endorsed by Leading Authorities—Another Utility of the Aerial Age

By C. H. Gibbons

Will the hydroplane in days of peace to come prove the greatest of all factors in conserving Canada's timber asset, as it admittedly will in revolutionizing fast postal and light package forwarding services, in photo-topographical surveying, and in facilitating exploration of the remaining wilderness areas of Mother Earth?

Will it and its brothers, the aeroplanes, with tremendous increases of engine power, become agencies of future passenger transport, competing with the slower moving steamships and express trains and racing the telegraphed message?

The twentieth century admittedly is to be the aerial era. The use and adaptation of airplanes to the common businesses of life are in their infancy. And when peace shall have come with victory this much is reasonably certain—that the war will have so far advanced the science of aerial navigation that its hazard average will be at least no higher than that involved in automobile travel.

As to the part the hydroplane is destined to play in the work of forest protection, senior officers of the Royal Flying Corps now stationed at Leaside Camp, and particularly those who have seen much cloudland service in France, answer emphatically "yes." They do so after careful investigation of all phases of difficulties naturally to be apprehended, and therefore provided against.

What One Aviator May Do

"One competent aviator with a modern twin-engined hydroplane will in future years replace a hundred forest rangers or fire wardens," declares one experienced pilot, a Flight-Lieutenant with two years' Western Front experience, now acting in an instructional capacity at the big camp just outside Toronto. He has been specially investigating the adaptability of the airplane to the necessities of forest protection, with a view to making forestry his business after war's fever has passed.

"The first essential in the successful use of any modern air craft," this birdman continued, "is, of course, the starting or landing course. One cannot look for aviation fields among the tall timbers. So the hydroplane seems to be just the right idea for such work. Almost all the extensive stands of commercial timber are associated with more or less extensive water areas, on the shores of which the observers' base camps could be established. In Ontario's forest areas there are innumerable small lakes ideally adaptable. It is much the same in Quebec. Out in British Columbia, I am told, the coastal timber tracts either extend along and back from deep bays or fiords, or, if inland, are found to contain large or small lakes, as like to those of Ontario as might be expected in view of the dissimilarities in the physical characteristics of the two provinces.

"Visibility is much strengthened from above, aside from the observer's vantage point. A puff of smoke anywhere within a ground radius of three or four miles is plainly discernible at an elevation of 4,000 or 5,000 feet. And one aerial fire ranger would have no difficulty whatever in patrolling daily—or twice a day for that matter—a district of 120 miles square, which means an area of 14,400 square miles, or 9,216,000 acres.

"How many ground watchers on the look-out would it take to cover that one-airman territory? How many men would the use of hydroplane observers release for other employment in the reconstruction period, with its pressing demands for enhanced production? How much in dollars and cents would be saved the country in the forest protection service bill alone, to say nothing of timber saved? There's something for provincial treasurer and finance ministers to figure out. The operation cost of the hydroplane watchman's work would be comparatively nominal, being limited to the wages of the pilot and possibly one man, their living costs and the upkeep and operation charges for gasoline, oil, etc.

Taking the Supplies in Pontoons

"But how would you get gasoline supplies in to a hydroplane watchman's base camp out in the wilderness? Simplest thing in the world—take it in with the plane itself. What's wrong with using the pontoons for carriers of fuel and other stores?

"Immediate location of a forest fire is the first essential of a successful protective service. If caught at its origination the forest fire does not get a chance to spread and do damage. It is when the fire gets a start before its discovery that the timber is eaten up in thousands and dollar mouthfuls. To locate every fire at its inception, as is possible and only possible by the use of 'planes, is to reduce the timber fire-loss to the final minimum.

"The Royal Flying Corps and the Royal Naval Air Service pilots will be available for this new field of conservation activity in any number after the war is over. And they will have been ideally trained to the work, with a sixth sense for locating any little puff or breath of ground smoke. They will have been trained, too, in accurate mapping and in wireless and signal communication. When the air-ranger spots a fire he does not have to waste valuable hours in getting to a district station or even to a field telephone. He wirelessly his warning on the instant. Half the time is saved right there. It may be possible that there are settlers in the immediate locality of the discovered fire who can without special difficulty extinguish it before it gets a start or before the district wardens could get to the scene of danger. The airman can hover over the discovered fire and show a red Verrey's Light or he can circle low and drop a message to the settler if need be.

The Forest Ranger of the Future

"Judged from every viewpoint—practicality, convenience, assured results, economy, forest saving—it strikes me forcibly that the hydroplane flying man must be the forest ranger of the future. Governments, if wise, will lose no time in enlisting his services."

"The proposition looks sound and with much to commend it to me," said Chief Forester Zavitz of Ontario. "In this province now we have divided our forest areas into 34 districts, fairly well covered by trails, and have adopted the watch-towers and field telephone system, which gives fairly good results. Of course, the aerial observation plan would call for less operation machinery, cut down the manpower requirement in keeping watch for fires, and ensure quicker reports. Wisconsin was making some interesting experiments in the adaptation of 'planes to forest guardianship when the war came along and the greater necessity absorbed the lesser. To prove of full service in the forest protection scheme it seems to me, however, that the airplane must be developed to the point where it can be depended upon to carry men and fire-fighting paraphernalia to the scene of trouble.

"Mr. Campbell, the Canadian Chief Forester, says that 400,000,000 acres is a conservative estimate of the commercial standing timber asset of Canada. Here in Ontario we have approximately, very approximately necessarily, 100,000,000 acres, in red and white pine, jackpine useful for tie-timber, pulping spruce, etc. We have, as I have said, 34 forestry districts, one of them containing roughly a couple of million acres. At a maximum our protective force is about one thousand men. Last season we had 1,110 fires in total, of which 56 per cent. were confined to areas of five acres and under. Fifteen million feet is our estimate of the timber loss."

First Standard Type Vessel Launched

The wooden steamer War Nootka, one of 46 similar standard type vessels contracted for in Canada by the Imperial Munitions Board, has been launched by the Western Canada Shipyards, False Creek, Vancouver. The design is from the shipbuilding department of the Munitions Board offices at Ottawa, and it is attracting the attention of shipping men, as it is believed that this type of vessel will mean much to the shipbuilding industry of British Columbia after the war. Vancouver shipping men have declared that there will be a big market for many years for wooden vessels of the type now being constructed by the coast shipyards. British Columbia is in an excellent position for their production, as Douglas fir is the wood specified and the timber for which this province is noted. The dimensions of the vessels are as follows: Length between perpendiculars, 250 feet; length over all, 259 feet; breadth, extreme, 43½ feet; breadth, moulded, 42½ feet; depth, moulded, 25 feet; depth, over keel, 27 feet; draft for displacement, 22 feet; draft over keel, 21 feet; deadweight on 20 ft. maximum, to Lloyd's summer freeboard, approximately 2,500 tons; deadweight on 20 ft. draft, approximately 2,800 tons.

Only the completed hulls are furnished by the contractors, all other iron work and fittings being supplied by the Munitions Board.

About 200 board feet of wood is used in the actual construction of the average airplane. To obtain this material it is ordinarily necessary to work over about 1,500 feet of select lumber, which often represents all that can be used for airplanes of 15,000 board feet of standing timber.

Cottage System with Steam Heating Plant

Superintendent of Reading Camp Association Thinks Days of the Bunk House are Numbered—Objectionable from Many Standpoints—Can Housing Problem be Much Improved?

Toronto, Ont., Feb. 19th, 1918

Editor, Canada Lumberman:

I was much interested to read in the "Canada Lumberman" of January 15th an article by J. W. Gleason, on "Logging Conditions in Need of Reform." It speaks well for lumbermen that, from among their own ranks, one is pleading the cause of the lumberjack.

I have for a long time been in camps of all kinds; lumbering, mining, fishing and railway construction, and the lumbermen and other operators on the frontier have always used me "white." In view of this favorable relationship may I be permitted to add a word? I am convinced that the unrest in camps is not due to lack of uniformity in wages, as Mr. Gleason suggests. Is it not possible that the housing problem is the sorer point?

The bunk house, I contend, is a curse to the employer, to the employees and the public generally. Many boys with comparatively clean minds and from good homes are asked to bunk with filthy-minded men. This sets up in civilization an eating cancer and is, moreover, a bad investment for the employer.

What do you think of the following proposition? Is it not feasible to put up a series of cottages in a quadrangle, heated with steam from a central plant? This would furnish not only heat, but also hot and cold water, in which case shower baths and dry houses could be arranged with very little expense. The same plant would furnish power for laundry, washing and ironing, and also a bread-mixer for baking, saw for cutting wood, and a dynamo to supply light to the camp.

I am convinced that our Canadian camps can be built and heated more economically from a central plant than by the manner now employed, even in the case of temporary camps of one year's duration. Most lumber camps that accommodate one hundred men, need approximately twelve stoves. The time spent in providing wood for these and attending to them is very expensive and very unsatisfactory.

Not a few employers deserve credit for the manner in which they provide food for their camps. Why not go to as much pains and proportionate expense in providing suitable housing? Like Mr. Gleason, many other employers are also honestly anxious to solve the problem of unrest among their employees.

Is not this unrest due mainly to the lack of suitable accommodation at camp? If the employers were to spend the amount on housing of their men that they now spend on employment agencies and on railway fare for men, many of whom jump camp as soon as they see conditions. There would be more contentment among the men. Railway fare would then not have to be advanced.

During the past month I consulted a foreman whom I have known for years. He states that he could heat and light his camp as economically from a central plant as he is doing at present by means of stoves and coal oil lamps. The company for which he works has three camps of one hundred men each. \$12,000 has already this season been spent on railway fares.

So far as I can learn, this is no exception, and from long acquaintance I am convinced that the employer is public-spirited and most kindly disposed toward his men.

It is a source of regret that the difficulty in getting men compels employers to apply to employment bureaus. The lumberjack loses his individuality the moment that he accepts work from an employment agent, as these agents often misrepresent facts. The lumberjack is told that the camp is near the railway, that he does not need warm clothing, or he can buy what he requires at camp. Apprehensive that he may run away, his suitcase is taken when he leaves the train and held until the team is ready to go to camp, and consequently, if he has any warm clothing he has not time to put it on.

After all the lumberjack is human. He is a man in the making. Why not then treat him as a man, and house him as a man should be housed, and give him room to grow? In general, the principle of sleeping in the same room with another is bad. No commercial traveller, indeed, no lumberman, no contractor, or other self-respecting Canadian citizen, is willing to be tossed willy-nilly into a bed with a stranger, even if the bed is of down, and the stranger clean. It is clear that the employer is ready to do his part toward the uplift of the employee. To decide on the right course to be taken is not so easy. But courage is in the air these days, and no doubt some courageous employer will shortly step out and wage war on the bunkhouse, and other evils of the lumberjack's life.

Can you not picture a camp, where each single man has a small room to himself, and where he can take a shower bath after work?

By reason of single iron beds being used there is no longer any vermin to worry the man. He gets into his clean clothes after work, hangs up his wet clothes in the dryhouse, and goes out to enjoy that "first-class meal," for which the camp is noted. He eats heavily for, as Sandy says: "Ye ken, he's nae dining at his ain expense." After supper, he goes into the reading room and has some music on the gramophone. At seven o'clock the foreigners and other students assemble for night school, and the government teacher instructs them until eight-thirty. Then all the "bunch" sing songs, and the teacher reels off some views of "home" for these lonely men. One by one they drop away from the circle, and go to their beds, happy and contented.

Each married man has his own little apartment. There the wife and children help him to live the normal life. The evening hours pass all too quickly, for the children listen to the story of the days when Daddy was a young lumberjack—when he had to be away from mother all winter, when he had to sleep in a dirty bunk, and went to bed soon after supper because there was no place else to go.

Alfred Fitzpatrick,

Superintendent, the Reading Camp Association

Opinions of the Lumber Trade

The Ideas Are Not Practicable

The "Canada Lumberman" has secured the views of a number of representative firms on the suggestions and radical changes outlined by Mr. Fitzpatrick. On the several points raised, a leading firm in Northern Ontario say that they think it is impracticable to abolish the bunkhouse as at present operated. In regard to installing a series of cottages, heated with steam from a central plant, they believe that the cost of building all these cottages would be prohibitive, except at places where there would be sufficient timber so as to have three or four years' cut from the one camp. They add:

"With respect to discontinuing the practice of securing help through employment bureaus, we think it would be much better for lumbermen to send their own agent to employ what help they require. Employment bureaus are about the worst curse the lumbermen have to contend with. We think the employment agents are the cause of men jumping from one camp to another as much as they do. They induce men to jump in many cases, so as to get an additional fee.

"We think the system of paying the railway fares for the men is a bad one, but it is difficult to deal with, as lumbermen whose operations are distant from the points where men are hired have trouble in getting men to go to their camps without paying railway fares, unless they give them an increased rate of pay. Naturally, the men will go to the camp nearest home if they have to pay their own fare.

"We do not think it would be practicable to get married men with their families to move into cottages built in the woods, as in most of the cases the camps are too far distant from railway stations, and the roads into the camps in such bad condition that it would be very difficult to get women and children taken into the camps. We believe that the lumbermen at present are making the camps as comfortable as they can, and carrying out improvements from time to time so as to make conditions for their men as attractive as possible, in the endeavor to keep their employees contented and securing as good a class of labor as possible.

"There are isolated cases where lumbermen have large blocks of thick timber where they can operate from the same set of buildings for several years in succession. In cases of that kind it might, perhaps, pay to carry out Mr. Fitzpatrick's ideas, but we doubt very much if the ordinary lumberjack would appreciate some of the things he proposes."

* * *

Conditions Preclude the Proposition

Gilmour & Hughson, Ltd., of Hull, Que., state that "Mr. Fitzpatrick outlines conditions utterly foreign to our firm's experience. We may say that for ourselves his ideas are utterly impossible. If a lumber camp is close to a railroad, with several years' cut of timber close to the camp, we can conceive that the condition that Mr. Fitzpatrick would like to have brought about is quite possible. In our own case, we operate 75 to 100 miles away from a railroad, and, unhappily, do not have the timber standing so close as Mr. Fitzpatrick's timber would need to be. Our conditions entirely preclude the possibility of

cottages heated with steam, as he proposes. We agree with Mr. Fitzpatrick as to the practice of securing help through employment bureaus. Regarding railroad fares, we have never suffered from jumpers or discontented men in the manner that Mr. Fitzpatrick has experienced, so that we are unable to speak feelingly concerning the men remaining a longer or shorter time in our camps. Our experience for replacing men has never been anything like what he outlines, neither \$12,000 nor even \$1,000."

* * *

Nothing Can Stop the Discontent

The Hope Lumber Company, Thessalon, Ont., declare they do not believe anything could be done to stop the discontent of labor, no matter what was done for the men. The reason of the discontent is that men will lay off work and move around as soon as they get a certain amount of money ahead; when this sum is spent they then go to some employment agency to place them in a job, and it does not take long for them to make a stake. Regarding putting up cottages instead of bunkhouses, the company do not believe it would be a good thing, and regard it as impracticable. "The men would not keep these houses clean, and we keep our bunkhouses clean," declare the firm, who add: "We cannot see how we could have steam heat up in the camps. How many houses in cities or towns have steam heat or furnaces in them? Very few; so why try to agitate such things in camps?"

"You could put all the luxuries there are into a camp and your men would not be any more contented. We have very roomy and warm bunkhouses, which are kept scrubbed and clean, and the men also get the best of food and lots of it. It is an easy matter for someone to be in a fine club-room or Y.M.C.A. in the city and say this is the sort of place for the lumber camp. We believe there are some of these kinds of things that are out of the question for the lumbermen to do. We surely have hard enough times as it is without someone trying to start some such a proposition as suggested, and we are of the opinion that all lumbermen feel the same as we do in a matter of this kind."

* * *

Rude Awakening from Pleasant Dream

The Dennis Canadian Company, of Whitney, Ont., say: "We consider the idea of steam-heated cottages for temporary use in lumbering as absolutely out of the question. If you should submit a plan for such a layout to a building contractor and ask for prices on its erection where the material has to be taken in many miles, over almost impossible roads, and where it is frequently difficult to find suitable location for a set of camps, even as now constructed, we are satisfied that the result would be a rude awakening from a pleasant dream."

"Many bunkhouses are undoubtedly far from what they should be, owing chiefly to overcrowding, and we think that the placing of bunks with the end to the wall might well be done away with. Where plenty of room is provided and the camp kept clean, we have never heard a complaint nor poor sleeping quarters assigned as a reason for any man leaving camp. The average commercial traveller would, no doubt, object to bunking in this manner, but he would also object to wearing the 'lumberjack's' clothes or doing the same individual's day's work. A majority of the men who now control the lumber business as employers have graduated up through the lumber camp, and it is safe to say that most of the pleasant recollections they have of the earlier days centre around the bunkhouse."

"Men who go to camp on their own responsibility are without any question more desirable than those who come through the employment agencies, but under present conditions of the labor market the employer who put up a nice camp and then waited for the men to come in might find that he had an ideal outfit but no logs. Neither is it quite fair to assume that all employment agents are unscrupulous and that they impose on the simple-minded, innocent lumberjack, who is usually a fellow quite capable of looking out for himself and never takes anything for granted."

"The chief trouble is that the average woodsman does not intend to make that his life's work, and he owes no loyalty nor allegiance to his employer. No matter how well he is used, he would just a little rather make a change and go somewhere else than to remain long with one employer, and the better he is paid the shorter time he stays in one place. With the exception of the few men (mostly married men) who go to a camp to stay the winter through, the average time-check is smaller when the wages are \$50 per month than when half that amount. There may be a solution to the problem, and, when it is found, the average lumberman will begin to think life again worth living, but the steam-heated cottage is not the answer."

Additional interviews with a number of other companies in various parts of the Dominion will appear in the next edition of the "Canada Lumberman."

Liverpool and Manchester Stocks

The following report upon Liverpool and Manchester stocks for the month ending January 31, 1918, is furnished by H. W. Lighthorne & Co., Liverpool, England:

Spruce and Birch									
	Import.			Consumption.			Stock.		
	1916.	1917.	1918.	1916.	1917.	1918.	1916.	1917.	1918.
N.B. and N.S. spruce and pine, stds. . .	720	660	600	4,170	2,520	340	10,700	9,880	5,580
Birch logs, loads. .	0	0	40	120	80	60	780	880	120
Birch planks, stds .	6	85	0	370	242	6	710	412	67
Manchester									
Spruce, stds.	960	580	180	4,710	2,420	910	13,420	15,750	3,950
Birch logs, loads .	0	0	0	140	100	0	980	760	20
Birch planks, stds..	0	18	0	97	24	0	630	618	73

Stocks in Manchester and Liverpool Combined

Spruce					
	1914.	1915.	1916.	1917.	1918.
Manchester	14,310	6,055	13,420	15,750	3,950
Liverpool	6,740	2,930	10,700	9,880	5,580
	21,050	8,985	24,120	25,630	9,530
Birch Logs					
Manchester	300	500	980	760	20
Liverpool	140	60	780	880	120
	440	560	1,760	1,640	140
Birch Planks					
Manchester	479	491	630	618	73
Liverpool	612	455	710	412	63
	1,091	946	1,340	1,030	136
					Stds.

Canadians Do Expert Work in France

Major J. I. Hartt, M.P.P. for East Simcoe, who has been serving with a Forestry Battalion in France, is home on two months' furlough. Major Hartt, who is a well-known lumberman, has been working in the Gironde district in the south of France, where lumbering operations are being carried on almost exclusively by Canadians, and the expert methods introduced by the Canadians have opened the eyes of the French people. "The timber in the Gironde was planted many years ago, Napoleon having started it in order to check the encroaches of the sand from the sea," said Major Hartt. "The pine there is now generally larger than is being cut in Canada. Most of the wood we are cutting goes into ties for railway construction, but we prepare it for building shelters, for plank roads and general trench purposes." Some idea of the amount of lumber being taken out may be gathered from the statement by Major Hartt that one mill, erected in just eight days, turned out between the middle of September and the middle of January about 5,000,000 feet of material.

Forestry Corps Needs Reinforcing

According to reports from Ottawa on the operations of the Canadian forestry corps in France, companies are still considerably under strength owing to the difficulty in getting reinforcements. Production, however, greatly increased, in spite of the lack of sufficient men. The corps was engaged on the production of sawn lumber to be used in the construction of huts for the British, French, and American armies. The work of producing fuel wood for the men in the forward areas was also undertaken by the forestry corps, and their operations added not a little to the comfort of the troops. The wood is taken to the fighting units by motor lorries.

It has been said that steel and lumber determine the industrial progress or recession of world activities. Granted that this is true, there is much of encouragement and cheer in the stirring address delivered recently in Hamilton before the Ontario Hardware Dealers' Association, when F. H. Whitten, general manager of the Steel Company of Canada, stirred the gathering with the force of his utterances. There was nothing equivocal or apologetic in his remarks. They were pointed and frank in every detail. Mr. Whitten said that the manufacturers had been a tower of strength to the country during the war, and every individual should do his utmost for his country cheerfully, and, by so doing, obviate the necessity of government regulation. It was his deliberate opinion that, after the war, all industries would be stimulated and Canada would enjoy as great a prosperity, if not greater, than any other country in the world.

There are more renters of homes than owners of homes in the United States. The Federal census, taken in 1910, shows that at that time there were 20,255,555 homes in the United States; out of this total, 9,083,711 were owned, and 10,697,895 were rented. This shows that 45.8 per cent. of the homes in the United States are owned, and 54.2 per cent. are rented.

Wholesalers Discuss Live Topics

Will Oppose Action of Railways Who Want to Discontinue Stop-Over Privilege—Insurance on Retail Stocks

At the first regular monthly meeting of the Wholesale Lumber Dealers' Association, which was held at the National Club, Toronto, on Tuesday, February 26, there was a good attendance. The members spent an enjoyable time at luncheon and then proceeded to business. A. E. Clark, chairman, presided, and several matters relating to the constitution were first taken up and progress reported. The chairman stated that the list of standing committees had been drafted and was practically complete. The personnel will shortly be announced. The standing committees number eleven in all.

W. C. Laidlaw gave an informal talk on income and war profits taxes, and made some comparisons of the legislation which had been passed in Canada with that of the United States. The latter had gone further than Canada, and some criticism was offered by the speaker in regard to various phases of the act. An interesting discussion followed on the actual application of the legislation in the Dominion in connection with the lumber industry.

A. E. Eckardt reported that the stop-over privilege had been brought before the Board of Railway Commissioners in Toronto recently. Commissioner Goodeve, after hearing Mr. Eckardt's request for information relating to this matter, had suggested having a conference of the lumbermen with the railways. Since then the railway companies have stated that they contemplate a full revision of the stop-over privilege. The matter will be taken up at a conference, and it was reported that it was also the intention of the railway companies to ask the Board of Commissioners to discontinue the stop-over privilege during the war. Mr. Eckardt brought this to the attention of the lumbermen in order to afford them an opportunity of preparing their views on the subject when the conference takes place, and also before the board when it comes to their notice.

A general discussion took place on the matter of co-operation among wholesalers and what could be accomplished thereby. One matter brought up was the importance of enquiry regarding insurance carried by retailers on lumber stocks which were not paid for. Many are in the habit of neglecting their insurance, and when a fire takes place, the wholesaler suffers the loss. This question was left to the standing committee to take up along with other matters that may develop.

A. C. Manbert gave an interesting talk on the value and usefulness of the association, and praised the good work that had already been done.

Ontario Districts All Organized

Number of Important Amendments Desired to the Mechanics' Lien Act—The Cost of Doing Business Considered

A well-attended meeting was held on February 22, at the Board of Trade rooms, Toronto, when the organization of the Central Ontario District of the Ontario Retail Lumber Dealers' Association was completed. The association is comprised of five districts—Eastern, Western, Northern, Southern, and Central Ontario—all of which have met and elected their officers for the coming year. At the gathering of the Central Ontario District there was a good representation from Toronto and outside points. R. A. Rastall, of the Canada Lumber Company, Weston, was appointed chairman pro tem, while several matters of interest were taken up.

T. E. Rathbone, of George Rathbone, Ltd., Toronto, was elected chairman for the coming year; W. M. Tupling, of J. R. Eaton & Sons, Orillia, vice-chairman; and T. A. Paterson, of Mickle, Dymont & Son, Toronto, honorary secretary.

Allan Watt, of the Watt Milling and Feed Company, Toronto; John S. Bond, of Batts, Ltd., and Chairman T. E. Rathbone were appointed a committee to name a permanent committee for the district. Several subjects were discussed, among them being the cost of doing business and the Ontario Lien Act. The opinion was expressed that a number of important amendments should be made to the act in order to make the owner or proprietor of a house under construction liable for the price of the materials put into it. Under the present act, the owner has to hold back only 20 per cent. of the contract figure in order to protect wage-earners and those who supply materials. He is thus protected against suit, and it is desired that the owner of a building should be made entirely liable for any claims. A discussion also took place on certain clauses of the Workmen's Compensation Act, after which the meeting adjourned.

The organization of the Western District of the Ontario Retail Lumber Dealers' Association was held in Hamilton, at the Royal Connaught Hotel, on February 12. Business followed a luncheon, and there was a good attendance from various parts. A. S. Nicholson, of Burlington, was elected honorary secretary, and considerable preliminary business was attended to.

Import License Not Applicable to Lumber

In connection with the recent proclamation of President Wilson at Washington, that no imports to the value of over \$100 would be received into the United States without an import license, various opinions were expressed with regard to its application to lumber shipments. Many enquiries were received by Secretary Boulton of the Wholesale Lumber Dealers' Association, Toronto, regarding the interpretation of the regulation, and it was thought that the order did not refer to Canadian importations, but to importations from overseas countries, in order to stop the bringing in of certain luxuries. The Secretary of the War Trade Board at Washington was promptly communicated with, and corroborated the advices previously received. The reply was as follows: "For the present no import license is required on the importation of lumber to the United States from Canada." When official confirmation was received, the members of the trade were quickly communicated with and some misleading rumors and much uncertainty regarding the outcome and meaning of the proclamation at Washington set at rest.

Canada Metal Company's Men Convene

More widely attended and representative in character than ever was the sixth annual convention of the Canada Metal Company, Ltd., which was held in Toronto during the week of February 4th. The managers and salesmen of the company from as far as Montreal in the east and Vancouver in the west were present. The proceedings were characterized by thorough, practical addresses on interesting business topics, and visits were paid to various portions of the plant, where timely demonstrations were given in the production of various metals.

The year just closed has been the most successful in the history of the company's operations, and since their new factory was erected on Fraser Avenue, in 1911, it has been found necessary to increase its capacity several times in order to keep pace with the growing demand of the firm's output. The Canada Metal Company have also built factories, and are manufacturing most of their lines in Montreal and Winnipeg. W. G. Harris, Sr., is president of the company, and extended a warm welcome to the large gathering of representatives. He said that the progress made by the firm had been remarkable, and attributed the reason for this splendid development to service and dependability, which formed the foundation of the record and reputation of the organization. He thanked all for their co-operation and interest of the past year, and added that those present would have the opportunity of seeing many lines manufactured, so that they could gain an accurate knowledge of what they were selling and become thoroughly familiar with the conditions under which the various metals were produced.

Mr. W. G. Harris, Jr., vice-president of the company, presided over the various sittings, and referred appreciatively to the splendid showing of 1917. He emphasized the fact that no firm could stand still—it must either go ahead or fall behind—and to expand further, after the best year in their history, would necessitate greater effort and more concentration than ever. He pointed out that, when the war came to an end, every business would receive a jolt during the reorganization period which was bound to follow, and only those firms who took cognizance of after-war conditions and made ample preparation therefore could hope to reap the benefit when normal times arrived. This was why it was necessary to keep the organization of their manufacturing and selling forces up to the highest point of efficiency.

During the progress of the convention luncheon was served each day at the Sunnyside Pavilion, the mornings and afternoons being filled with programs of unusual interest. The salesmen were invited to give addresses, and among those who spoke ably and convincingly were: E. Parkin, on "Humanity and Business"; F. Harris, on "Contracts"; W. G. Garrett, on "What We Are Doing in Winnipeg"; and M. Matthews, on "Sales Assistance from the Office and Others." Among other subjects touched upon were "Co-operation," "Regular Production," "Business Prospects in the Maritime Provinces," etc.

The business nature of the proceedings was varied by an enjoyable smoking concert, held in the large showroom of the head office. Not only were the visiting delegates in attendance, but also the office staff and the foremen of the various departments.

Hearty votes of thanks were accorded Messrs. W. G. Harris, Sr., W. G. Harris, Jr., and H. C. Crow. In responding, Mr. Harris, Sr., suitably acknowledged the many kind references made of the members of the firm, and was much gratified to see the intense interest that had been displayed in all the proceedings. He hoped that each one would go away equipped with a greater knowledge of the goods manufactured by the Canada Metal Company and thoroughly imbued with the spirit that animated the firm. That spirit was to give unsurpassed service and maintain their well-known reputation for dependability.

Another interesting feature of the convention was the gift of

gold watches and chains to Messrs. D. L. Scott and E. Parkin, who had been successful in the Harris Heavy Pressure Competition. The presentations took place at the conclusion of a discussion on "Babbitt Metal," and were made by Fred Harris, manager of the Winnipeg branch.

Practical demonstrations in the production of the company's goods were given, and included an inspection of the lead rolls. After the melting of the lead into slabs and sheets of various thicknesses and widths, a visit was made to the fine rolls, where the process of rolling fine lead was witnessed. An address was given on "How Galena Lead Ore Is Mined, Smelted or, in Some Cases, Treated by

the Electrolytic Process to Give the Pure Lead."

Another session was taken up with "Babbitt Metals," Mr. Harris, Jr., furnishing much valuable information regarding the subject and illustrating the real meaning of specific gravity in these metals. An exhibition of tests and how to pour Babbitt Metals in order to give the best results proved most instructive. Another session was devoted to Ingot Metals, and the prospects for the coming year, as well as the effects of the war upon the metal industry in general were reviewed. The manufacture of solder of various grades also proved a revelation of practical interest to the selling force, who handle everything from bar solder to ribbon solder.

When Are Mills Relieved of Contracts?

The Cases Where There is No Clause Regarding Conditions Being Beyond Control—Best Way Is To Quote on F.O.B. Basis, Shipping Point

In these days of rapid and tremendous changes, it seems the only safe way is to quote on the basis of f.o.b. shipping point, says the executive report, presented recently at the annual meeting of the Canadian Lumbermen's Association. As a large number of our members do considerable business in the United States, it is as well they should know the legal aspects of sale and delivery. We reproduce the following:

A recent edition of the bulletin of the National Wholesale Lumber Dealers' Association contains several legal opinions of timely peculiar interest to the trade.

Question.—We have placed orders with mills on whom we depended for shipment in order to carry out contracts. Some orders were accepted by use and in turn by our mill, without any qualifications as to railroad delays, conditions beyond our control, etc. Subsequently we used a conditional clause on our order blanks, stating that orders were taken subject to railroad delays, embargoes, fire, other conditions beyond our control, etc. In all cases the lumber was sold delivered, and some mills have taken the position that because of embargoes at delivery points and inability to obtain cars they were relieved from carrying out their contracts with, and because of the manner in which this business has been accepted, both by ourselves and our mills, four questions have arisen on which we would like information:

1. Is a mill relieved from carrying out its contract because it is unable to obtain cars or to make delivery on account of embargoes where the contract contains no clause as to conditions being beyond control?

2. Are we as wholesalers relieved from carrying out a contract with a customer where we are unable to get lumber from mills who have refused to ship, as referred to in question 1?

3. Where the conditional clause is used and contracts taken subject to the conditions mentioned, does the fact that cars are hard to get or destinations embargoed relieve the mill?

4. Where the conditional clause is used in our acceptance to a customer, are we as wholesalers relieved from carrying out a contract because of these same conditions?

Answer to question 1.—Any condition making it impossible to perform a contract is not an excuse for failure to perform, and the party is liable in damages unless he has specifically provided against these conditions in the contract. This is best illustrated in the following New York cases:

A company agreed to ship iron for prompt shipment by sailing vessel. After loading the vessel it was subsequently tied up in a frozen river, and did not sail for two months later. The court held that this did not excuse the seller from carrying out his contract, and that the purchaser was not bound to accept the late delivery.

A company agreed to deliver steel caps on the first of April. In March the bill burned down and the caps were not delivered. The court held that this fire did not excuse the seller from delivering the caps, and held him responsible for damages.

A seller was prevented from delivering goods on time because of a freshet which made it impossible to transport the goods by canal, but the court held that this did not excuse him from a performance of the contract and that he was liable for damages.

Where a seller has agreed to deliver goods which he had "secured" from a manufacturer he is bound to deliver at the time fixed or pay damages, and the impossibility of obtaining goods from the manufacturer in time did not excuse the seller from making delivery.

These cases cover contracts where there is no clause as to conditions being beyond control, and the answer to the first question is that the mill is not excused from a performance of contract.

Answer to question 2.—From the preceding reply to question 1 it is seen that a wholesaler is not relieved from his contract by the conditions mentioned.

Must Show Reasonable Diligence

Answer to question 3.—What the court or jury would decide to be causes beyond control or sufficient to excuse a mill from making delivery will depend upon the facts in each case. It will require reasonable proof that the lumber ordered could not be shipped after the mill had shown every reasonable effort to get it out. In considering this question from the standpoint of a manufacturer of lumber it is reasonable to assume, under most conditions, that a court or jury would conclude that a manufacturer is required to ship only lumber which he himself manufactured and is not in the same position as a merchant who buys in the open market. The manufacturer must prove that the conditions were actually beyond his control, and the mere fact that it was difficult to obtain cars, or that the point of destination was frequently embargoed is not, in itself, a condition which would relieve a manufacturer from carrying out his contract. In the opinion of attorneys, difficult as such conditions are, they are not, under the meaning of the law, beyond control, and unless a manufacturer, or any seller of lumber who wishes to take advantage of such conditions, can show other reasons than those stated, it is doubtful whether the courts would grant him relief in cancellation of a contract. He certainly must show that he used reasonable diligence to make delivery, regardless of the embargo or car shortage, and as long as lumber can be obtained from other mills and shipped to the destination named in the order that fact itself would be strong evidence to prove that the conditions were not beyond control.

In one case referred to our legal department, on a contract calling for delivery New York City, the destination was continuously embargoed, and delivery could only be made by obtaining a permit. The correspondence indicated that the shipper had made many and continual efforts to obtain the necessary permit, not only by written requests but also on many occasions sent his representative to make personal application for a permit, and, in addition, solicited the aid of his customer in obtaining the permit. In this case our legal department believes the court will undoubtedly hold that the mill has shown all reasonable diligence, and that, under the conditional clause, is excused from performance.

Answer to question 4.—As stated above, it is reasonable to assume that a court or jury would conclude that under most conditions a manufacturer is required to ship only lumber which he himself manufactured, whereas a wholesaler is in a different position, unless in his contract he has limited himself to deliver from some specifically named mill. Unless he has done this, a wholesaler is expected to buy the lumber anywhere in the open market. While it may be impossible for him to deliver from the mill from which he expected to make the delivery, that would not be an excuse sufficient to relieve him from his contract. Difficult as such conditions are, they may not be beyond the wholesaler's control, and as long as the lumber in question can be obtained, even to the extent of buying it in the local market or at the point of destination, the burden would be upon the wholesaler to carry out the contract.

If sales are made "f.o.b. mill freight allowed to destination," it is the opinion of our attorneys that sellers will avoid many difficulties brought about under conditions above mentioned.

Twenty-eight men, the majority of them alleged I. W. W.'s from the United States, held the foreman of one of the Russell Timber Company's camps and forced him to sign a letter to the head office of the company in Port Arthur stating that the cutting season for pulpwood at that camp was completed. The men were brought to Port Arthur from Duluth and were under contract with the timber company, and were to be refunded their fares when the cutting season was over. The plot was frustrated by the foreman making a trip over the ice under cover of darkness and informing the head office of the affair.

Adopted for Sawing Vertical Grain Stock

Western Man Designs Sawmill Carriage and Method of Sawing Spruce Logs for Airplane Stock—
Explanation of the Method Employed—Proper Selection of the Logs

Sawmill men are producing only about 25 per cent. of vertical grain airplane stock from the logs they are sawing, due to the fact that their equipment is not adapted for sawing vertical grain stock out of No. 1 clear logs, and for the further reason that their object is quantity and not quality, says O. C. Fenlason, of Portland, Ore., in the "Timberman."

I have designed a sawmill carriage and method of sawing the same logs in a way that will produce from one to four times as much vertical grain airplane stock as the sawmill men are now producing.

I have presented this proposition to the United States Signal Corps and have been requested by them to acquire all the information possible on this proposition.

I earnestly request that sawyers in particular study carefully my plan, because sawyers are really the men behind the gun in getting the airplane stock out of the logs. I sincerely hope that all mill men and those interested in the spruce production will examine the plans I submit herewith, and feel free to criticise it and offer suggestions that may be helpful.

The mill I have designed for cutting spruce logs for airplane stock is best described by consulting the drawings herewith. The method of sawing consists of making four or more radial cuts from the periphery of the log toward the heart, thus dividing the log into four or more sections or cants. These cants can be split from the heart or core of the log and then resawed for grain and dimension on a carriage that is properly equipped with independent adjustable head blocks.

Figure 1 illustrates the cross section or end view of an 84-inch log. The radial cuts which extend within 10 inches of the heart are designated by the letter "a." The cants into which the log is divided are marked "b." The line on which the cants are to be split from the heart or core is marked "c." After the first radial cuts are made the cants are divided into two cants by cutting along the line designated "f."

This method of sawing will save all the stock in the log next to

the sap, which is the best stock in the log. A large part of this clear material is being wasted by the method of side sawing now in universal use. A log cut by this method will yield all vertical grain stock of more than 45 degrees, except the heart or core, which can be sawed into box material.

The longitudinal side elevation of the sawmill carriage is shown in Fig. 2.

Description of Carriage

Figure 3 shows the end elevation in section. A 72-inch top saw, with an arbor running in boxes that are adjustable vertically is provided. On the saw arbor are two 12-inch collars fitted with knives to act as a rosser, marked "h" in the illustration.

Two 8-inch I-beams, marked "i," are mounted on a standard sawmill carriage. The carriage is without head blocks or knees, thus permitting the logs to be rolled in on one side of the carriage and out on the other side. Otherwise the carriage is standard, except as to the special mountings hereafter described.

A cast iron head block "j" is mounted permanently and securely on the I-beams on the head end of the carriage, as shown in Fig. 2.

A cast iron movable head block "k" is mounted on the I-beams on the tail end of the carriage and the mounting is such that the head block can move longitudinally on the I-beams, thus compensating for short and long lengths of logs, which makes it possible to chuck a log from 18 to 40 feet long. The movable head block is similar to the head block on a large veneer lathe, such as is used by the Portland Manufacturing Company at St. Johns, Ore., and will swing and chuck a log nine feet in diameter, 40 feet long, or shorter. There is no experiment about chucking logs in the center, as it has been done successfully for 75 years in veneer lathes where the log is subjected to intense torsional strain.

All other details of this mill are clearly marked and described on the drawing.

A 36-inch pulley with a large diameter and long projecting hub is provided. The ends of the hub "y" run in bearings, and the center

LEGEND

Fig. 1—Cross-section or end view of an 84-inch diameter log.

Fig. 2—Longitudinal side elevation of mill carriage.

Fig. 3—End elevation and section of carriage.

a. Longitudinal radial cuts in the periphery of the log to within 10 inches of the heart.

b. The sections or cants into which the log has been divided by the radial cuts "a".

c. The lines on which the cants "b" are split off from the heart or core "d".

d. The heart or core of log after "b" is split off.

e. The line on which a cant shall be cut from "b".

f. The line on which the remaining portion of cants shall be divided into two cants.

g. A 72-inch top saw with an arbor running in boxes that are adjustable vertically.

h. Two 12-inch collars on the saw arbor, fitted with knives to act as a rosser.

i. Two eight-inch I-beams mounted on a standard sawmill carriage.

j. A cast-iron head block mounted permanently and securely on beams of carriage.

k. A cast-iron movable tail block mounted for longitudinal movement to compensate for long or short logs and actuated by the screw end.

l. Six-inch diameter spindles running in bearings and "j" and "k".

m. Eighteen-inch chucks on the ends of "l" for chucking logs.

n. Four-inch diameter screw longitudinal with I-beams.

o. Collars screwed and set on screw "n" to take all end thrust in tension.

p. Bearings in the girders tying I-beams together to receive bearings of the screw "n".

q. Finished fitted ways on which the movable tail block slides.

r. Sixty-inch diameter worm gear keyed to end of spindle "l".

s. A worm in mesh with "r".

t. A crank to turn the worm "s", thus turning the spindle "l" which turns the log "x".

u. Collars screwed onto the spindle "l" to take end thrust when unchucking the log.

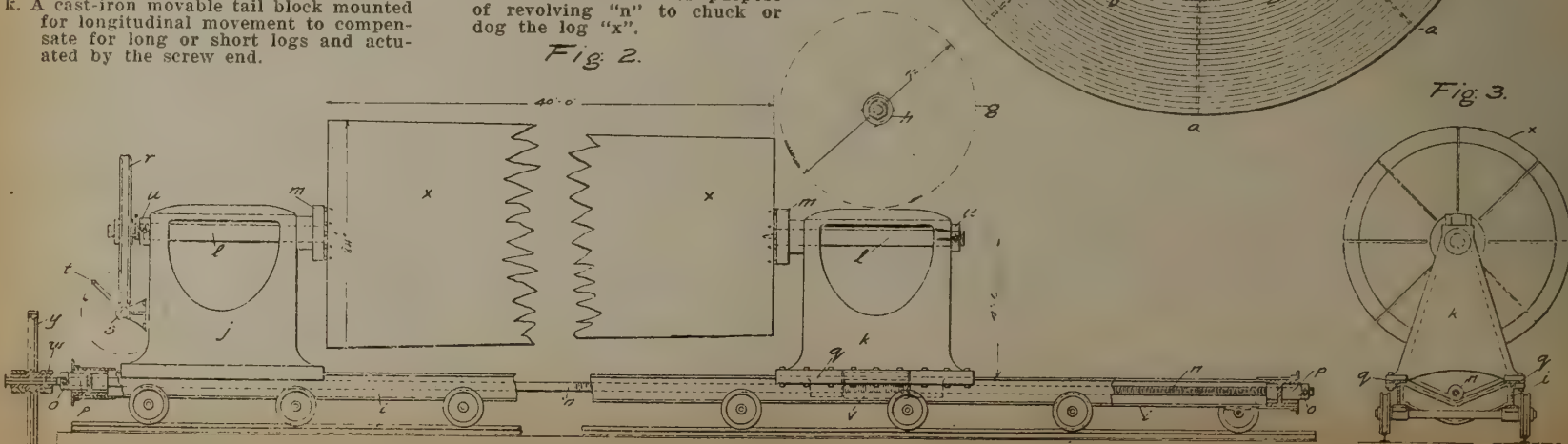
v. A 24-inch bronze nut through which the screw passes and actuates the tail block "k".

w. The squared overhanging end of the screw "n".

x. The log which is to be radially cut as it passes under top saw "g".

y. A 36-inch pulley with long projecting hubs running in bearings and the center of hub chambered to fit square and of screw "n" for purpose of revolving "n" to chuck or dog the log "x".

Fig. 2.



of the hub is chambered out square to fit the overhanging end "w" of the screw "n," hence when the carriage is run back to the log deck to load a log "w" will pass through the hub "y" and is then in position to dog or chuck the log by revolving the hub, thus moving the movable head block in the desired direction. The log would be lifted into position by overhead gear the same as is used in lifting logs on the log deck, instead of pulling the log up the log slip into the mill. It will readily be understood that logs hung or chucked on or about the center can be quickly and easily turned and that no damage will be done to the cant, as is often done by standard log turners and hooks.

It is an inexpensive mill to build and should be driven by independent electric motors. The log deck is so arranged that the logs are rolled in on one side of the carriage and off on the opposite side, and the skids that receive the logs when rolled off the carriage should be about eight feet from the ground, thus allowing the log to drop or fall, the shock of which would probably break most of the cants loose from the heart of the log.

If the foregoing premises are correct, I believe that it is the patriotic duty of all the lumbermen to get together and build a quarter sawing mill on the Columbia River, one on Puget Sound, one on Gray's Harbor, one on Willapa Harbor and one on Coos Bay, and select all the fine No. 1 clear logs and send them to their quarter sawing mill and then ship these cants to the resawing mill that the government is building at Vancouver.

Building Recutting Spruce Plant

The government is building at Vancouver, Wash., a recutting plant that will have in it 12 circular rigs and specially designed head blocks and edgers that will cut and rip lumber and cants in a way that will give the desired grain for airplane stock, and it is my opinion that this is the most practical plan yet devised, as in this government plant expert men will train the whole mill crew to look for quality and not quantity, and the average mill cannot do this, even if they had the proper equipment, without greatly reducing the cut of the mill and thus adding enormous expense of sawing, due to the fact that a large crew of men would be standing around waiting to grab a board or cant. Therefore, the government can do this work much cheaper and better. The mill men, therefore, should render the greatest assistance possible to the government by furnishing better cants that will saw out more airplane stock than they are now doing, and as stated above, quarter sawing will accomplish this good result.

I desire to say to the loggers that the proper place to inspect and select the logs is in the woods where you can see the conditions under which the tree grew; see if it is healthy or over-ripe, and see the chips that will indicate the grain. Hence, all good logs should be selected and marked in the woods, and above all, when you fall a fine, large, clear spruce tree it should be bucked up into logs 26 feet long, as this is the length required for wing beams, because if the log is bucked into logs 30 and 32 feet long a large percentage of the fine, clear stock in the log must necessarily go into shorts, and plenty of short lengths can be obtained from the poorer grades of good spruce logs.

Pole Road, the King of Logging Truck Roads

By A. R. Hilliard

The first question the experienced logging truck man or traffic engineer asks is "What kind of roads have you?" And where no good road exists he must see that one is built.

The king of all logging truck roads, barring only the hard surfaced or paved road, is the so-called "pole road."

In its best form this is built of poles, twelve or fourteen inches in diameter, hewn or broad axed or adzed on one side to form a flat surface for the truck wheels. These poles are laid in pairs, two poles on each side of the road, joints broken.

Small pole ties are used, at each end in the center, and the poles spiked down to them. This prevents the big poles working loose at the ends, tipping up under weights or spreading at the center.

Some such roads have been built without the cross ties, but where the road is to be used for a long time the small extra cost of putting in the ties is more than offset by greater permanency of construction.

The fore and aft poles should preferably be sunk into the ground at least half their diameter. This increases the strength and firmness of the road. Unless it is done, i.e., if the poles are laid on top, the ground may wash away in winter and the spring of the poles makes hard pulling and steering and causes pole breakage.

The rear wheels of the truck measure 15 inches across; trailer wheels the same. So two ten-inch poles are wide enough, but for easy driving, safety and strength it is best to use twelve or fourteen-inch. Lay the two poles close together and hew down so there is only a little space between the two flat surfaces of adjacent poles. If the "valley" is too deep, so that the tires slip into it, the wheels will lose traction and the tires wear too rapidly. In such cases fill the "valley" with

dirt and gravel. The main idea is to have the two poles as nearly as possible form a flat surface for the wheels.

Over fills, around bends on the edge of ravines and in places where running off the track will be dangerous it is advisable to put a third pole in on the outside of the other two—this to be used as a guard rail to keep the wheels on the track.

This third pole need not be hewn or surfaced. It should be high enough to prevent the front wheels over running it. It may be spiked to the outside top of the outside track pole, or spiked to the cross ties (in which case a good sized pole must be used to give sufficient height) or posts set into the ground and the guard rail secured to them.

It is hardly necessary to go to this extra expense for guard rails except where it would be dangerous for the truck to leave the timbers, but in such places they are distinctly worth while. Under ordinary conditions any driver can keep his truck on a twenty or twenty-four-inch track without trouble.

This road makes use of practically waste material which is close at hand. The cost of getting out the poles, hewing and laying will not be much greater than buying No. 2 planking, hauling and laying it.

The pole road is tough and strong. It does not splinter, crack, split or break easily. It lasts and requires but little maintenance.

The material and construction of such a road would cost from \$1,500 to \$1,900 a mile, exclusive of grading. Figuring grading at \$2,000 (there is no ballasting) you have a road that will cost \$3,500 to \$3,900 a mile, and worth it.

Several forms of road have been tried in Northwestern truck logging operations. A brief description of each will be sufficient, and inasmuch as the materials are at hand and their cost known, and grading costs vary greatly, no attempt will be made to give estimated costs of construction or maintenance.

Ties (culls) laid crossways make excellent roads. But their tendency to sink into the ground and make the road uneven or bumpy, breakage due to uneven ground and great expense practically eliminates ties as a factor in road building, except for very short stretches.

Plank laid crossways has the same faults as found with ties. And in either case there is a big waste of good material, for we need a track, not a pavement.

Puncheon is not suitable except to fill short places in an otherwise good road. And even then planking laid fore and aft over the puncheon will save the truck from excessive vibration and give better traction.

Slabs and short pieces should not be used even to fill holes. They do not last, and are a source of trouble and expense.

Plank, 4 x 12, laid in pairs, fore and aft, form one highly satisfactory type of road. To get the best results, a trench should be scooped out on each side of the road; three or four inches deep and twenty-five inches wide, and the plank laid in this and dirt or fine gravel thrown on the plank, sufficient to work in and pack or tamp the planks firmly in place.

This prevents the plank working out of place and helps to delay the inevitable breaking of the planks.

Such a road has been constructed on an existing dirt road, for \$1,500 a mile. With 4 x 12 \$22 at the mill this price would be quite a bit higher now.

Will Build Ships on Extensive Scale

Siffroi Robicheau, of Meteghan River, N.S., who a few months ago entered the employ of the R. H. Cowes Construction Company, of Boston and New York, the organization having established a shipyard at Meteghan River, was in Yarmouth, N.S., recently. The Howes Construction Company knew nothing, it is said, of Nova Scotia and its shipbuilding possibilities until last fall, when the vice-president, Mr. George D. Morecroft, came to the province and in a trip along the Bay Shore was not long in grasping the whole situation. The company since then has established itself, and its work of development has been great. A lease for a term of years has been taken of the late James Cosman shipyards, at the mouth of the Meteghan River. Mills, together with pattern shops, equipped with the latest improved shipbuilding machinery, have been erected and are now working.

They recently closed a deal for a tract of 500 acres of very valuable timber land on the Meteghan River. Lumbermen's camps have been erected, and a large gang of men is now engaged on the property, getting out ship framing and timber, some of which is being hauled direct from the stump to the mills, while a greater quantity is taken to the river, to come in the spring. The company intends to enter into shipbuilding on a very extensive scale. They have already laid the keel for one vessel, for which sufficient framing is on the site. They expect as soon as they are thoroughly established at Meteghan River to employ a large amount of labor and to vigorously pursue shipbuilding. As soon as spring breaks and their winter's cut is rafted into the mills, where it can be conveniently handled, they intend to lay three more keels side by side and have the work of construction go along simultaneously.

More Efficiency in Woods Management

Why Not the Same Thought, Technical Skill, and Judicious Capital Expenditure There
As In Actual Operation and Control of the Mill

By F. A. Sabbaton, Grand'Mere, Que.*

I saw a lot of woods managers who had been up against and solved a lot of difficult problems in years past, and had not allowed anyone to bluff them without the bluff being called. In other words, I knew you would all hear the switch click when we left the main and started off on that branch line, and so I decided the best thing to do was to be perfectly frank with you; to tell you that I do not pretend to know anything about your affairs that would be worth the time it would take you to listen to it; but rather to speak with you for a few minutes on a subject about which I should know something, whether I do or not, for I have for several years past been interested in very little else than the subject of business policy, management, and operation of pulp and paper mills.

Perhaps after I have drawn for you a rough sketch of the changes in methods and the results that I have seen brought about during the past twelve or fourteen years in the mills you will have something worth thinking about when you sit down quietly later on and ask yourselves if the policy and methods pursued in the woods operations and the management of the forests has been as far-reaching and as broad in its character as that applied to the mills; and, if not, is it not possible to apply some of these methods to the bettering of conditions in the logging end of the business? It is, of course, possible that my simile may not be a good one, and that simply because certain things have been accomplished by the pursuit of a particular policy in the management of a mill proposition equally good results would not be obtained by working out the same policies in logging operations, but, for my part, I am going to take the attitude of the man from Missouri, who said, "I won't believe it until you show me." So I am not going to butt in to your business and tell you how it ought to be run, but rather leave this to you gentlemen to work out, for I know you are much more competent to get after the details than I could ever hope to be.

The Evolution of Allied Industry

But now let us look over what the mills have done, and then you think it over for yourselves. As I am intimately acquainted with the conditions and policies of but one paper and pulp mill—the Laurentide Company—I must draw my facts from that source alone; but I think I may safely say that almost every other paper mill in Canada would give you a practically parallel line of information if you could induce them to do so.

Fourteen years ago the production of newsprint paper was, let it be admitted, accomplished in a rather crude fashion, and by means of what is generally known as the "rule of thumb." The machinery in the mills was, perhaps, in some cases as good as could be obtained at that date for the particular work for which it was designed, but too often the first cost of the machine was given primary consideration rather than its efficiency, or what it would cost to produce the product from it. Since that date the best engineering talent and trained technical and mechanical skill have been concentrated on the design and improvement of these machines, with the result that now nearly every machine in all the departments of that mill of fourteen years ago is in the scrap heap, and in their places stand new machines having greater output capacity per day, capable of being run at a much lower cost for repairs and, best of all, turning out a product vastly superior in quality. I can give you numerous instances to illustrate this point: In the ground-wood mill, magazine grinders, direct connected to electric motors of 2,000 h.p. capacity, now produce 20 tons or more of the most uniform and excellent quality of ground-wood pulp per day, whereas in the older mill six tons of questionable and variable quality of stock in twenty-four hours was the accepted rule. In the sulphite department the change in the design of the primary apparatus has not been so radical, but the details of the process have been just as carefully studied, and we now have recording instruments to tell us the pressure and temperature being held in the interior of the digesters at every moment of the day. This one improvement has brought about the making of chemical pulp from a matter which was more or less guesswork almost to an exact science. Many other improvements have been made in the auxiliary equipment of this department, such as centrifugal screens, high efficiency pumps, and in a hundred other details. In the paper mill the big machines now produce newsprint paper at a speed of approximately 650 feet per minute, whereas 450 feet used to be considered a good speed, or an increase of over 40 per cent has been brought about in the rate of production; and still, in spite of this increased capacity, the efficiency with which the machines operate to-day is very considerably higher than it was previously, and

the quality of the paper produced is so far superior that it would be difficult to realize on comparing the two sheets that both were intended to represent what was known, in their respective times, as standard newsprint.

Made Practical in Face of Opposition

I don't want you to get away with the idea that these radical changes were in some miraculous way handed out to the paper mills. On the contrary, they were the results of years of hard work, of rank theory tried out and made practicable in the face of opposition that said it couldn't be done; of several big failures, before a little success and a small advance was made. There are, I will admit, some few mills still in the country that have not pursued this policy, and are still operating the old machines, and obtaining the old results, but if you will examine them closely I believe you will find that they are not making adequate returns in the way of profits to those who have invested their money in them. So much for the machines.

Now, let us look for a moment at the human element. When a paper mill was built in Canada fourteen years ago, the available supply of trained labor for the operation of that highly-complicated plant was practically nil. I believe almost the same conditions hold true to-day where the mills are built, as they generally are required to be built, at long distances from large centres of population. Boys and men who, in our particular case, spoke very little or no English, had to be brought in from the farms or from the lumber camps, shown the machinery, and told to operate it. You can imagine without any description from me as to what the conditions were like. Cursing, brute force, and trusting to luck seemed to be the regular method of procedure, and I might add that the proportion of the bad luck to the good luck was about as ten is to one. To be sure, there were a certain number of so-called skilled men who were absolutely required to operate the paper machines and certain other parts of the plant, and these men were generally drawn from the discontents or inefficient of the other plants more favorably situated, and, usually, after remaining for a few months and tiring of the general advantages or disadvantages that our town had to offer, would, so to speak, pass on to the next cage.

Here was a condition much harder to overcome than the question of inefficient machinery. If a machine does not work you can scrap it and go into the market for one that does, but with men it is a case of gradual improvement. They must be educated—there is no other way. Now, it is comparatively easy to educate a man to operate a particular machine to which he is attached, but the process must go deeper than this—he must be educated to realize the importance of keeping the plant clean, of keeping his own health good, and, in short, of being a good citizen in the community in which he lives and works. I will not pretend to you that we have accomplished wonderful results along these lines, but I will say that the manager of our company has seen that these phases of the situation are just as vital as mill efficiency, and are, in fact, a part and parcel of mill efficiency; and we have, at least, made the first steps along the road by building a town with model residences, operating a hotel that is considered to be a credit to the community, providing club houses for the employees, and maintaining a free school that is now doing its little best to educate 130 children. I will further simply mention the skating rink, tennis courts, playgrounds, and golf links as means of healthful exercise and recreation, with cow barns producing 300 quarts of milk per day, and a large farm and truck garden to partially stabilize the food conditions.

What Training and Education Accomplish

As to the results that have been obtained in an endeavor to produce a class of highly specialized labor from the local supply of farm hands I would call your attention to the fact that out of a total of 21 paper machine tenders, who are generally considered to be the highest class of skilled labor attached to a paper mill proposition, 18 are local French-Canadians who have been educated in our own mill. These men, the majority of which, were it not for the training that they have received at the hands of the Laurentide Company, would now be either farm hands or lumbermen, are at this time receiving the modest pay of from \$1,400 to \$1,600 per year each, and I might mention in passing that their regular labor consists of an eight-hour day.

The human problem in mill management is certainly more difficult and more discouraging in its solution than the mechanical, but fortunately it is a live problem, and, like every other living organism, when it is properly nourished, it grows and develops of its own free will; and so I think we can feel perfectly confident that as each new

generation comes along it will be a little more efficient and better in every way than the one that has gone by, provided it is given proper physical, mental, and moral food for its nourishment. I will admit that these ideas are not generally considered to be a part of ordinary mill management, and perhaps some of you may question whether the large expenditures made along these lines by the Laurentide Company have proved to be justifiable. Without wishing to enter into a long discussion on this subject, I think I may with confidence point to the general business standing and financial position of the Laurentide Company, and leave it for you gentlemen to decide whether or not these methods have proved to be good business policy.

Now let us come back to the wood lands. Are any of the methods that I have so briefly outlined applicable to the cutting of logs, the floating of them to the mills, the taking care of the standing timber, and all of the thousand other problems with which you men are concerned? Are the conditions surrounding the work in the woods so absolutely different that the progressive methods that have been proven to be so successful in mills are not applicable there? Frankly, I am so poorly posted on this subject that I am not in a position to judge the question, and so I must leave it for you to answer; but I am wondering if as much trained thought, as much technical skill, as much judicious expenditure of capital has been brought to bear on this difficult problem of logging operation and management as has been pumped into the equally difficult problem of the proper running of the mills. I do not see that the two problems differ materially in their basic principles—the proper studying out and trial of mechanical equipment and the careful training of special labor. The men who cut the logs in the woods and drive them down the rivers are not in any way a different class of human beings from the ones who grind the pulp and manufacture the paper, and if good housing and food conditions is in one case conducive to increased efficiency it should also increase the efficiency in the other case.

Why Not Results in Both Cases?

In order to properly operate a paper mill along the lines we have proven to give the best results a large and complicated organization of specially trained officials, foremen, sub-foremen, clerks, etc., is necessary. Is such an organization generally considered necessary in order to conduct large logging operations? I think not. If such an organization produces results in the one case why not in the other? These are questions that, as I have before said, I am not going to try to solve, or even to argue about, but I am leaving them with you to think over. I will simply say that I consider this question to be one of vital importance to the pulp and paper industry, and probably also in an equal degree to the manufacturer of lumber. I am afraid that we men connected with the pulp and paper industry are much too apt to consider our timber as the raw material from which paper is produced rather than as an item made up almost entirely of labor. We use our very best endeavors by adopting labor-saving machinery, and by the most careful management and oversight to keep the labor costs of our mills at their lowest possible point, whereas when it comes to the question of pulpwood we apparently lose sight, in a large degree, of the labor problem, and consider that our pulp wood has cost us so much per cord, and let the subject drop at that point. To bring this phase of the situation home more clearly to you, and also for my own edification, I have asked the accountants of the Laurentide Company to get out for me a statement showing the total amount of money expended in the labor utilized in the making of our logs and driving them to the mills over a period of one year, and also the total amount of money spent for labor in converting these logs from their original state into finished pulps and papers and loading them on to the cars ready for shipment.

It was certainly a surprise to me, and I think it will be to you also, to find that the total expenditure in the woods exceeded the expenditure in the mills by about 25 per cent. If, therefore, we are justified, as we feel that we have proven we are, in building up a large organization and employing the highest trained technical skill for the efficient operation of our mills, how can we justify ourselves in not expending a similar amount of energy and careful thought on the question of getting out our timber?

These are times when many radical ideas are being brought forward; when business and commercial methods that we thought were impracticable are being forced upon us, whether we like them or not. The labor market is becoming more and more difficult to handle, and the necessary remuneration for this labor is still rising. The question of providing proper food for the men in the woods has become not only a problem from the commercial and financial point of view, but must be also viewed from the patriotic standpoint—these men should be fed, at least in part, on a quality of food not demanded by our men in the trenches.

Is it not, therefore, necessary for us to put away our preconceived ideas as to how certain kinds of work should be accomplished and, at least, try out that which which will at first appear to us to be rather radical and drastic methods?

Spruce Deal Exports Fall Off

Transportation Troubles Are Chief Cause—Log Cut on St.

John River Will Be Less Than Last Year

That the logs cut on the Upper and Lower St. John River will be considerably smaller this year than last is a statement of J. Fraser Gregory, of St. John, N.B., president of the St. John River Log Driving Company. It is estimated that thirty to thirty-five million feet of logs will come through the booms this year. Last year the figure was in the vicinity of thirty-two million feet, although considerably more were cut than were got out. The decrease this year, according to Mr. Gregory, is due to the shortage of labor and the large amount of snow in the woods, which make operations very difficult. The snow will, however, make conditions for spring driving much more favorable. The cut in the whole province in 1918 will probably run about 50 per cent. below normal.

While cargo space this year will probably be very difficult to obtain, it is understood that the government authorities will provide certain accommodation for lumbermen, the same as was done last year.

Some Shipments in Detail

The effect of the war is shown in the greatly decreased trans-Atlantic spruce deal exports for New Brunswick. This particularly applies to the North Shore ports, whose shipments have very largely fallen off. St. John shipments in 1917, compared with the previous year, show a decline of over thirty million feet, due to the difficulties of transportation. One firm has the distinction of shipping more deals than all the other combined. The figures are as follows:

		Sup. feet.
G. McKean & Co.	1917	50,378,603
	1916	39,730,389
W. M. MacKay, Ltd.	1917	26,431,227
	1916	43,206,372
J. E. Moore & Co.	1917	8,813,730
	1916	32,139,709
Other shippers	1917	3,126,016
	1916	17,202,279
Total	1917	88,749,576
Total	1916	132,278,749

Shipments from other ports in the Maritime Provinces were:

Campbellton			
Year.	Number of vessels.	Tons.	Deals, etc. Sup. feet.
1916	59	59,323	69,045,740
1917	6	16,764	15,083,289
Dalhousie			
1916	9	11,676	14,500,000
1917 .....	..	.....	.....
Bathurst			
1916	28	30,143	36,932,222
1917	1	159	161,813
Chatham			
1916	78	32,082	47,234,540
1917	3	7,577	7,260,095
Newcastle			
1916	97	47,805	54,602,343
1917	2	5,722	4,463,779
Richibucto			
1916	8	1,435	1,732,272
1917 .....	..	.....	.....
Sackville			
1916 .....	..	.....	.....
1917 .....	..	.....	.....
Albert			
1916	2	3,296	4,196,670
1917 .....	..	.....	.....
Shediac			
1916	1	769	973,000
1917 .....	..	.....	.....

Recapitulation of Export Data

A recapitulation of these figures shows that the total exports for New Brunswick in 1917, compared with the previous years, were as follows:

	Spruce deals. Sup. feet.
1914	217,906,813
1915	325,890,743
1916	390,328,479
1917	115,718,552

Better Dock Facilities Needed

One Way is to Erect Warehouse in Which Lumber and Other Products Can Be Stored Previous to Shipment

By E. L. Todd, Montreal

When I got my first glimpse of the harbor of Montreal, in 1891, I received a very poor impression of the docks, which were some 16 feet below the level of Commissioners Street. Wood sheds built on piles driven into the ground formed the docks. Merchandise was strewn all over the place, exposed to all kinds of weather, mud, and dust galore. The G.T.R. and C.P.R. were the only two railways with access to the docks, and all merchandise was teamed into sheds. A vessel had to discharge the inward cargo and then to load in the same berth. The conditions were almost indescribable—teamsters knocking over valuable merchandise, others driving over it, lumber piled forty tiers around the shed, any place it could be put. Eight to ten thousand feet was all a car would hold, being about 30,000 pounds capacity cars, whereas now anywhere from eighteen to twenty-four thousand feet is placed in a car of 60,000 pounds and as high as 100,000-pound cars are available.

The condition above referred to has been radically changed. The main wharf has a concrete face, whereas previously it had a wooden face. Piers 1,000 feet long stretch out into the river. Steel double-deck, fireproof dock sheds are placed both on the main or shore wharf and piers permitting of two ocean-going steamers on each side of the piers. Double tracks also run alongside each shed, where the through freight cars are unloaded and inward freight loaded. The harbor commissioners look after all cars brought to the wharves, having their own engines, and place all cars to whatever shed or section they are ordered to by consignees. Lumber has to be carted into the sheds as in days of old, unless it is on a through bill of lading, when the harbor commissioners' engines place it alongside the sheds. When times are normal the sheds even yet are not large enough or give sufficient space to load and unload a cargo, and I suggest that one way to meet the situation is to erect warehouses in which lumber or other products could be stored previous to shipment.

Lumber exporters have always been handicapped when the goods are sent to the wharves. The steamship companies sometimes do not want the traffic, having better freight in view; in the event of heavy shipments of produce, some other freight has to suffer, and generally it is lumber. Much remains to be done in the way of improvements to cheapen the cost of handling lumber. Each year the cost has been rising, partly owing to increased wages and partly owing to lumber exporters not being able to do a full day's work. In the old days we could start on a Saturday, after the steamer had sailed, and continue each day; but now we have generally two good days in a week, as the steamship companies do not care to have cargo in the sheds when passengers are embarking or disembarking. If the steamer has a large cargo, all the room possible to get the cargo out is required. Then often the grain is first landed, after which lumber is required to cover the grain, and we have only about two days to deliver, say, 300 standards of lumber.

Timber Resources of Northern Manitoba

By J. A. Campbell, Commissioner of Northern Manitoba

Many years ago the northern part of Manitoba as far north as what is known as the "Barren Lands," was thickly covered with a forest growth of spruce, tamarac, jack pine and other northern trees. Great areas of this was timber of merchantable size and besides there were immense stretches of valuable pulpwood, but during the last 25 or 50 years millions of dollars worth of this, one of our most valuable natural resources, have been destroyed by fire. In many parts of the burned area a new growth has sprung up which is now well developed and in the course of from 15 to 25 years, if properly protected, will be an exceedingly valuable asset. However, outside of the burned areas there are still great stretches of valuable timber and pulpwood which, taken in conjunction with means of transportation now available, and the existence of water power near them in almost every instance, form an exceedingly valuable resource and one which should be protected, conserved and developed with the greatest care.

Mr. J. B. Tyrrell has made frequent trips into the north country and perhaps to him more than any other man is due our knowledge of this resource, as well as much other information regarding the country. From Mr. Tyrrell's reports it is learned a great deal of timber in the territory in question has been destroyed by fire. On Grass and Minago rivers there is still some forest of excellent white spruce, but on the northern part of Burntwood river this is rather scarce. Black spruce and canoe birch grow on the more level and imperfectly drained areas. The aspen is the commonest deciduous tree, as it grows on the drier uplands everywhere, occasionally forming beautiful forests. "The forests surrounding Reed Lake are mostly of poplar, but there are some good growths of fine large spruce about

25 inches in diameter." On the southwestern shore of Lake Athapuskow, "considerable areas are covered with large white spruce." At Wintering Lake, "the surrounding areas rise gently from the water and are densely wooded with close forests of white spruce, growing on the rich clay soil." An old fur station near Setting Lake was found by Mr. Tyrrell "considerably overgrown with large spruce trees quite indistinguishable from those of the surrounding forest."

In an exploration trip in connection with the Hudson Bay Railway, Mr. J. W. McLaggan covered the territory immediately north of The Pas, and the following information is obtained from his report. The first portion is covered with small mixed timber. North of Cormorant Lake there are at least five million feet of good milling spruce and a very considerable area of the same south of Reed Lake. North of Herb Lake are spruce and poplar fit for railway ties and pulpwood. If fire had been kept out there would have been a big timber area in this district. Reafforestation is now being effected. Between Reed Lake and Elbow Lake he saw about two million feet of good spruce and poplar, averaging 12 to 14 inches in diameter.

In the report of W. Thibideau on an exploratory survey of the ground between Fort Churchill and The Pas in connection with the Hudson Bay route is found the following:

"All the timber, between the head of the Little Churchill river and Churchill is reserved for fuel purposes. The pulpwood belt begins at Split Lake and extends to The Pas, ten miles in width on each side of the way proposed for route of Hudson Bay Railway. On this area, assuming one-sixth to be covered by pulpwood, the balance being river, lakes, ponds, swamps, etc., and assuming 10 cords per acre of an average of 6 inches in diameter, there would be 5,756,600 cords. This is a very low but safe estimate."

In 1910 Mr. J. R. Dickson, Dominion Forestry Branch, made an inspection of timber along the line of the proposed Hudson Bay Railway from The Pas to Split Lake. He covered a distance of some 235 miles along the line of railway. Mr. Dickson deplors the ravages made by fires in the past, but points out that a great deal of new growth will soon be suitable for pulpwood. He intimates that if general drainage conditions could in some way be improved so as partially to replace the black spruce with the white spruce the wealth producing power of the region would be immeasurably greater.

Mr. J. A. J. McKenna concludes each section of his report on the Hudson Bay route with a recapitulation or summary from which is taken the following:

"It would seem that after the Saskatchewan is spanned at The Pas, construction of a line of railway to Churchill would not be unusually difficult or expensive, and from reports it would appear there are in the intervening country stretches of fair timber. The country about the Bay has only been glanced at by explorers. Merchantable timber has been seen and vast stretches of pulpwood."

Pulp Companies Protest at Tax

A deputation representing the pulp and paper companies of British Columbia recently waited upon Premier Brewster and the members of the cabinet and entered a protest against what they claim are the inequalities of the income and business tax. The companies take the ground that the 10 per cent. income tax which they are required to pay does not provide for proper and fair exceptions. They consider one exception, which should be allowed, is that covering interest paid on outside borrowed capital. The Powell River Company, for instance, has approximately three and a half million dollars of outside borrowed capital. Under the present law it has to pay taxes upon the interest paid on this capital. The deputation also pointed out that an exception should be made for depreciation upon plant; also for salaries of the manager and director, as well as on the 4 per cent. war tax paid to the Dominion Government. Under existing conditions the companies have to pay the province a tax on all of these items, as well as upon the residue. The delegation claimed that this type of taxation would keep capital out of the province. The proper principle to adopt, argued the visitors, was that of placing taxation upon profits or net income.

Hardwood and Softwood

A query reached me lately as to the distinction between the terms "hardwood" and "softwood." The only distinction, as far as I have been able to find, is that the term "hardwood" is applied to broad-leaved trees without reference to the hardness or softness of the wood, and softwood to coniferous trees, says a correspondent in the "American Lumberman."

The distinction between hardwoods and softwoods is correctly stated in this letter. In other words, each of these terms, when written as a single word, has a different meaning than that which would be applied to them if written as two words. A hardwood may be either a hard or a soft wood, such as basswood. Most of the so-called softwoods are really soft as compared with the hard deciduous woods, and yet what are known as the hard or yellow pines, and particularly the Cuban pine, are woods of considerable density, strength, and hardness.

Largest Pulpwood Stacker Ever Built

By W. W. Hibbard, Mgr. Eng. Construction, The Jeffrey Mfg. Co.

The accompanying illustration shows clearly the general arrangement of the stacker recently erected for the Lake Superior Pulp & Paper Company at Sault Ste. Marie, Ont., Canada.

This stacker was designed to solve the problem of storing of a certain quantity of 2-foot pulpwood upon an area which was limited and rather irregular in shape. For this reason a pulp stacker made with a rigid boom always extending in one direction could not be used satisfactorily as part of the area could not be served by such a machine.

For this reason a stacker, of the special design illustrated, was designed and built, and is now operating satisfactorily. The wood is received in the cable conveyor, shown to the left, which comes from the slasher building delivering to the wood room. This conveyor has a capacity of practically 100 cords of 2 ft. wood per hour, and is a standard Jeffrey wire rope conveyor operating at a speed of approximately 100 ft. per minute with circular flights spaced 3 ft. centers.



The huge stacker at work at Sault Ste. Marie, Ont.

The trough of the conveyor is made on bents spaced 16 ft. centers and one-half of the trough between the bents is hinged, allowing the trough to drop down, and by the use of these doors the wood is turned from the trough and dropped into the hopper of the stacker by which it is elevated and placed in storage.

The stacker consists of a structural steel frame about 40 feet square running on two standard gauge railroad tracks which are spaced 40 ft. centers. In order to overcome the inequality of loading caused by the peculiar design, the stacker travels upon four trucks, two of which are six-wheeled equalizing trucks, the other two are four-wheeled equalizing trucks, the wheels so spaced as to make an excessive loading either upon the rails or ties of the track. Upon this truck is mounted a stiff-legged derrick with the boom swung back between the stiff legs. The mast of the derrick is open, allowing the boom to extend through it down to the ground, so as to receive the wood from the stacker without the use of an intervening unit. This boom is 4 ft. deep and 6 ft. wide and is braced back to the top of the mast by three sets of double guys, each made up of four 2-inch wire ropes. These guys, of course, are provided with turn buckles, equalizing the strain upon them. The length of the boom from the center of the lower pin to the head shaft of the conveyor is 180 feet, while the boom overall is practically 200 feet long. The distance from the head shaft to the track level upon which the stacker runs is 106 feet, allowing the stacker to pile pulpwood to a height of over 90 feet, with no chance of the wood interfering with the free swinging of the boom.

Upon the boom is a wooden trough in which travels one strand of Jeffrey No. 132 chain fitted with spurs and attachments every 5 feet, as shown on the attached cross section. This chain travels at a speed of 140 feet per minute, and the stacker has a nominal capacity of 40 cords of 2-foot wood per hour, although it has handled as high as 60 cords per hour for a short period. The motion of the boom allows the stacker to cover the 40-foot space over which it runs between the tracks, adding many thousands of cords to the storage capacity of the mill. The special features of this design have given an elastic and economical scheme for the handling of wood and have proven very satisfactory to the Paper Company. This stacker was designed, made and erected by the Jeffrey Manufacturing Co., Columbus, O.,

Inspection of Spruce is Rigid

Compared with the price of \$125 per 1,000 feet for spruce paid on this side of the line the price in the United States is \$105, but in addition to that a bonus of \$30 per 1,000 feet is given for deliveries within a stated period, said Mr. Lester W. David, lumberman, of Seattle, who has returned from a visit to the East.

Unless a ship was being built for the United States Government it was almost impossible to get the lumber that was required. The supply of spruce, or rather the speed with which it could be got out, was nothing like commensurate with the demand, for the government required at least 14,000,000 feet a month, and only about 4,000,000 feet could be delivered. Only the highest grade was accepted for aeroplane making.

To give some idea of the rigidity of the inspection of the timber, Mr. David said the experts went over it with a magnifying glass. If the grain went "off" the least bit the piece was rejected. In the spruce accepted the grain had to run perfectly, and there had to be a certain number of rings to the inch. All four sides had to be perfect. Latterly the lumbermen had been permitted to cut the spruce in lengths of four to eighteen feet, leaving the factories to finish it off as they desired. The most difficult task was to secure the lengths suitable for wing beams.

Washington and Oregon had received all the orders for spruce, as those were the only states in which it grew in sufficient quantities. In one county alone, near the mouth of the Columbia River, there were calculated to be at least 1,300,000,000 feet, but the percentage that could be used for aeroplane purposes ran about the same as it did in British Columbia—around 10 per cent. Of course, none could be taken across the line, in either direction, on account of the embargo.

Co-operation in Forest Protection

Mr. Auguste Tessier, of Rimouski, has a bill before the Quebec Legislature that affects forestry companies. He asks for a new clause in the statutes to the effect that, notwithstanding any provision to the contrary, any company incorporated under the Quebec Companies Act and whose principal object is the protection of the forests in the province, or in certain parts of the province, against fire, may by by-law provide that the Minister of Lands and Forests, or such person as he may from time to time designate, shall be a member ex-officio of its board of directors, and that the other members, or some of the other members, of its board of directors, instead of being elected at the general meeting of the shareholders, may be appointed, one by each other company incorporated under the same act for similar purposes and holding in its own name or in the name of one or more trustees one or more shares therein.

It is not required that such additional directors shall have the ordinary qualifications of directors. The object is to have greater co-operation between the government and the companies and between the companies themselves. A company which controls a forest area can secure the co-operation of a neighboring company by having one of its officials on its board of directors, the interlocking directorates to more effectively devise means to defeat forest fires.

Another Vagary in Lumber Shipments

At a recent sitting of the Board of Railway Commissioners in Toronto, Robert Laidlaw, of the Laidlaw Lumber Company, complained of the reduction on lumber consignment minimum railway tariffs. Rough lumber, he said, was allowed on the rails at minimum rates at 40,000 pounds a car. If this same lumber was planed and later reconsigned the company was charged the same for shipment of this planed lumber, considerably reduced in size and weight, as for the 40,000 pounds of the rough, unfinished product. The railroad counsel contended that their companies were due the extra percentage by reason of the extra care needed in the transshipment of the finished product. The Canadian Manufacturers' Association representatives were advised to take this matter up in conference with the railroads.

Over One Hundred Ships Built

During 1917 there was a remarkable development in shipbuilding at many points in the Dominion, due largely to the orders placed by the Imperial Munitions Board. At the close of the year these orders involved an outlay of \$90,000,000 on over one hundred steel or wooden craft with a total carrying capacity of 350,000 tons. Orders from Norwegian shipping companies have been placed for 22 steel vessels of 3,500 tons dead weight each. In addition to the foregoing, many smaller vessels are being built for private account. In every case, however, shipbuilders are seriously handicapped by the lack of skilled labor and of supplies. The chief difficulty in the construction of wooden vessels in Eastern Canada is to obtain British Columbia fir and Oregon pine, but this will be obviated to a great extent, it is hoped, by securing heavy timbers from the forests tapped by the Transcontinental Railway between Quebec and Moncton.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch.) \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 26th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

WANTED TO BUY—Sawdust. Apply Box 697, Canada Lumberman, Toronto. 5-5

WANTED TO BUY—Slabs and Cordwood. Apply Box 696, Canada Lumberman, Toronto. 5-5

WANTED TO BUY—Basswood and Hemlock. Apply Box 698, Canada Lumberman, Toronto. 5-5

WANTED TO BUY—Standing timber with or without land. Apply Box 695, Canada Lumberman, Toronto. 5-5

Wood and Sawdust Wanted

100 cars slabs and sawdust for spot cash soon as loaded. Address Box 676, Canada Lumberman, Toronto. 4-7

White Pine Wanted

Always in the market for good White Pine. Please write us.

The Fisher & Wilson Company, Cleveland, O. 1-t.f.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

WANTED—One car of 3 in. No. 1 and Clear Spruce; two cars of 2 in., also some 1 in, 1 1/4 in. Quote lowest price.

EDWARD C. BRADLEY,
Gerke Building,

5-6 Cincinnati, Ohio.

Pine, Etc., Bolts Wanted

Pine, Basswood, Whitewood and Spruce Bolts, eighteen inches long. Quote F. O. B. Bothwell, Ontario.

REID BROS.,

4-6 Bothwell, Ont.

Birch Logs Wanted

Wanted—Prime No. 1 Birch Logs for rotary cutting, 16 in. diameter and up. State price, earliest delivery. Box 675, Canada Lumberman, Toronto. 4-7

LUMBER WANTED—For immediate delivery, several cars Beech, and Maple, 2 and 3 inch plump. For future delivery several cars Rock Elm, cut 2 1/4 and 3 1/4 inch. Spring and summer delivery. Quote prices to

The St. Mary's Wood Specialty Co., Ltd.,
5-6 St. Mary's, Ont.

For Sale-Lumber

Cedar Posts For Sale

15 Cars 4 1/2 in. and up peeled Cedar posts.
F. McGIBBON & SONS,
3-6 Sarnia, Ontario.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
c Montreal, Que.

JOHN HARRISON & SONS CO., Ltd. Owen Sound, Ontario

Offer straight and mixed cars, Hemlock, Pine and Hardwood; also Lath, Shingles, Cedar Posts, etc. Sash, Doors, Frames, Interior Finish, side and end matched Hardwood Flooring—everything required.

Try us once; you will be pleased.

John Harrison & Sons Co., Limited,
Saw and Planing Mills,

4-t.f. Owen Sound, Ont.

Lumber For Sale

1,500,000 feet Mill Run Spruce.

1,500,000 feet Mill Run Jack Pine.

Mills now sawing. Billstuff and dimension cut and orders filled promptly. Inquiries solicited.

The Northern Lumber Mills, Ltd.
4-7 North Cobalt, Ont.

For Sale-Machinery

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 5-5

Slab Resaw For Sale

For Sale—Very fine Mereen-Johnson No. 24 Slab Band Resaw. Wheels 50 in. for 8 in. blade. Box 692, Canada Lumberman, Toronto. 5-6

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Other Woodworking Machinery.

A. J. LINDSAY,

90 Pembroke Street,
2-5 Toronto, Ont.

Planer and Resaw For Sale

One Double Surfacers endless bed planer, 12 x 26, Clark Demill make, as good as new.
One Jackson & Cochrane Band Resaw, 56 in. Box 70, Sarnia, Ont. 5-6

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

FOR SALE

One Union Iron Works Upright Resaw, 8 ft. wheels, with drive pulleys.

One Improved Mershon & Co. Horizontal Slab Resaw, 5 ft. wheels, for 8 in. saws. Used only three years.

One Tug Smoke Stack. Size 34 in. x 23 ft., 10 gauge iron.

One Three Saw Edger, Waterous make.

One Smoke Stack, 26 in. x 73 ft., with 7 ft. Spark Catcher, 10 gauge iron. From 40 ft. to top 12 gauge iron.

One Timber Surfacers, 30 in. Cylinders, with 14 in. Side Heads.

McGregor & Gourlay Shop No. 8461, Cut No. 202.

One two Spindle Shaper. McKechnie & Bertram make.

Two sets of Prescott Steam Set Works.

The Pigeon River Lumber Company, Limited,
5-8 Port Arthur, Ont.

For Sale

One tandem compound Goldie & McCulloch steam engine, 135 h.p. rating.

One Laurie Engine Co. 13 x 30 Corliss engine.

The above engines are in A1 condition.

We have also a large amount of 4, 6 and 7 in. wrought iron steam and exhaust pipes, complete with valves and fittings. The price F.O.B. cars will be quoted to those interested.

Apply H. M. Miller, Water, Light & Heat Commissioner, St. Marys, Ontario. 3-6

Wanted-Machinery

WANTED VENEER PEELER, Trimmer and Driers. Advertiser, Box 948, Woodstock, Ont. 5-6

RAILS WANTED—13 lb., 16 lb., 20 lb., 25 lb., 56 lb., and 60 lb., in carload lots. Must be first class shape and standard. Quote lowest possible price gross ton. Box 691, Canada Lumberman, Toronto. 5-6

Sawmill Wanted

Second-hand Sawmill in good condition, with capacity of ten M. ft. per day. With or without power. Give details.

PETER D. CAMPBELL,
5-5 Chatham, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large saw mills. Reference. Box 689, Canada Lumberman, Toronto. 5-6-7

SAW MAKER WANTS POSITION as Filer. 15 years' experience, Factory, Mill, Barker, Saws. Reference as to character, ability. Box 678, Canada Lumberman, Toronto. 4-6

A MIDDLEAGED EXPERIENCE BUSINESS MAN willing to accept any position of responsibility, open any time. Box 694, Canada Lumberman, Toronto. 5-5

FIRST CLASS SAWYER WANTS POSITION, either Band or Circular, right hand Band Mill preferred. Can give first class references. Box 677, Canada Lumberman, Toronto. 4-5-6

BAND SAWYER—Owing to present employers curtailing operations, am open for a position. First class grader and fast man. References that cover years of good work. Box 684, Canada Lumberman, Toronto. 4-9

POSITION WANTED by a young married man 33 years of age of good appearance and address. Fifteen years' experience as an inspector. Will consider any capacity. Apply Box 667, Canada Lumberman, Toronto. 3-5

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

SALESMAN FOR CITY OF MONTREAL. Must speak English and French.

McLennan Lumber Company, Ltd.,
4-6 Montreal, Que.

WANTED—A RESPONSIBLE MAN owning portable Saw Mill to saw logs by the thousand. State price per thousand feet capacity of mill per day. Apply Box 699, Canada Lumberman, Toronto. 5-5

WANTED: HARDWOOD INSPECTOR, one familiar with National Rules. Correspondence private. Give full details of experience. Apply Box 670, care of Canada Lumberman, Board of Trade, Montreal. 4-5

Business Chances

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
8-t.f. Montreal, Que.

"Business Chances"

Fine new mill-constructed concrete woodshop with modern equipment. Open to bid on standard or special wood products in quantities for the woodenware trade. Send blue prints, specification or models for quotations.

James Smart Mfg. Company, Limited,
2-5 Brockville, Ont.

TOWNSHIP OF FOSTER

36 square miles splendid body mixed timber; pine, hemlock, birch, spruce, elm, ash, maple, pulpwood, cedar poles and ties, cordwood. Roads cut, streams improved. One of cheapest operations on North Shore. Supplies landed on limit from Algoma Eastern Railway and C. P. R. within hauling distance. Ideal portable mill operation. Suitable for furniture manufacturers. Cheap railway rate to Little Current for water shipment. No time limit for cutting all classes of timber. Apply, R. B., Box 682, Canada Lumberman, Toronto. 4-8

Wood Needed for Many Purposes

Probably at no time in the history of nations have the forests and their products been of such vital importance to mankind as they are today, says Professor R. C. Bryant, of the Yale School of Forestry.

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Review of Current Trade Conditions

Ontario

Although the weather during the past week moderated to a considerable extent, lumber manufacturers, wholesalers, and retailers report but little improvement in the transportation problem. It is still exceedingly difficult to get cars, and traffic men of the various organizations have to keep on the job night and day to get any degree of satisfaction out of the railways. Some of the embargoes have been removed, and the hope is expressed on all sides that, with the return of several thousand Canadian cars which were over the American border, better facilities will be provided from this out. Wherever members of the trade foregather, the principal topic of conversation is the distribution problem, which has been crippling both production and sales.

Prices on the whole are well maintained, and the outlook for still higher figures is evident. Some of the sharp advances that have been made by the mills on both hard and softwoods have not yet been passed on by the wholesalers to their customers, but the trend is upwards on every hand. One matter that was a disturbing factor for some days was in regard to the blanket order from Washington, that all imports from Canada over \$100 in value would have to be accompanied by an import license, which would have to be attached to the bill of lading. Had this measure taken effect with respect to lumber it would have congested conditions worse than ever at all border points. Latest advices received, however, are to the effect that lumber has been exempted from the import license regulation.

There is a good demand from many American points for pine, spruce, and other woods for war work. Some shell box contracts have also been awarded by the Imperial Munitions Board, and it is expected that others will be handed out in a few days. The principal woods used in shell boxes are birch, maple, soft elm, and brown ash for the ends, and spruce, red and jackpine and white pine for the sides.

With the majority of retailers stocks are low, and buying will not be undertaken in any large quantities for a few weeks yet, until it is seen how building operations loom up. The labor shortage continues acute. Business in the furniture manufacturing line is reported as fair. Sash and door factories are rather quiet. In shipbuilding, aeroplane, and war jobs generally there is a lively requisition for spruce, while Douglas fir is also being used to a considerable extent.

Although it is claimed that contractors are rather chary regarding the erection of new dwellings, contending that, at the present high quotations, they cannot get their money out of the houses in either renting or sale values, nevertheless, with the increase in population in Toronto, for instance, it is recognized that the problem of putting up more residences must be given attention. One firm reports that it has contracts on hand to supply lumber for forty new domiciles, while a large contracting firm is figuring on the erection of over a hundred houses in the east end. If all the projects develop which are being canvassed, there may be a much better building season than at the present moment seems probable. Lath and shingle markets are generally quiet.

Eastern Canada

The car shortage is still an acute problem in connection with transportation matters. Last winter the trade thought that they had reached a climax, but the troubles have been intensified a hundredfold this year by reason of the exceptionally cold weather and the shortage of labor. The latter has been brought about by conscription and heavy drafts made for forestry battalions, munition plants, etc. With the advent of milder weather and the return of numerous freight cars which have been over the line to the roads in Canada, it is anticipated that conditions will slowly improve. There is a very good demand for lumber for United States requirements, and this is the one satisfactory feature of market conditions. Lumber companies have given more attention during the past few weeks to distribution than they have to prices or manufacturing conditions. Stocks have been piling up in the mill yards, and no relief appeared to be in sight. Even when cars were secured, embargoes placed here and there practically put matters at a standstill. The embargoes are now being lifted and prices are being well maintained. There is no disposition to cut the figure on any lines, as when the raw material costs so much the manufacturer is not anxious to turn over his finished product without a profit.

Then, too, there is the uncertainty of securing supplies owing to the decimated cut in the woods during the last season. Business has been rather quiet in all Eastern centres during the past few weeks, and the outlook for building is not bright. With the advent of spring

more is heard in regard to construction work, and, if certain plans materialize, the improvement will be somewhat more pronounced than it has been during the past few months. Tenders have been let for some shell boxes, and this will help matters along in some lines of wood. On the whole, the market is very firm. There is a wide divergence of opinion in regard to stocks. In some points they are reported heavy, owing to the extreme congestion, and at other centres they are light.

United States

A better tone now prevails throughout the industry in most states, owing to the improvement of the weather and alleviation in transportation congestion. Sales have picked up quite a bit, and the outlook is considered good. In hardwoods the government requirements continue to make up the bulk of the business, and in the South production is being steadily increased, while the supply of logs is good, generally speaking. If there are no freshets matters should move along very satisfactorily. A number of small loggers have been operating all winter, and the result of their output is now seen in increasing the total of hardwood production. A number of new mills will also start operation, particularly in the North.

One recent announcement of interest is that the names of all firms having contracts for the government shall be made public, according to an order of Secretary of War Baker. Among the woods sought suitable for manufacturing of airplanes are cherry and birch. In lath and shingles the market seems to be firming up a bit. Just now the supply of cars is considerably better. Logs are scarce and high in price. There is not an abundance of lath at present, due to the shortage in supply, and the market holds up well, with the exception of certain sections in the East.

The most spectacular wood in the market at the present time is spruce, and each week sees greater activity on the Pacific Coast. Every effort is being concentrated to secure the right lengths required for airplane building, and the rest of the business is more of a side line character. A great deal of side lumber is thus produced, and were cars more plentiful the mills would not have any trouble in getting rid of stocks on hand. Prices are firm. Building operations in the way of new residences are not very active as yet, but there is considerable repair work going on, while a number of office structures are projected in the different cities. Prices for spruce hold very firm.

The demand for hemlock is below normal. One thing which tends to keep the hemlock manufacturers in a fairly happy state of mind is that prices on all kinds of competing woods are well maintained, and, as long as this continues, there is little need to fear for the unsold stock. Production in white pine in both the North and West is being speeded up, and more lumber will be cut than in 1917 if present indications are any guide. In the West the winter has been fine for logging, and in the North conditions have been propitious, except for the shortage of labor. Buying for box factories is very busy. While the retail yard men declared that not much business has developed as yet, they have little apprehension, but that that requisitions will come in more numerous as spring approaches, for it is generally conceded that white pine is splendid for exterior finish, and much of the business that yards will do will come from the building of a number of such structures as barns, implement sheds, etc.

Great Britain

In the English market much uncertainty still prevails regarding the prospects for the coming year. In the Liverpool district stocks are light and arrivals small. The volume of business in timber has, therefore, been on a comparatively limited scale. Prices, however, keep firm, and indications point to higher values before long, owing to no definite date for the ending of the war looming up. Many firms are of the opinion that values would be considerably reduced if better shipping facilities were accorded the carrying of timber and arrangements made for freight space on a more substantial basis than at present prevails. There is, however, no immediate outlet for amelioration in existing conditions. So far as business in spruce deals, etc., is concerned, deals on a c.i.f. basis are quite a thing of the past, as there is an absence of private trade even in the smallest quantities, through the only possible medium at present, namely, the liners.

The demand for all kinds of native timber keeps brisk, and trade is gradually extending in every possible direction. One cause for the activity is the growing need of oak for wagon building. Elm, beech, and ash are scarce, and available stocks fall short of the present requirements. One great difficulty is the lack of labor in order to convey the trees to the sawmill.



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Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Transportation Problems Halt Trade

Ottawa, February 25 (Special to the "Canada Lumberman") :— The Ottawa lumber market during the first week of the latter part of February passed through one, if not the greatest, periods of trial in its existence. Circumstances and happenings which had never before been encountered by lumbermen faced the trade. A great shortage of cars, coupled with embargoes on American railways, together with the decree of the American Government putting the license system on imports in vogue, all tended seriously to mitigate against former trade conditions and transportation facilities. Unfavorable weather also impeded many shipments.

Not only the Ottawa district, but the whole Ottawa Valley lumbering trade, if not the entire trade in Canada doing business with the United States, was seriously affected by the newly created conditions. Cars lately scarce enough, were at a premium, and when secured were prized by the shippers as the ordinary householder values the last piece of coal in his bin. Even though in rare instances manufacturers did get cars, they had new difficulties getting their shipments across the border.

By the license system order of the United States business was upset, and while there was a strengthening of the market so far as prices went, there was much uncertainty as to what would be the outcome of the newly created conditions.

On February 19th and 20th the "blanket release" order, permitting shipments of lumber at the border to enter the United States prevailed. On February 21st the trade was informed that conditions had been somewhat modified, whereby shipments could proceed to destination, and the consignee then have to secure a license from the United States Government to permit him actually receiving the shipment. At the end of the week it was generally taken by the trade that the "blanket license" system would not likely apply later than February 28th, and was only a temporary measure.

The situation regarding embargoes to various United States destinations which previously prevailed for some time showed little or no improvement. The embargo against Philadelphia, although raised, did little good, as the embargoes on intervening lines of transit thereto were not removed. Thus, while Philadelphia was open as a shipping point, shipments could not be got to it, as one or another of the embargoes was in force on an intermediate railway line. Consequently shipments destined to Philadelphia and thereabouts suffered severely.

Millions of feet of lumber, and thousands of carloads on order, were tied up in the Ottawa Valley on account of the embargoes and the transportation facilities. Reports from trade circles to the "Canada Lumberman" indicated that hundreds of cars were tied up in mill yards and could not be moved.

Orders, inquiries, and prices collectively, for once in a very long time occupied second position in the minds of the lumbering trade. The "floor" was held by transportation, embargoes, and speculation as to what the outcome of the American Import License system would mean to lumbermen.

So far as normal market conditions went, business was reported good, with indications that the volume of trade this spring would considerably surpass that of a year ago and 1916. Cars, embargoes, and licenses were the three uppermost factors.

Prices on the intermediate grades advanced. Stocks did not show much change. Orders and inquiries continued good. The woods labor situation continued to fluctuate.

One of the principal reasons given for the changing circumstances of the woods labor situation was that the log cutters and other woodsmen having received higher wages for their labor this year had a tendency to leave the camps early and spend their earnings. With several companies it is expected that some men will return for the spring drive, but even if they do, their absence during the present critical period considerably affected the log output.

One opinion is that the log output of the Ottawa Valley this year will show a decrease of from forty to fifty per cent. as compared with that of 1917.

The demand for stocks suitable for building purposes remained slow. The sash and door trade displayed little or no activity.

Tenders for shell boxes were issued by the Imperial Munitions Board around February 20th. The trade heard that further tenders for the 6 in. box would be issued by the Board on or about March 1st.

The principal demand since the month began is from the United States. Although some stocks cut for the English market were pur-

chased, there has been no change in regard to the regulations governing shipments of lumber to the Old Country.

R. Cox and Company placed their annual order with John R. Booth for half of his output of deals. The order, it is said, was around a million feet. The price, while not announced, was believed to be correspondingly higher than last year. Cox and Company report the purchase was not particularly for the English market. This company indirectly will be somewhat affected by the embargoes and license system in the United States as last year they exported a considerable quantity of deals to the U. S. A. The European market for deals remains unaltered and that is, no change affecting the British export embargoes.

George M. Mason was awarded a contract for 40,000 4.5 in. shell boxes. The price, it is said, was in the neighborhood of seventy-two cents per box. The contract was the only one secured by an Ottawa plant during the closing period of February.

Gilmour and Company report the market very firm, and that high, if not record prices, are being received for stocks. Congestion on American roads is bothering this firm. Mr. Gilmour predicts that if the present demand stays prices are likely to advance from three to four dollars per thousand feet before midsummer. Orders and inquiries for export are favorable.

W. C. Edwards & Company declare that the car and transportation situation is the worst in its history. Between eleven and twelve hundred cars on order are delayed in shipment. Business is reported as being as good or a little better than last year, notwithstanding the car situation. Good progress is being made with the large shell box order that this company received some time ago.

Due to the extreme car shortage and embargoes trade is reported as quiet with the Hawkesbury Lumber Company. "How can business be good if there are no cars or transportation?" asked Mr. R. L. Blackburn. Inquiries kept up as compared with the first part of the month.

McAuliffe-Davis had thirty cars of lumber tied up in its yard, besides hundreds of other cars which could not be milled. Embargoes were reported to be causing great trouble. Stocks were reported fair and prices good.

Estate of James Davidson hopes to complete its woods operations around March 15th. The order for 128,000 shell boxes which the plant received some time ago, will likely be completed during March. Mill labor was reported good.

J. Oliver and Son state that furniture is in good demand. Labor is at present plentiful. This plant completed a big shell box contract during the latter part of February.

Jackson Booth, sales manager of John R. Booth, asserts there is no improvement in the situation regarding the transfer of pulpwood from the limits to the mill. The car situation, he added, "is the worst I have ever seen." In the opinion of Mr. Booth, lumbermen will have to wait and see how the situation concerning United States shipments works itself out. The woods labor situation shows little or no change.

Shepard and Morse report orders and inquiries as being satisfactory. New business is developing. Mr. P. C. Walker, sales agent, reports the outlook for spring and summer business appears bright if the car situation and the various embargoes can be overcome.

Question of Prices is Uppermost

Montreal, February 25.—(Special to the "Canada Lumberman.")— One of the chief subjects of discussion among lumbermen is that of prices. It is, of course, known that there will be appreciable advances in the prices to be paid for the new cut, but there is considerable diversity of opinion as to the extent of the rise. Some wholesalers state that they found manufacturers disinclined to make quotations; the general disposition apparently is to adopt a "wait and see" policy. There are reports of some contracts having been closed at very high prices, while an exporter states that an advance of ten dollars has been asked for goods for the United Kingdom. The position of that section is very uncertain; it is not known what, if any, tonnage will be available, and the outlook cannot be called cheerful.

Local business is dull, the demand for building purposes being practically nil. Higher lumber prices are not conducive to building, notwithstanding an urgent demand for houses and flats.

There are enquiries for very large quantities of lumber on account of an extensive order for cars for the government.

The report that the Imperial Munitions Board has decided not to let further contracts for wooden vessels is confirmed. While this will have a serious effect on British Columbia business here, it is expected

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that orders for private account will be given out. The yards are now fully equipped, and, as there will be a demand for a large number of boats after the war, it is more than probable that private owners will take the occasion of building vessels. Certainly Canadians have never had a more splendid opportunity to become shipowners.

For a time the report that the United States Government had imposed a licensing system on all imports into that country held up trade, but, fortunately, the United States Government rescinded the order, and lumber, in common with other commodities, is being shipped across the border. The car situation, however, is still far from satisfactory.

Rather Quiet in the East

St. John, N.B., February 25 (Special to the "Canada Lumberman")—As far as the lumber business at St. John is concerned it is to-day practically at a standstill. No change in the government policy of cross-water shipments has taken place. Today shipments by transport are down to nothing. Never at any time was it worse than now. Unless a change comes many of the mills will be so piled up that they will be unable to start when navigation brings forward their logs. The only avenue to which they can turn is to the United States, and with the weather conditions of the past two weeks the railroads have been put completely out of commission. Embargoes in the East have been against moving anything except foodstuffs. Today these embargoes have been lifted, and it is hoped that they are off to stay, at least, for a time. As far as prices are concerned it is useless to talk. There are no stocks moving, hence no prices; but one sure thing, the manufacturer is not weakening. He must get his price or go out of business, as his raw material is going up every day. Storm after storm has deepened the snow in the northern woods, until today it is hard work to keep the jobbers and their men in the camps. The cutting has been slowed up, day by day, with added cost to all concerned. There is no end to expense, and who will pay is the question, or where is the manufacturer going to get his profit?

Locally, business is extremely quiet. No house building is going on, and no outside work, as it is impossible to do any on account of the excessive frost and storms. It is certainly to be hoped that the severe weather shall break soon and business take on a new life.

Timber Measured at Quebec

The following statement shows the quantity of timber measured through the office of the Supervisor of Cullers, Quebec, during the year ended 31st December, 1917.

Description of Timber	Pieces	Cu. Ft.
Waney White Pine	1,893	131,720
Square Oak	2,258	124,680
Square Elm	3,264	117,360
Waney Oak	16	320
Waney Birch	772	15,880
Square Hemlock	5	80
Square Spruce	7	120
Waney Walnut	38	560
Square Hickory	1	40
Pitch Pine	2,497	41,230
Fir Timber	2,307	36,490
Total	13,058	468,480

Silver Spruce Export Regulations

Further regulations have been passed at Ottawa dealing with the exportation of silver spruce. It is now provided "that no railway or other transportation company shall accept any shipment of silver spruce unless the bill of lading covering such shipment is accompanied by a certificate from a well recognized lumber inspection bureau or association approved by the Minister of Customs that such shipment contains no silver spruce suitable for use in the manufacture of aeroplanes; provided, that this regulation shall not apply to shipments of silver spruce consigned to the Imperial Munitions Board."

A railway or other transportation company which fails to comply with the regulations is liable to a penalty of \$500.

Grading Rules Adoption Postponed

The secretary of the Canadian Lumbermen's Association, Ottawa, reports with respect to grading rules that the matter was submitted to the Executive Committee recently, and owing to conditions that may change radically within a very short time it was decided that nothing would be done in this connection, at any rate, until the war is over. The matter, therefore, remains in abeyance.

Will Aid New War Trade Board

Canadian Lumbermen Take Important Step and Appoint Joint International Committee—Interests of the Industry

Ottawa, February 25.—(Special to the "Canada Lumberman.")—An important step tending toward aiding the Canadian Government, through the medium of the recently established War Trade Board, and at the same time offering some protective measures to the Canadian lumbering industry, was made at Ottawa last week, when, at an executive meeting of the Canadian Lumbermen's Association, it was proposed that a committee of five Canadian lumbermen be appointed to furnish information to the War Trade Board.

The meeting was held during the latter part of February, and though the outcome of the resolution had not actually materialized up to the time this issue went to press, operations were under way to ensure its establishment.

The object of the resolution, as briefly outlined, is: That the Canadian Lumbermen's Association, through its appointed committee, furnish all possible information to the War Trade Board concerning Canada's lumbering industry and stocks obtainable for war purposes, or such other purposes as the War Trade Board might see fit.

Such a committee should prove an immense benefit to the War Trade Board, and would perhaps work out favorably to the interests of the lumbering industry. In a nutshell, the proposition means that Canadian lumbermen are willing to tell the War Trade Board all that it wants to know about the industry in the shortest possible time.

Presuming that the War Trade Board would proceed along the usual lines of sending out questionnaires, etc., so far as the lumbermen were concerned, requesting general information, the lumbermen were of the opinion that by appointing a representative committee to furnish all the data needed the interests of the board would be best served. The board, instead of waiting, perhaps, several weeks or longer to secure the information it desired, would have it readily and reliably furnished by representative persons intimately connected with the lumbering trade.

The Joint International Committee

The five lumbermen named to constitute the special committee were: Daniel McLachlin, Arnprior; W. G. Power, St. Pacomé, Que.; W. E. Bigwood, Toronto; A. E. Clark, Toronto, and E. R. Bremner, president of the Board of Trade, Ottawa.

Mr. Frank Hawkins, secretary of the Canadian Lumbermen's Association, has requested these gentlemen to act on the committee. There is no salary attached to the positions, and it is realized considerable time and conscientious effort will have to be expended.

Through the co-operation of such a committee with the War Trade Board the lumbering industry would, more or less, be in direct touch with fluctuating conditions which from time to time affect the lumbering trade.

The operations of the War Trade Board will likely in time have a very considerable effect on the lumbering industry of Canada—that is, if the war continues for a much longer period.

Big Timber Tract Bought

Report from Fort William, Ontario, Canada, are to the effect that the Nyando Pulp and Paper Corporation, of Rochester, N.Y., has purchased extensive timber limits in the Mille Lacs region, on the main lines of the Canadian Northern and Canadian Pacific Railways, 72 miles west of Fort William.

At his office in the Kimball Building, the president of the corporation said that the new holdings of the company comprise an area of some 200,000 acres, covered with spruce, pine, tamarac, and cedar, representing 2,350,000 cords of pulp wood, 125,000,000 feet b.m. of white pine, and 2,000,000 railroad ties. He added that there are saw and planing mills on the property.

The new owners say they have under consideration the erection of pulp and paper mills with an annual capacity of 15,000 tons of sulphite and 30,000 tons of newsprint, at Fort William, to be supplied from their new property.

Conscription of Spruce Limits

The British Columbia Provincial Government has passed an order in council taking power to arrange with the Imperial Munitions Board for the immediate logging of aeroplane spruce upon all vacant areas of Crown land and calls upon holders to proceed with the necessary operations forthwith. On failure to comply the right is reserved to the Department to make its own arrangements in co-operation with the Board. This policy is the result of exhaustive inquiries made by the Minister of Lands in conjunction with the western representative of Imperial Munitions Board, and will result in the tapping of valuable resources toward the end of securing approximately thirty million feet per month; about fifteen times greater than the average British Columbia output.

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BECKER & COMPANY, LIMITED

34-40 Ludgate Hill, LONDON, E.C., England

Sixth Annual Convention of the Canada Metal Company, Limited, Toronto

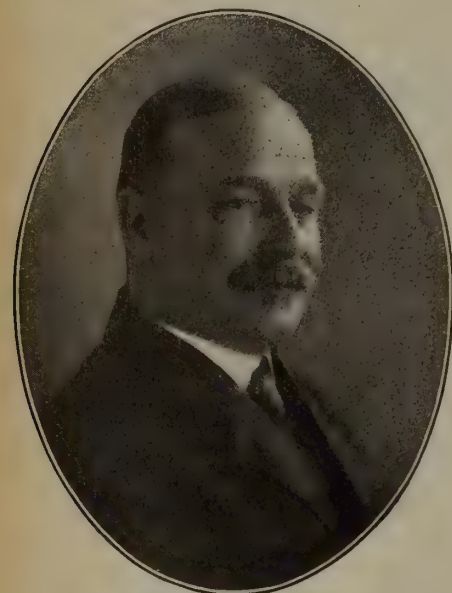
Manufacturers of Babbitt Metals, Lead Pipe, Sheet Lead, etc., from the
ores to the finished product

The Canada Metal Company, Limited, held the sixth Annual Convention of their sales staff at the Head Office in Toronto, commencing the week of February 4th, and when one considers that representatives of the firm from all parts of the Dominion were present, and that trade conditions were discussed on all territories from the Atlantic to the Pacific Coasts, it is no wonder that a most interesting and successful convention was the result. One salesman stated, "I have been selling metals all my life, and the first year we met I thought there was nothing more for me to learn, yet when I hear the views and knowledge of our other salesmen, I decide that as long as I live it will be necessary to come to these conventions with an open mind ready to digest and benefit all that is possible by the knowledge of others. The exchange of ideas and experiences gives a wider viewpoint and educates one for all emergencies."

Mr. W. G. Harris, Sr., President of the Company, gave an address of welcome and expressed his great pleasure in once more meeting the staff. Only once a year, he said, is it possible for us all to meet, and year by year the family grows, and today we have here managers and their salesmen, not only from Head Office, but also from our factories in Hamilton, Montreal, Winnipeg and Vancouver. In 1911, he further added, we moved to our new factory on Fraser Avenue, and to illustrate the growth of our business may

state that not only is our staff increased by more than twenty salesmen, but this factory has been enlarged five times in the period to cope with the great demand for our goods. We have also built factories and are manufacturing most of our lines in Montreal and Winnipeg. Our progress, he continued, has been remarkable and our success has been built on a sure foundation. The motto we stand by is "SERVICE AND DEPENDABILITY." Give excellent service, manufacture and sell goods of dependable quality, and success is bound to follow.

Mr. Harris also gave some good sound advice on square dealing. Know your business, said he, learn all there is to know about metals. Ask questions, teach and be taught, and thus ensure closer co-operation. He told how, during the Convention, they would have the opportunity of seeing many lines manufactured so that they could gain an accurate knowledge of what they were selling, and how and under what conditions various goods



W. G. Harris, Sr., President.

were manufactured, thus enabling salesmen to discuss intelligently any line manufactured by the Canada Metal Company.

Mr. Harris, Jr., Vice-President, presided at the Convention, and opened by going through the Annual Report. He gave some interesting figures. All sales have increased, and 1917 was the best year to date.

He further pointed out that no firm can stand still. It must either go ahead or go behind, and to go ahead after a successful year required greater efforts, more concentrated efforts, and more carefully organized efforts. Particularly is it necessary to take into consideration that some day the war will end, and give business a tremendous jolt during the re-organization which is bound to follow. Only those firms who prepare for after-the-war conditions can hope to reap the benefit when normal times arrive, and this is our reason why the organization must be kept to the highest pitch of efficiency.

Thirty-four items were on the Agenda, and following the review of General Sales was the presentation of the prizes for the various sales competitions. Then came a visit to the Lead Rolls; samples of Galena Lead ore were exhibited, and an address on how the ore was mined, smelted, or in some cases treated by electrolytic process to give the pure Lead. Then, following the melting of the Lead into slabs and sheets, were rolled in various thicknesses from 1/16 in. to 1/4 in., and in widths up to 7 ft. 6 ins. and any lengths. Next, a visit was made to the fine rolls, where the process of rolling fine lead or tin foils was witnessed, thus illustrating the fact that salesmen could see that no matter what the requirement in Sheet Lead it could be supplied on the shortest notice.

Another session was taken up in reviewing the sales of Babbitt Metals for 1917, which far exceeded any previous year. Mr. Harris, Jr., gave a very interesting address on this subject, illustrating the real meaning of specific gravity of Babbitt Metals.

An exhibition of how to pour Babbitt Metals to give best results was made most instructive.

The question was asked by one of the salesmen, "Why do we guarantee our Babbitt Metals to give excellent service?" This opened a subject of dis-

cussion, and should be interesting to all mechanics in lumber mills or wood-working plants where good serviceable babbitt metals are so necessary, and to illustrate and give a practical demonstration of its manufacture, first, a visit was made to the laboratory where tin, antimony, lead, zinc, copper, etc., were tested by the metallurgical chemist. Then the melting pots were visited, where three of the largest were being operated, each of them has a capacity of 35 tons—one of Imperial Genuine Babbitt Metal for large shipbuilders, one of Harris Heavy Pressure, and one of Low Grade for stock. During the melting process more laboratory tests were made to prove the accuracy of the alloy, and later in the day, after the metal was poured, other tests were made on the friction testing machine. Comparisons were made showing how in Imperial Genuine the tenacity of the tin and copper mixture combined with ductility render it best for high speed and special hard service.

At the conclusion of the Babbitt Metal discussion came one of the most interesting events of the Convention, when Mr. Fred Harris, Manager of the Winnipeg Branch, presented a gold watch and chain to Messrs. D. L. Scott and E. Parkin, who had been successful in the Harris Heavy Pressure Competition.

Another session was given over to Ingot Metals, so that salesmen would thoroughly understand what they were selling. Samples of Copper Ore, Zinc Ore, Lead Ore, Phosphor Tin, Antimony, and Phosphor Copper were thoroughly dealt with.

Metal conditions for 1917 were thoroughly reviewed and prospects for 1918 discussed, and the effect the war had upon the metal industry brought out some most interesting details.

Following came the manufacture of Solder of various grades. The salesmen, after going minutely into all the points of Solder, as to the quality, etc., were taken through the factory to see the manufacture of Bar Solder, Slab Solder, Wiping Solder, Wire Solder and Ribbon Solder.

Each day lunch was served at the Sunnyside Pavilion, and with the exception of this break, every day was full of business.

The salesmen were encouraged to give addresses and to illustrate the practical and interesting subjects the following might be noted:

Humanity in Business.....	E. Parkin.
Contracts.....	F. Harris.
What we are doing in Winnipeg.....	W. G. Garrett.
Sales assistance from the Office.....	M. Matthews.
Regular production of Business, Co-operation, Trade and its	
Prospects in Nova Scotia and New Brunswick, etc.	

Then followed a visit to the Lead Pipe Presses and Lead Pipe of all sizes from 1/4 inch to 12 inches in diameter was made.

Another session was taken up giving practical demonstration of making Brass, Bronze and Aluminum Castings in the Foundry.

One evening was given over to a Smoking Concert, held in the large Showroom at the Head Office, and at which, in addition to the salesmen, the whole office staff and the foremen of the various departments were invited. This was certainly a great success and the fun was fast and furious, and when the Convention Song was sung it made the rafters ring and was only second to the hearty way in which the National Anthem brought the Concert to a close.

At the conclusion of the convention votes of thanks were given to Mr. W. G. Harris, Sr., Mr. W. G. Harris, Jr., and Mr. H. C. Crow. Mr. Harris, Sr., in response, stated that even though it meant such a tremendous amount of thought and care to prepare and carry a Convention to such a successful issue, it was labour well worth while

when everyone took such intense interest in it, and he hoped that each one would go away feeling that a greater knowledge of the goods manufactured by the Canada Metal Company, Limited, had been gained, and that they would feel satisfied that the aim to give SERVICE and maintain the reputation for DEPENDABILITY was well backed up by the equipment in each department being the best that money and brains could produce.

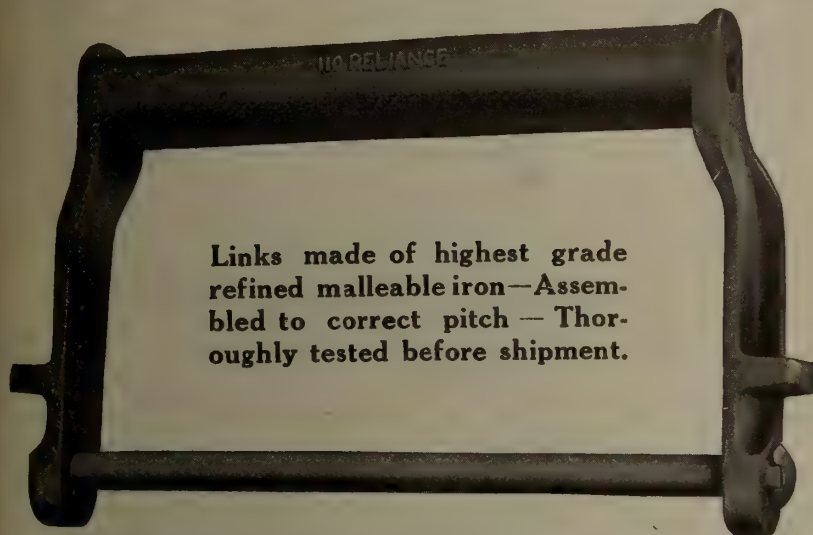
Wooden ships are being built for the Imperial Munitions Board at Liverpool, St. John, Isle of Orleans, Cote St. Paul, Quebec, Three Rivers, Toronto, Fort William, Coquitlam, New Westminster, Vancouver, North Vancouver, and Victoria.



W. G. Harris, Jr., Vice-President.

JEFFREY "RELIANCE" MALLEABLE DRAG CHAIN

HAS THESE SPECIAL FEATURES THAT INSURE A MAXIMUM OF SERVICE



Links made of highest grade refined malleable iron—Assembled to correct pitch—Thoroughly tested before shipment.

Jeffrey "Reliance" and other types of Chains are a recognized standard for handling Saw Dust, Refuse, Logs, Lumber and other materials in Saw Mills and Wood-Working Plants.

← Long Bearing Surface of pin inside barrel of link.

← Wide Wearing Shoe—gives greater wearing surface, increasing life of chain.

← External Lug—Increases carrying capacity and protects pin head.

← Double Keyed Pin Head—prevents pin from turning. Pins made of high grade steel. →



Write for Chain Catalog and Price List No. 211-6, and let us figure on your requirements.

The Jeffrey Manufacturing Company,

Canadian Branch and
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MONTREAL

Headquarters for Dependable Chains, Sprockets, Buckets, Gears, Hangers, Bearings, etc.

BOILERS for Quick Shipment

2—72 x 18 H. R. T. 125 lbs. W. P. Ontario Code
1—60 x 16 " " " " "

LOCOMOTIVES

12—50 H.P. 125 lbs. Ontario
1—50 H.P. 100 lbs. Quebec
1—40 H.P. 100 lbs. "
2—30 H.P. 100 lbs. "
1—20 H.P. 100 lbs. "

VERTICALS

3—25 H.P. 100 lbs. Ontario
5—20 H.P. 100 lbs. "
4—12 H.P. 100 lbs. "
1—10 H.P. 100 lbs. "
3—20 H.P. 100 lbs. British Columbia
1—15 H.P. 100 lbs. " "
1—10 H.P. 100 lbs. " "

Special prices will be quoted on the Locomotive and Vertical Boilers, subject to prior sale. Kindly address nearest office

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Dry Quebec Birch

1	Car	4/4	No. 1 Common
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1	Car	5/4	No. 1 Common
1	"	5/4	No. 2 "
1	"	5/4	No. 3 "
2	Cars	6/4	Firsts and Seconds
1	Car	6/4	50% No. 2 Common, 50% No. 3 Common
2	Cars	8/4	Firsts and Seconds
4	"	8/4	No. 1 Common
5	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
3	Cars	12/4	Firsts and Seconds
2	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
6	Cars	12/4	All 6/7" wide. Merchantable quality
3	"	12/4	Sound Boxed Hearts
5	"	16/4	" " "

If any of the above items interest you will be glad to submit prices. Will undertake shipment inside of a week if destination not under embargo.

E. M. NICHOLSON & CO.

202 Board of Trade Building

MONTREAL

CANADA!

Will Cut 75,000,000 Feet of Spruce

Announcement is made in Vancouver to the effect that the British-Canadian Lumber Corporation, whose affairs are now in the hands of a receiver for the bond-holders, has entered into an arrangement with the Masset Timber Company by which the former will log for high-grade spruce on the limits on Masset Inlet, adjacent to the Queen Charlotte group of islands, on the north coast. The spruce so obtained is to be used for aeroplane purposes, over which Major Austin Taylor, director of the aeronautical department of the Imperial Government, is in charge on the coast. It is estimated by those in a position to know that the cut of spruce of the special variety required will amount to about 75,000,000 feet. The contract will only call for the spruce on the Masset Company's tract, which comprises about one-third of the standing timber.

The Queen Charlotte spruce, especially that in the vicinity of Masset Inlet where the company's 280 limits are situated, is said to be the highest grade of aeroplane spruce in the province. Already several concerns are engaged in logging and in erecting mill machinery, but the activities to be carried on by the Masset Company will greatly extend the activity of the inlet, which has a shore line of 100 miles, with spruce within donkey-engine haul of tidewater.

Urges Much Wider Use of Wood

Clyde Leavitt, who is chief forester for the Commission of Conservation in Canada, recently issued a pamphlet entitled "Wood Fuel to Relieve the Coal Shortage in Canada." He points out that the consumption of coal can be considerably reduced throughout the Dominion by the wider use of wood fuel, of which Canada has enormous supplies. Mr. Leavitt further emphasizes the fact that serious doubt exists as to whether the coal situation in Eastern Canada can be improved materially during the continuance of the war, principally because there is such a shortage of labor, so inadequate a transportation system, and such a demand for coal in the United States for war purposes. In view of this he argues that prudence should obtain so that disastrous results will not ensue here from a shortage of the "black diamonds."

Alluding to the vigorous campaign now being waged in the United States for a conservation of coal he feels Canada cannot do less, and he particularly urges that an energetic campaign be carried on to educate the public in the use of wood, coupled with specific and well-organized effort on the part of provincial, city and municipal governments.

News Print Investigation Will Continue

It has been decreed by the sub-committee of the Cabinet at Ottawa, which had under consideration the recommendation of Commissioner R. A. Pringle that newsprint price in Canada should be \$2.85 per hundred from February 1st to May 1st, that the investigation shall proceed further, and an expert shall be called in to assist the Commissioner. The date set for the final completion of the hearing is April 28th, and wider powers will be accorded Mr. Pringle. His authority has been extended to probe, any contract, agreement, arrangement or combination which is designed to have the effect of increasing or fixing the price of newsprint or of restricting competition, or controlling manufacture, sale or supply to the detriment of the consumer. In the meantime, instead of the price of \$2.85 going into force, \$2.50 will be the quotation, which figure has prevailed for many months. This sum must be paid by the publishers to the companies direct, and the remaining 35 cents per hundred pounds (making up the \$2.85), must be paid into the credit of the controller of some chartered bank, which will be named by Commissioner Pringle as representing the government. When Mr. Pringle's final report is approved this money shall be refunded to the publishers or to the manufacturers or part to one and part to the other, as the case may be.

More Direct Routing of All Freight

The recent decision reached by the Canadian Railway War Board to remove the last vestige of the indirect routing of freight where this condition exists is welcome news to the lumber industry, with whom the problem of distribution has been a perplexing one for many months. It is announced that experts are completing the new routings for freight in Western Ontario. A car will then go by the shortest way, irrespective of what line it covers. This will mean the cancellation of certain tariffs and a quicker local service. In many cases connections between the railways will have to be built and this work will, it is reported, be proceeded with as soon as the frost is out of the ground.

The twenty-first annual convention of the National Hardwood Lumber Association will be held in Chicago on Thursday and Friday, June 20 and 21. The convention headquarters will be at the Congress Hotel.



"Living the out door life in comfort."

The Arctic Eiderdown Sleeping Robe

GUARANTEES PERFECT SATISFACTION—ALWAYS.

Of the thousands of these robes sold we have never had one returned, nor in any way condemned.

The Arctic Eiderdown Robe is absolutely wind and moisture proof. Frost cannot penetrate it. It is positively sanitary—the more sun and air it is given the more resilient and thicker it will become.

Hunters, Motorists, Woodsmen and Lumbermen should never be without one. It can be slept on, in or under.

Its weight is almost nil, while its advantages are many.

Send name and address for interesting booklet just issued giving full information.

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Rubber Goods FOR LUMBERMEN

Belting Our long experience in the making of Rubber Belts enables us to specialize on this line. "P.M.S.," "Special Drive" and "Lion" are our leading brands for power transmission.

Packings "Redstone" High Pressure Sheet Packing has proved by test that it will outlast any other similar packing on the market. We make Spiral and Ring Packings, etc., that are equally reliable.

Hose for Steam, Water, etc., in various grades, made especially to give satisfactory and economical service under different conditions.

Fire Hose One or more of our twenty brands of Fire Hose will be found, not only in the best equipped Factories, Mills, etc., but in almost every Fire Department in the Dominion.

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**White Pine, Red Pine
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Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

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EDGINGS

Ontario

The charter of the Cutler Bay Lumber Company, Ltd., has been cancelled.

The plant of the Peterboro Planing Mill Company, Peterboro, Ont., was badly damaged by fire recently. The loss is estimated at \$10,000.

As an example of the serious car situation at Ottawa one big lumbering firm exporting to the United States received one car for shipment in a period of two weeks.

Mr. Joseph Pelletier, for many years a resident of Ottawa, who in September last accepted a position with the Devon Pine Lumber Company, recently died suddenly at Chapleau, Ont. He is survived by his widow, two sons overseas, and five daughters.

The Rock Lake Lumber Company, incorporated in 1910 with a capital of \$100,000, was ordered wound up at Osgoode Hall, Toronto, on a petition of Mr. Thomas N. Dunn, a creditor for \$159,000. The court appointed Mr. F. C. Clarkson interim liquidator.

Ottawa lumber dealers and woodworking plants may enter into strong competition to secure whole or partial contracts in connection with the tenders for the big new government building, to be erected at the corner of O'Connor and Queen Streets. The building will be nine storeys high.

An amendment is being made to the Ontario Mining Act at the present session of the provincial legislature making it illegal for those staking out claims to take more than sufficient timber from the property than would be required in working the claim. Hitherto a good many claims have been staked out not for the purpose of mining, but to secure pulp wood, and it is the intention of the amendment to put a stop to this practice.

The Rainy Lake River Boom Corporation, incorporated under the laws of the State of Minnesota, has been authorized to carry on in the Province of Ontario the improvement of the Rainy Lake River from its mouth at the Lake of the Woods to the falls of the said river at the International Falls, and to carry on the businesses of booming, driving, protecting, safekeeping, and delivery of logs, timber, and forest products. The company's capital shall not be larger than \$55,000 to do business in the Province of Ontario.

By an order of the Supreme Court of British Columbia the Arrow Lakes Lumber Company is to be wound up, at the instance of the Lafayette-Lamb Lumber Company, which holds a judgment of \$2,294,000 against the Kootenay Company. The provisional liquidator is Mr. Murray, general manager of the Arrow Lakes Company. The Union Trust Company, of Toronto, which is the trustee for the debenture holders, has a claim for \$200,000, of which half is insecure. Evidence adduced in the court action was to the effect that the Lafayette Company is the holder of the stock of the Arrow Lakes concern.

Eastern Canada

Mr. John O'Brien, for 45 years connected with the Gilmour Company and 13 years employed by the E. B. Eddy Company, died recently at Hull, Que. He was 75 years of age, and is survived by a widow and three daughters.

Atlas Wooden Ware, Ltd., has been incorporated, with head office at Montreal, P.Q., and capital stock of \$50,000, to carry on business as manufacturers of and dealers in timber, wood, metal, etc. Among those interested are P. Saumur, E. Hally, A. R. W. Plimsoll, R. Bodeur, and A. Chouinard, all of Montreal.

Mr. John P. Mosher, buyer in Canada for the L. N. Godfrey Company, of Boston and New York, left on February 21 for Nova Scotia and New Brunswick, where he will be located for the next few weeks in the interests of his Boston connection, calling on the lumber mills, where he has an extensive acquaintance.

The Ticonderoga Pulp and Paper Company, a subsidiary of the Riordon Pulp and Paper Company, had a very prosperous year. The profits in 1916 amounted to \$881,426, and after deducting depreciation, bond interest, etc., \$576,112 is left. A dividend of 20 per cent. has been paid, and a sum of \$478,181 added to the surplus, this now amounting to \$1,480,626.

The Canadian S K F Company, 47 King Street West, Toronto, has established an office in Montreal, under the direction of Mr. Harold Brown, who will take care of the company's business in that territory and give service to users of S K F ball bearings. Mr. Brown was previously manager of J. Stone & Co., in the Transportation Building, Montreal, who handle the Stone Lighting System.

Owing to the increasing demand for building material, especially heavy timber, in West St. John, importation of carload lots of Douglas fir has begun, and already a considerable quantity of this heavy timber has been landed, after a long journey from the Pacific Coast. Shipbuilding and other new work has created a demand which will develop an important business in the handling of this class of wood goods. J. A. Gregory is the pioneer importer in West St. John.

The land damage suit of Spafford and Roy Wade vs. the Nashwaak Pulp

and Paper Company, of St. John, N.B., is one of the most noted that has ever come before the courts in New Brunswick, owing to the many matters involved. The suit was entered by owners of farm land on the Nashwaak River for damage done to their property during the stream-driving operations of the company. When the action is decided it will settle the rights of riparian owners and of lumbering companies, which have been in dispute for some time. Recently counsel for defendant company moved for appeal, and the court granted leave to enter and extended the time until ten days before the April sittings of the Appeal Division of the Supreme Court.

Western Canada

The West Lumber and Supply Company, Ltd., is opening a branch at Langham, Sask.

The Reliance Fuel, Timber, and Lumber Company, Ltd., has been incorporated, with head office at Winnipeg, Man.

The Timberland Lumber Company, Ltd., New Westminster, B.C., have filed plans for mills, wharf and approach, log dump, booming, holding, and sorting grounds, proposed to be built in the Fraser River.

R. P. Butchart, director of wooden shipbuilding for the Imperial Munitions Board in British Columbia, says he has no intimation of the British Government awarding contracts for forty 3,500-ton wooden vessels to be built at Victoria and at Vancouver.

The Queen Charlotte Spruce Company, Ltd., has been incorporated, with head office at Victoria, B.C., and capital stock of \$500,000, to carry on business as timber merchants, sawmill and pulp mill proprietors, and to manufacture and deal in lumber, timber, wood, sawlogs, etc.

The Frontier Lumber Company, Ltd., has been incorporated, with head office at Winnipeg, Man., and capital stock of \$50,000, to carry on a general timber, lumber, milling, fuel, and supply business. Among those interested are E. B. Eadie, R. Siderfin, and M. McNicol, all of the city of Winnipeg.

Overseas Loggers, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$100,000, to carry on in any part of the world the business of timber merchants, sawmill proprietors, wood pulp manufacturers, timber growers, to manufacture timber, cordwood, shingles, boxes, crates, etc.

The North Burnaby Lumber Company's new mill at Edmonds, B.C., has been completed and is now in operation. The mill has a daily capacity of some 12,000 feet and employs about 30 hands. The company has several months' work in view, and is starting on half a million dollar contract with the British Columbia Box Factory Company.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 9th day of March, 1918, for the purchase of License X1273, to cut 2,705,000 feet of fir, spruce, balsam, pine, and cedar on an area adjoining S.T.L. 7526P, near Adams Lake, Kamloops District. Two years will be allowed for the removal of the timber.

The Sayward Logging Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as timber or lumber merchants, mill proprietors, and timber growers, to import, export, and deal in timber, lumber, and wood of all kinds, and to manufacture and deal in all articles in which timber or wood is used.

The Bendickson Logging Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$25,000, to acquire and take over as a going concern the business now carried on by Hans Bendickson & Co. The new company will carry on business as loggers, timber and lumber merchants, woodworkers, sawmill and shingle mill proprietors, etc.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 15th day of April, 1918, for the purchase of License X1218, to cut 6,579,000 feet of cedar and fir on an area adjoining L. 2622, near Horse-shoe Lake, New Westminster District. Three years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

The Nicola Pine Mills, Ltd., has been incorporated, with head office at Canford Mills, B.C., and capital stock of \$300,000, to purchase, acquire, and take over as a going concern the business now carried on by the Nicola Valley Pine Lumber Company at Canford Mills, and to carry on business as loggers, timber merchants, sawmill proprietors, etc., and to deal in sawlogs, timber, lumber, and wood of all kinds.

The Brooks & Bidlake Cedar Company have purchased all the cedar in the old "J" lease, owned by the Hastings Mill Company at Wolfson's Bay, B.C., for many years. Several large cribs will be built at once and operations started. The Lamb Creek runs into the territory, and will be used to run the bolts to salt water. Mr. George McKay, of Vancouver, has charge of the work. The timber covers a large area, and a camp will soon be located.

Carstens & Tarles, Inc., an extra-provincial company, has been registered under the "Companies Act," with a capital stock of \$300,000, and is authorized to carry on business in the Province of British Columbia. The head office of the company is in the Lowman Building, Seattle, Wash., and the provincial office is in the London Building, 626 Pender Street West, Vancouver, B.C. J. H. Lawson, at the same address, is attorney for the company. The company will manufacture and deal in lumber, logs, timber, shingles, and all other forms and kinds of lumber and timber whatsoever, or the products thereof.

The McLennan Lumber Company, Limited

MONTREAL

QUE.

The following stock of
1917 Merchantable Spruce

1 in. x 3, 4, 5 and 6—8 ft. and up.
1 1/4 in. x 4, 5, 6, 7 and 8—8 ft. and up.
2 in. Scant x 5, 6, 7, 8, 9 and 10—8 ft. and up.
2 in. Full thickness x 4, 5, 6, 7, 8 and 9—10 ft. and up.
3 in. x 7, 8, 9, 10, 11 and 12—10 ft. and up.

The Bennett Lumber Co. Limited

Solicit your kind enquiries for

Spruce, Pine and Birch

in all grades and thicknesses

**American Hardwoods and Mahogany
and Cypress**

11 St. Sacrament St., - MONTREAL, P.Q.

Long Distance Phone Main 812

H. BOURGOUIN

Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER

Dressed and Rough

**White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

A. F. B. AUSTIN, Manager

"By-Pass" Blower Systems for green saw dust and wet stringy material

Material that usually clogs the ordinary Blower is handled easily and continuously by our "By-Pass" Blowers. No material passes through or around the fan. That is the big secret of "By-Pass" success. Slow speed and minimum power are other strong features. Write for literature and all details.

We manufacture and install complete systems

Toronto Blower Company
156 Duke St., Toronto

Personal Paragraphs

Hon. George Gordon, of George Gordon & Co., Cache Bay, Ont., recently returned from the South. Mrs. Gordon and family will remain in Florida until the spring.

Mr. F. I. Ritchie has been reappointed manager of the lumber department of the Wayagamack Pulp and Paper Company, Three Rivers, Que., and Mr. H. Helin technical manager.

The many friends of Mr. Robert Smith, of John B. Smith & Sons, Ltd., 53 Strachan Avenue, Toronto, will sympathize with him in the death of his wife, who passed away on February 21.

Captain W. E. Schuster, Belleville, Ont., of the headquarters staff, Canadian Forestry Corps, London, Eng., has returned from overseas. He is the railway traffic officer and a member of the Technical Board of the Canadian Forestry Corps.

Mr. Ross A. Rastall, of R. A. Rastall & Co., 1072 Queen Street East, Toronto, has been appointed manager of the Canada Lumber Company, Weston, Ont., and entered upon his new duties recently. His son Reg. will continue as manager of the retail yards of R. A. Rastall & Co.

Mr. C. W. Wilkinson, of the Union Lumber Company, Toronto, and wife, and Mr. W. Gerard Power and wife, of St. Pacome, P.Q., left recently on an extended trip through the Southern States. Mr. Power was elected president of the Canadian Lumbermen's Association at the annual convention, held last month.

At a meeting of the Construction Association of Quebec, held February 20, Mr. O. Chalifour, president of O. Chalifour & Co., dealers and manufacturers of lumber, Quebec, was presented with a gold medal, awarded to this company for the best exhibit of lumber for construction at the last exposition at Quebec. Mr. Emile Morissette, one of the late presidents of the association, made the presentation.

Local and Transportation Committee Appointed

At a recent meeting of the executive of the Canadian Lumbermen's Association, held in Ottawa, a distinct step was taken in appointing local committees to deal with any home matters which may arise from time to time and to take action thereon and report final decision to the executive. Heretofore, it has been necessary when any local question of greater or less importance cropped up to call a general session of the executive. It has been felt for some time that such affairs could

be adequately looked after by a few representative men in each city, closer supervision exercised, and a lot of detail that has been passed on to the executive eliminated.

The local committees are as follows:

Montreal—A. H. Campbell, George W. Grier, W. T. Mason, and Alex. MacLaurin.

Toronto—W. C. Laidlaw, W. E. Bigwood, Duncan McLaren, A. E. Craig, A. E. Clark, and James G. Cane.

Ottawa—D. McLachlin (Arnprior), R. G. Cameron, Gordon C. Edwards, and W. M. Ross.

Another important matter was the appointment of a transportation committee to supervise all freight and traffic matters. This consists of A. C. Manbert, Toronto; W. T. Mason, Montreal, and D. G. Gilmour, Ottawa.

New Lumber Firm Opens Offices

Greig, Morris & Blair, a new concern in the lumber business, have opened offices at 502 McKinnon Building, Toronto; 512 Dominion Express Building, Montreal, and at Mobile, U.S.A. They are wholesale dealers in spruce, pine, and hardwoods. The partners were all formerly with the Seaman, Kent Company, Ltd. Mr. Greig is the president of the new firm, Mr. Morris, Southern manager, and Mr. Blair, Eastern manager.

Another Contract for Shell Boxes

The Lindsay Factories, Toronto, have been awarded the contract of supplying the Imperial Munitions Board with 60,000 shell boxes. The size is 4.5 inches, and deliveries will be made at the rate of 20,000 boxes a month. The firm have filled several previous orders for munition boxes. Other contracts will, it is understood, be given out in a few days.

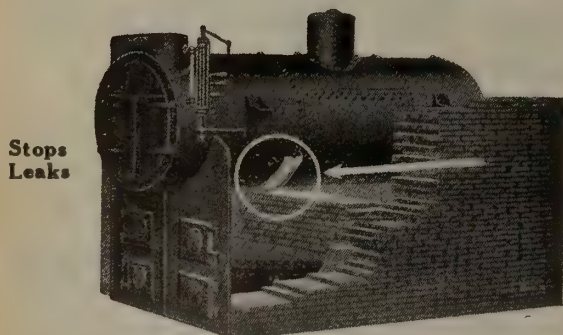
Review of Hardwood Export Trade

The instructive article on "Many Restrictions on Hardwood Exports," which appeared on page 78 in the last edition of the "Canada Lumberman," showing how stocks in the United Kingdom were low and that Canada may be asked to help replenish them, was furnished the "Canada Lumberman" by E. M. Nicholson, of Montreal, and was an excellent summary of conditions.

It Only Costs 3 1/3 Cents Per Day To Have BOILER PROTECTION Against Fire Cracks, Mud Cracks, and Leaks

Protection

AFTER INSTALLING



Stops
Leaks

Prevents
Cracks

Tested, Tried, Proven True

The National Boiler Girth Seam Protector

U.S.A. Patent Oct. 25th, 1916

Canadian Patent, No. 177295, May 29th, 1917

Foreign Patents Applied for

Guaranteed for Two Years from date of erecting. We will replace any part or every part which is proved unsatisfactory FREE OF CHARGE

PROTECTION IS TRUE ECONOMY AND EFFICIENT SERVICE.

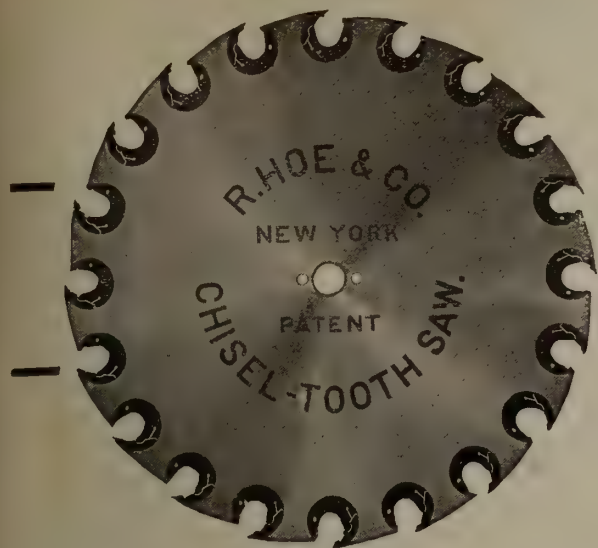
Can be attached to Girth or Patch Seams by anyone.

Write for Catalogue and Price List.

National Boiler Girth Seam Protector Company of Canada

Head Office: 910 NEW BIRKS BUILDING, MONTREAL, P.Q.

Branch Office: 568 MANNING AVE., TORONTO



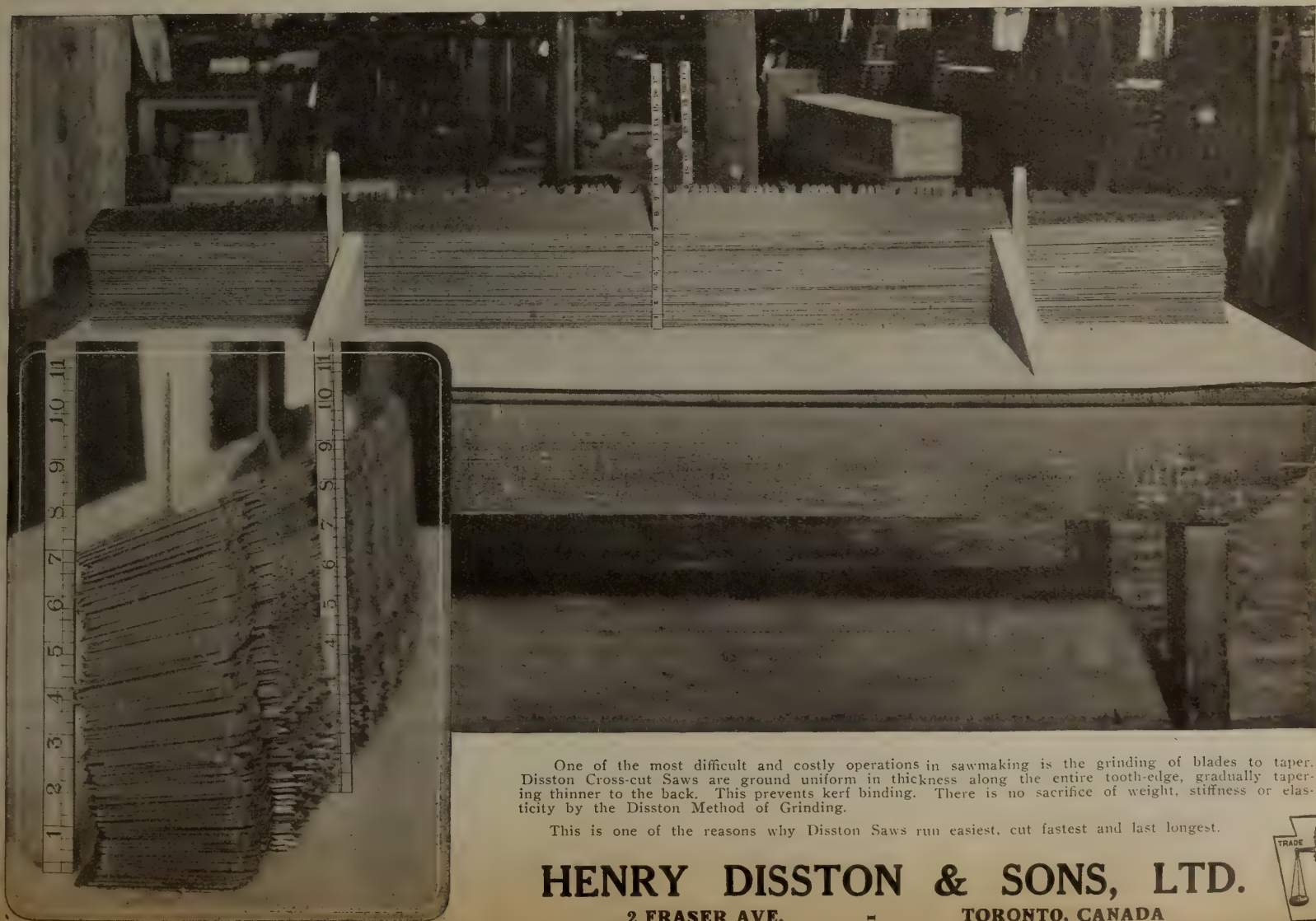
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Right around the world, wherever you find wood cutting saws in use, there you are almost certain to find the "Hoe" saws working and giving all round satisfaction. "Hoe" saws are famous for durability; they give longer and better service.

The "Hoe" Saw Catalogue is a worth-while booklet, brimful of information on saws, and sent free to you on request.



One of the most difficult and costly operations in sawmaking is the grinding of blades to taper. Disston Cross-cut Saws are ground uniform in thickness along the entire tooth-edge, gradually tapering thinner to the back. This prevents kerf binding. There is no sacrifice of weight, stiffness or elasticity by the Disston Method of Grinding.

This is one of the reasons why Disston Saws run easiest, cut fastest and last longest.

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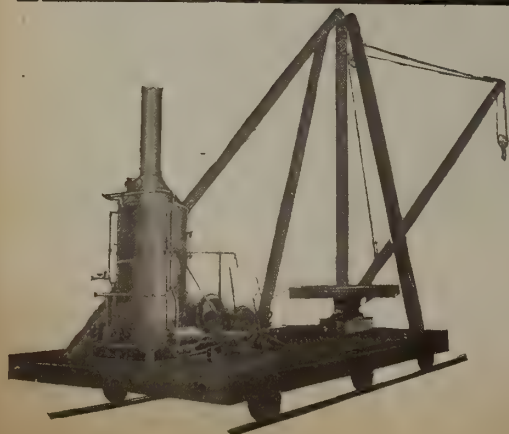
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SELF PROPELLING LOG LOADER



This machine will propel itself up or down a special wide gauge track parallel to the main track or siding on which the train of empty cars is placed for loading. It will pick up the logs from the ground or pile, swing the boom and deposit the logs on the car, and thus load every car in the train, moving itself from car to car as the cars are loaded. With this machine it is not necessary to pull the whole train along a little at a time to bring each car in position in front of the Loader. The Loader goes to the car. Thus a machine powerful enough to load the logs is all that is required, instead of buying a machine powerful enough to move the train.

MARSH & HENTHORN, LTD. - Belleville, Ont.

GOODHUE BELTING

FACTORY TO YOUR MILL

TO the saw mill and woodworking industries we offer an unusually good belting value in our "Acme Waterproof." This belting is specially made from the best hides to run in wet places where only the best quality belt can "make good." If you require any belting you should enquire into the merits of "Goodhue Belts," then you will buy a "Goodhue."

According to the conditions under which the belt has to run, we recommend "Extra," "Standard" or "Acme Waterproof"—each brand the best quality, but each made for a different service

Send for particulars and prices

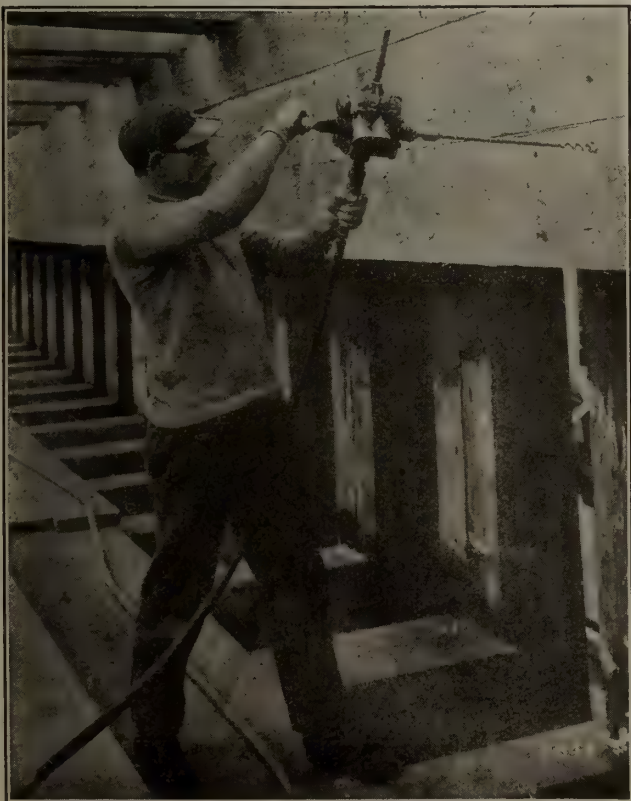
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We have other "LITTLE DAVID" time-savers for wooden ship builders, such as Drills, Grinders, Saws, Drift Bolt Drivers, etc.

Write for information on Air Compressors, Air Hoists, and the complete equipment necessary to do your work, the "LITTLE DAVID" way.

Let "Little David" Do Your Work

In wooden shipbuilding, speed counts, if it counts anywhere, at the present day. There are many operations in this line of work which can be done to the greatest advantage by compressed air.

The "LITTLE DAVID" Way

of wood boring is a good instance of quick, efficient work by compressed air.

The "LITTLE DAVID" Wood Borer shown in the cut is light, speedy and powerful. This tool is made in three sizes for holes from 1 inch to 4 inches diameter. Low repair cost and economy of air are two of its strong points.

Let us send you Bulletin 8507. It will interest you.

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Your Bit



You have probably invested in Victory Bonds, and contributed to the Red Cross. Perhaps you are economizing in many ways also; but there is still another way to help—save power.

Chapman Double Ball Bearings

save 20 per cent of power by eliminating friction. If you are wasting power in transmission you are wasting coal—one of the articles the government requests us to conserve.

It is not necessary to shut down your plant to install Chapman Bearings. They are interchangeable with self oiling bearings of the same shaft size, and power is not the only thing they save.

Let us tell you more about them



Chapman Double Ball Bearing Co., Ltd.

337-351 Sorauren Avenue - Toronto

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

"Has Never Failed"

A Specially-Band Resaw Not a Side Line

Kenova, W. Va.
Oct. 1, 1917

Gentlemen:—

We are very much pleased to report that the Standard Perfected Band Resaw which we bought of you a year ago is giving us perfect satisfaction. *It has never failed* us once, but it is on the job and ready for business all the time,



Standard Perfected Band Resaw

and the more you give it the better it seems to like it.

Respectfully,

Kenova Box Co.

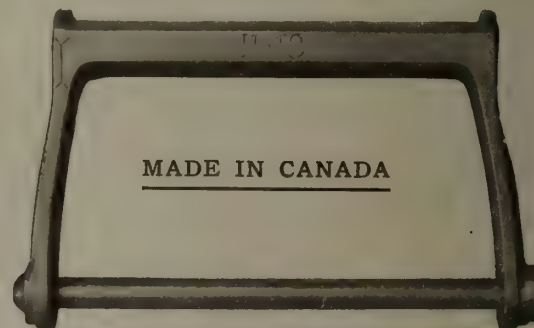
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SAGINAW, MICH.

LINK-BELT

FOR EVERY SERVICE


H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



MADE IN CANADA

Stronger, Heavier, and More Durable than No. H-110

This is the  Mark of Quality

It appears on every Link-Belt manufactured by us, and is your guarantee of reliability in material, workmanship, inspection and service.

Write for Folder No. 266.

CANADIAN LINK-BELT CO., LTD.

Office and Manufacturing Plant

265 W. Wellington St., TORONTO

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ington, First and Stark Streets.

ADJUSTABLE SAFETY CAR-STAKE EQUIPMENT

(SCHMITZ PATENT)

Mr. Logger, Attention!

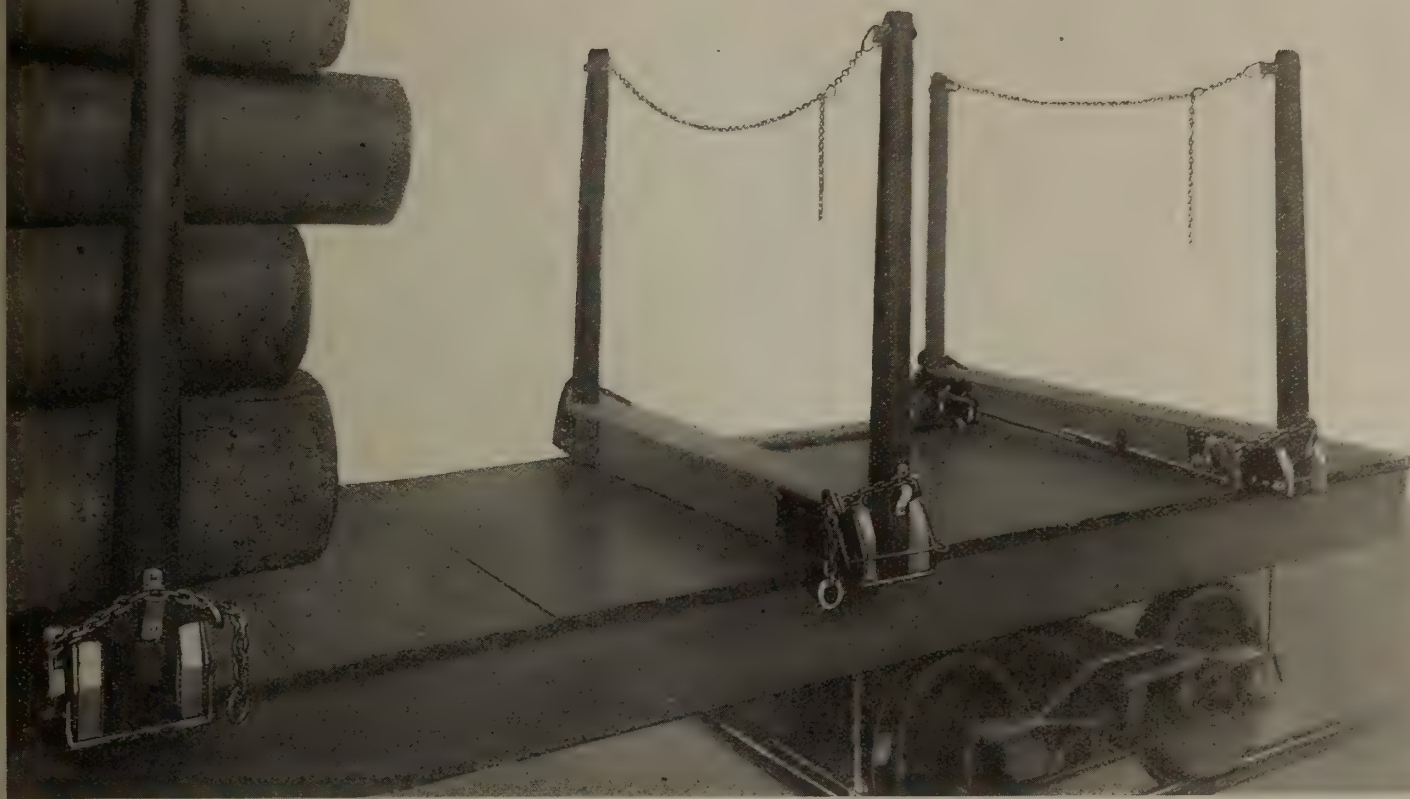
We have the ONLY device that removes ALL danger and difficulty in moving your logs from camp to mill on cars, trucks or sleighs.

No balks, breakdowns or dislocation of parts—IT WORKS ALWAYS. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

It will save you TEN times its cost in wages, renewal of stakes, avoidance of accidents, and vexatious delays.

If you don't use stakes on your cars, you CAN use them with this equipment; you need it on your cars right now, and you will WANT it as soon as you find out what it will do for you.

Send for illustrated Circular, with testimonials, and let us convince you of the truth of these claims. Address



INTERNATIONAL LOG BUNK & EQUIPMENT CO., 2661 W. 57th Street Seattle, Wash.

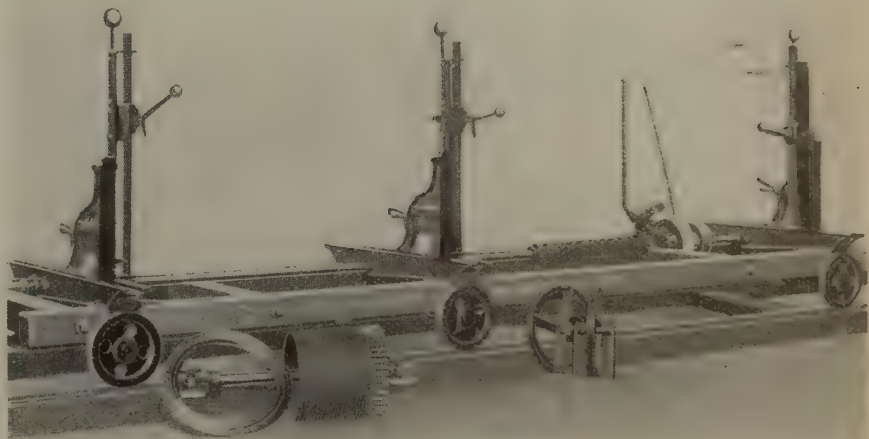
The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE.—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS.—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS.—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers

The G. Walter Green Co., Limited

Send for Catalogue.

PETERBOROUGH, ONT.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:

1 x 4/7 Good Strips	\$55 00	\$57 00
1 in. No. 1, 2 and 3 Cuts	48 00	50 00
1 1/4 and 1 1/2 x 4/7 Good Strips	57 00	59 00
2 x 4/7 Good Strips	57 00	59 00
1 x 8 and up Good Sides	60 00	62 00

Sides

1 x 8 and wider Good Sides	77 00	79 00
2 x 8 and wider Good Sides	79 00	80 00
1 in. No. 1, 2 and 3 Cuts	48 00	50 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	55 00	57 00

2 in. No. 1, 2 and 3 Cuts

1 x 4 and 5 Mill Run	42 00	44 00
1 x 6 Mill Run	44 00	46 00
1 x 7, 9 and 11 Mill Run	42 00	44 00
1 x 8 Mill Run	44 00	46 00

1 x 10 Mill Run

1 x 12 Mill Run	49 00	50 00
5/4 and 6/4 x 4 Mill Run	43 00	45 00
5/4 and 6/4 x 5 Mill Run	43 00	45 00
2 x 4 Mill Run	41 00	43 00

2 x 6 Mill Run

2 x 8 Mill Run	44 00	46 00
2 x 10 Mill Run	48 00	49 00
2 x 12 Mill Run	49 00	50 00
1 in. Mill Run Shorts	34 00	36 00

Red Pine:

1 x 4 and 5 Mill Run	36 00	38 00
1 x 6 Mill Run	38 00	40 00
1 x 8 Mill Run	38 00	40 00
1 x 10 Mill Run	42 00	44 00

2 x 4 Mill Run

2 x 6 Mill Run	40 00	42 00
2 x 8 Mill Run	40 00	42 00
2 x 10 Mill Run	42 00	44 00
1 in. Clear and Clear Face	43 00	45 00

2 in. Clear and Clear Face

Spruce:		
1 x 2 Mill Run	37 00	40 00
1 x 4 Mill Run	37 00	38 00
1 x 6 Mill Run	40 00	41 00

1 x 8 Mill Run

1 x 10 Mill Run	43 00	44 00
1 x 12 Mill Run	45 00	46 00
Mill Culls	29 00	31 00

Hemlock, No. 1:

1 x 4 and 5 in. x 9 to 16 ft.	29 00	30 00
1 x 6 in. x 9 to 16 ft.	32 00	33 00
1 x 8 in. x 9 to 16 ft.	34 00	35 00

1 x 10 and 12 in. x 9 to 16 ft.

1 x 7, 9 and 11 in. x 9 to 16 ft.	32 00	33 00
2 x 4 to 12, 10 and 16 ft.	33 00	34 00
2 x 4 to 12 ft., 12 and 14 ft.	32 00	33 00

2 x 4 to 12 in., 18 ft.

2 x 4 to 12 in., 20 ft.	34 00	35 00
1 in. No. 2, 6 ft. to 16 ft.	26 00	27 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	25 00	26 00

Douglas Fir:

Dimension Timber up to 32 feet:		
6x6 and 8, 8x10, 10x10 and 12, 12x12	\$48 50	
6x10, 8x10, 10x14, 12x14, 14x14	49 00	

6x12, 8x12

14x16, 16x16	50 00	
6x14, 8x14, 10x16, 12x16	50 50	
14x18	51 00	

8x16, 10x18, 12x18

18x18, 20x20	52 00	
12x20, 24x24	52 50	
Timber in lengths over 32 feet subject to negotiation.		

Fir flooring, 1 x 3, edge grain..

Fir flooring, 1 x 4, edge grain..	47 00	52 00
Fir flooring, 1 x 4, flat grain..	40 00	
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths).	47 00	62 00

No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough

No. 1 and 2, 2-in. clear Fir rough	50 00	63 00
1 1/2 in. No. 1, 4-ft. pine lath..	6 00	
1 1/2 in. No. 2, 4-ft. lath	5 70	

1 1/2 in. 32-in. pine lath

1 1/2 in. No. 1, 4-ft. hemlock lath	5 00	
1 1/2 in. mill run hemlock lath..	4 75	
XX B. C. cedar shingles	3 15	

XXX B. C. cedar shingles

XXX B. butts to 2 in.	4 20	
XXXX	4 80	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$75.00	\$50.00	\$25.00
8/4	85.00	60.00	40.00
10/4 & 12/4	105.00	75.00	50.00

16/4

14/4	145.00	125.00	65.00
	Ash, Brown		
4/4	65.00	45.00	35.00

6/4

8/4	72.00	60.00	45.00
10/4 and 12/4	74.00	62.00	48.00
16/4	90 92	75 78	60 65

Basswood, dry weight 2500 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$60.00	\$47.00	\$38.00
8/4	68.00	52.00	45.00

Chestnut, dry weight 2800 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$65.00	\$50.00	\$45.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$54.00	\$42.00	\$35.00
8/4	63.00	50.00	40.00
12/4	70.00	57.00	45.00

Gum, red, dry weight 3300 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$57.00	\$60.00	\$47.00
8/4	65.00	55.00	45.00

Gum, Sap

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$49.00	\$42.00	\$35.00
8/4	52.00	45.00	35.00

Hickory, dry weight, 4500 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$65.00	\$45.00	\$30.00
8/4	100.00	75.00	50.00
12/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$58.00	\$45.00	\$35.00
8/4	63.00	48.00	38.00
12/4	65.00	50.00	42.00

Soft Maple

4/4	80.00	62.00	52.00
8/4	90.00	75.00	60.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$35.00
No. 2 and better	42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$80.00	\$55.00	\$42.00
8/4	87.00	60.00	45.00
10/4	95.00	65.00	50.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$100.00	\$66.00	\$70.00
8/4	105.00	68.00	72.00

Red Oak, quarter cut.

	No. 1	No. 2	No. 3
4/4	1s & 2s	Com.	Com.

5/4 & 6/4	\$90.00	\$65.00	\$70.00
8/4	100.00	70.00	75.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00

1 1/2-in. x 7-in. and up	70 00	75 00
2-in. x 7-in. and up	72 00	78 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:

1-in.	50 00
1 1/2-in. and 1-in.	60 00
2-in.	60 00

Pine good shorts:

1-in. x 7-in. and up	50 00
1-in. x 4-in. to 6-in.	40 00
1 1/2-in. and 1 1/2-in.	58 00

2-in.

7-in. to 9-in. A sidings	40 00
Pine, No. 1 dressing sidings	47 00
Pine, No. 1 dressing strips	40 00

Pine, No. 1 dressing shorts

Pine, 1-in. x 4-in. s.c. strips	40 00
Pine, 1-in. x 5-in. s.c. strips	40 00
Pine, 1-in. x 6-in. s.c. strips	42 00

Pine, 1-in. x 7-in. s.c. strips

Pine, 1-in. x 8-in. s.c., 12 to 16 ft.	40 00
Pine, 1-in. x 10-in. M.R.	47 00
Pine, s.c. sidings, 1 1/2 and 2-in.	45 00

Pine, s.c. strips 1-in.

1 1/2, 1 1/2 and 2-in.	37 00
Pine, s.c. shorts, 1 x 4 to 6 in.	34 00
Pine, s.c. and bet. shorts, 1 x 5	33 00

Pine, s.c. and bet. shorts, 1 x 6

Pine, s.c. shorts, 6'-11', 1"x10"	35 00
Pine box boards:	
1"x4" and up, 6'-11'	33 00

1"x3", 12'-16'

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up	35 00
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	30 00
O. culls r & w p	22 00

Red Pine, log run:

mill culls out, 1-in.	32 00
mill culls out, 1 1/2-in.	36 00
mill culls out, 2-in.	38 00

mill culls, white pine, 1"x7"

and up	34 00
Mill run Spruce:	
1"x4" and up, 6'-11'	32 00

1"x4" and up, 12'-16'	33 00
1"x9"-10" and up, 12'-16'	40 00

1 1/2"x7"-8'9" and up, 12'-16'	40 00
1 1/2"x10" and up, 12'-16'	46 00
1 1/2" x 2" x 12" and up, 12'-16'	46 00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	46 00	18 00
Hemlock, 1-in. log run	23 00	24 00
Hemlock, 2x4, 6, 8, 10, 12/16'	26 00	28 00

Tamarac

Basswood, log run, dead culls out	30 00	40 00
Basswood, log run, mill culls out	26 00	28 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1,

1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	

1 x 10 No. 2 barn

1 x 8 and 9 No. 2 barn	46 00	
Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	5 25	5 50

No. 2 white pine

Mill run white pine	5 00	
Spruce, mill run 1 1/2-in.	5 25	
Red pine, mill run	4 50	

Hemlock, mill run

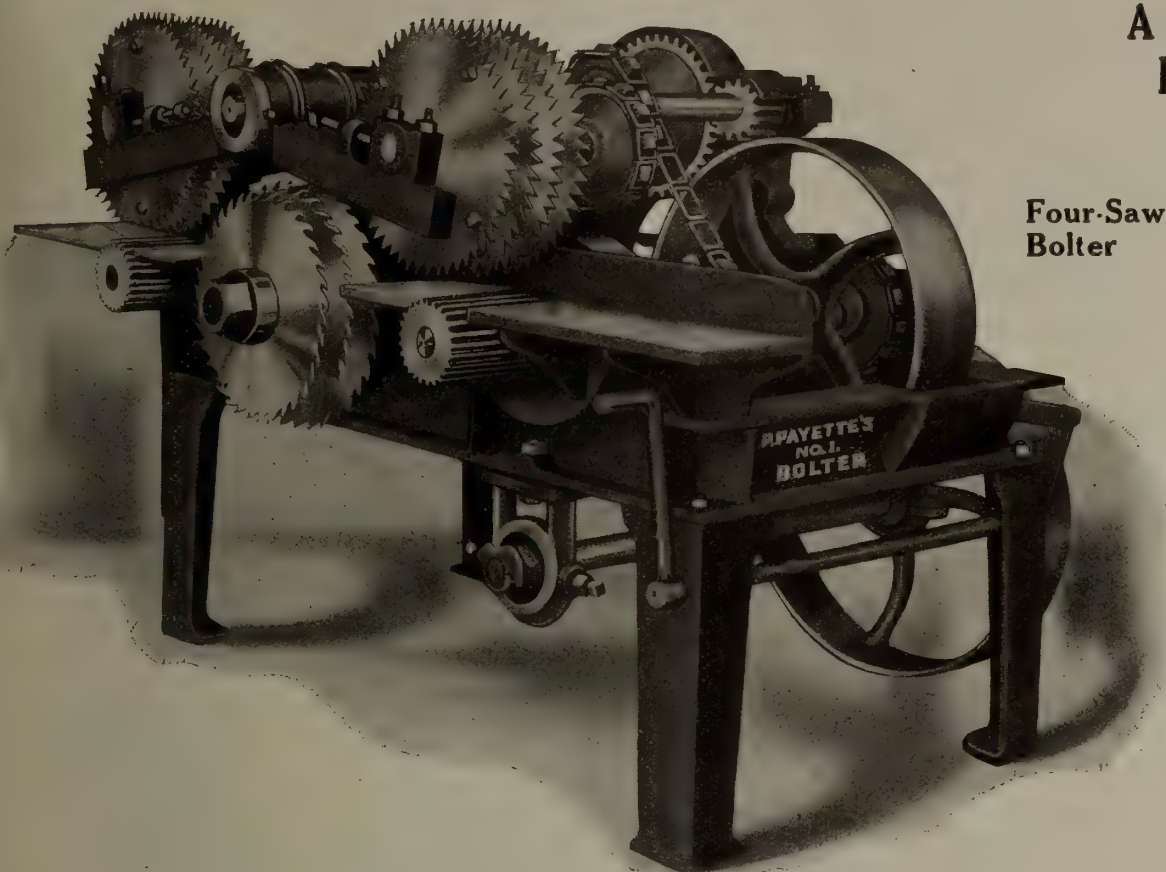
32-in. lath	4 75	
White Cedar Shingles:		
xxxx, 18-in.	2 00	2 25

Clear butt, 18-in.

18-in

128,350 Laths in Ten Hours

Our Lath-Mill and Bolter have made a test cut in ten hours of 128,350 four foot laths, 1½ in. by 3⁄8 in., counted, tied and piled.



**Four-Saw
Bolter**

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C. Beck Mfg. Co., Penetanguishene, Ont.
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Spanish Mills Lumber Co., Ltd., Cutler, Ont.
Spanish Mills Lumber Co., Spanish Station, Ont.

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Pulpwood,	246,282 cords.
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purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

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CURRENT LUMBER PRICES—Continued

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4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	33 - 35	17 - 19
5/4 to 8/4	56 - 58	29 - 31	19 - 21
ASH, WHITE AND BROWN			
4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	75 - 88	41 - 49	23 - 25

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	124 00
White pine uppers, 2½ and 3 in.	139 00
White pine uppers, 4 in.	149 00
Selects, 1 to 2 in.	110 00
Selects, 2½ and 3 in.	129 00
Selects, 4 in.	139 00
Fine common, 1 in., 30 per cent.	
12 in. and up	80 00
Fine common, 1 x 8 to 11 in.	77 00
Fine common, 1½ to 2 in.	91 00
Fine Common, 2½ and 3 in.	124 00
Fine Common, 4 in.	125 00
1 in. shaly clear	65 00
1½ to 2 in. shaly clear	69 00
1 in. No. 2 dressing	57 00
1½ to 2 in. No. 2 dressing	62 00
No. 1 Cuts, 1 in.	62 00
No. 1 Cuts, 1½ to 2 in.	79 00
No. 1 Cuts, 2½ and 3 in.	104 00
No. 2 Cuts, 1 in.	54 00

No. 2 Cuts, 1½ to 2 in.	66 00	67 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7,	34 00
Barn Boards, No. 1, 1 x 12	65 00		3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 10	59 00		2 x 8 in.	39 00
No. 1, 1 x 8	56 00		All other random lengths, 7-in.	
No. 2, 1 x 12	60 00		and under, 8 ft. and up	34 00
No. 2, 1 x 10	57 00		5-inch and up merchantable	
No. 2, 1 x 8	54 00		boards, 8 ft. and up, p 1s	33 00
No. 3, 1 x 12	53 00		1 x 2	32 00
No. 3, 1 x 10	53 00		1 x 3	30 00
No. 3, 1 x 8	51 00		1½ in. spruce lath	4 50
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 25
1 x 10 in.	52 00		New Brunswick Cedar Shingles	
No. 1 1 x 4 to 7 in.	42 00	43 00	Extras	4 50
No. 1 1 x 8 & 9 in.	44 00	45 00	Clears	4 15
No. 1 1 x 10 in.	46 00	47 00	Second Clears	3 25
No. 2 1 x 4 & 5 in.	35 00	36 00	Clear whites	2 50
No. 2 1 x 6 & 7 in.	38 00	39 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 8 & 9 in.	40 00		Extra 1s (Clear whites out)	1 65
No. 2 1 x 10 in.	44 00		Red Cedar Extras, 16-in. 5 butts	
No. 2 1 x 12 in.	45 00		to 2-in.	4 73
Spruce, 12 in. dimension	46 00		Red Cedar Eurekas, 18-inch 5	
Spruce, 10 in. dimension	44 00		butts to 2-in.	5 40
Spruce, 9 in. dimension	43 00		Red Cedar Perfections, 5 butts	
Spruce, 8 in. under dimen.	40 00		to 2½	6 07
10 and 12 in. random lengths,			Washington 16-in. 5 butts to 2-	
8 ft. and up	42 00	43 00	in. extra red cedar	4 80

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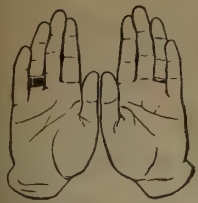
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Dunlop "Gibraltar" RedSpecial" Belting



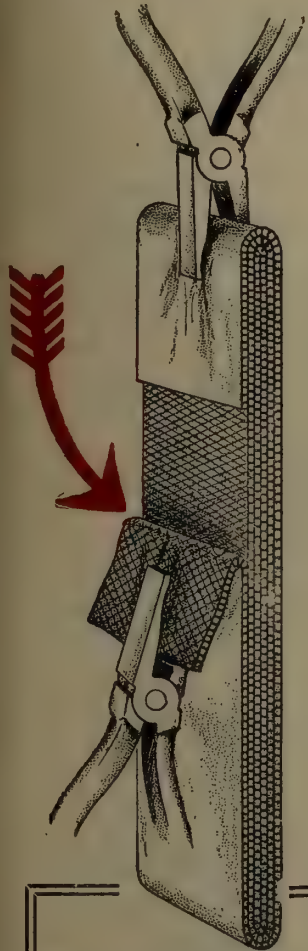
Abnormal Friction Pull

vs. Elasticity of Friction

BETWEEN every ply of specially-selected, heavy Cotton Duck in Dunlop "Gibraltar RedSpecial" Belting is a layer of pure Rubber which, through a Dunlop calendering process, so permeates the fabric that it binds the several plies into one integral piece.

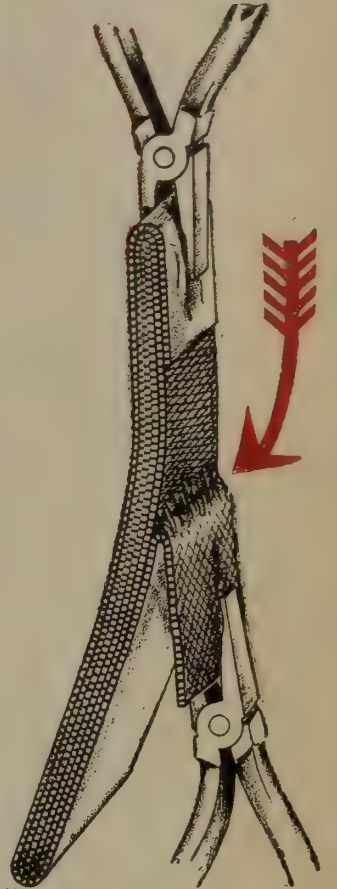
Some belt manufacturers offer to sell their product on the basis of "Heavy-Poundage in a Friction-Pull" Test. To obtain the latter result it is not necessary to secure such an expensive Rubber Friction as is used in "Gibraltar RedSpecial." This fact alone ought to be a pretty good gauge of the value of the "friction-pull" test.

In buying "Gibraltar RedSpecial" you get the advantage of years of careful laboratory work on our part with this result: The friction is of that "just-right" elastic quality which allows for the give and take necessary in rounding the pulleys; hence the reason "Gibraltar RedSpecial" is known for maximum Power, Speed and Service.



Note the Short Grain Rubber Friction

This Belt Section illustrates a Heavy "Poundage-Pull" Friction. To secure this result the Friction Grain is short and stiff. Elasticity and Flexibility have been sacrificed to secure such a result.



Note the Long Grain Rubber Friction

Dunlop "GIBRALTAR REDSPECIAL" has a Friction of Special Dunlop Rubber that retains its life indefinitely. "Note the long grain Rubber Friction," as illustrated. Elasticity has not been sacrificed for Abnormal Friction Pull.

UNLIMITED capacity for service is an intrinsic quality with Dunlop "Gibraltar RedSpecial" Belting. The success of nearly a quarter of a century in the manufacture of Rubber Products is built into Gibraltar. The original Made-in-Canada Red Rubber, Frictioned Surface Belting, "Gibraltar RedSpecial" has stood the infallible test of time in turning the wheels of industry in a multitude of Canadian plants from the Atlantic to the Pacific.

The Dunlop Unreserved Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where the "Gibraltar" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

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(Continued on page 62)

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Twenty mills with practically identical needs often specify twenty varied types of belting. And yet the requirements of power transmission fall into a relatively small number of classifications. For each of those classes there is a Graton & Knight Standardized Belt. Long study and experience fixed that standard, and we keep it there—rigidly.

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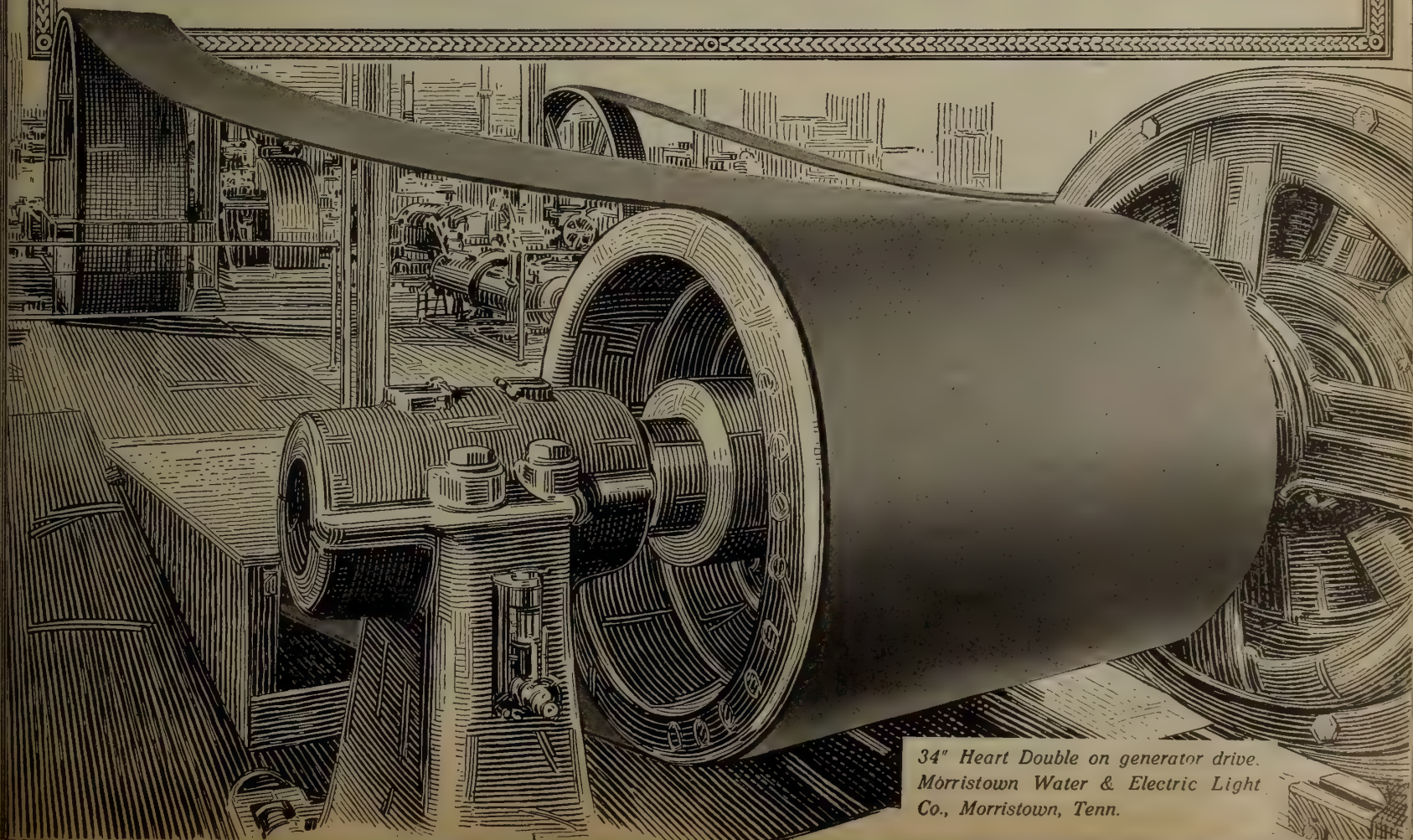
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(Continued on page 64)

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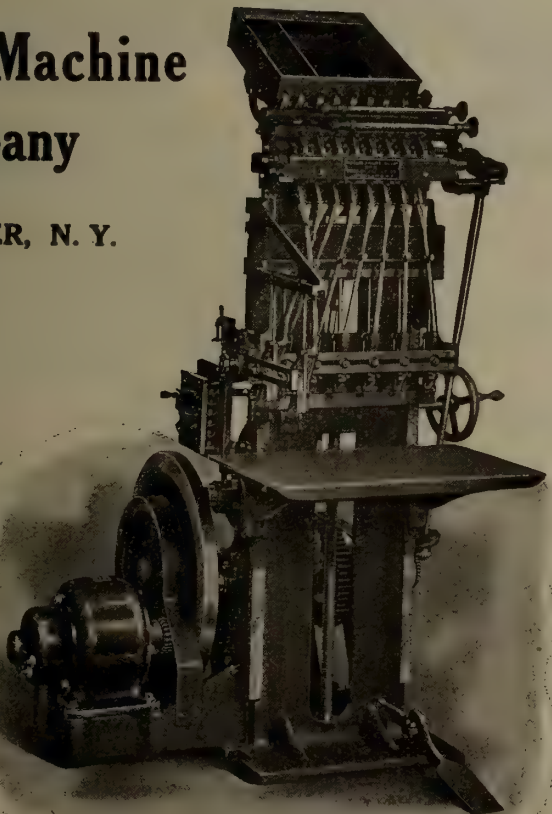
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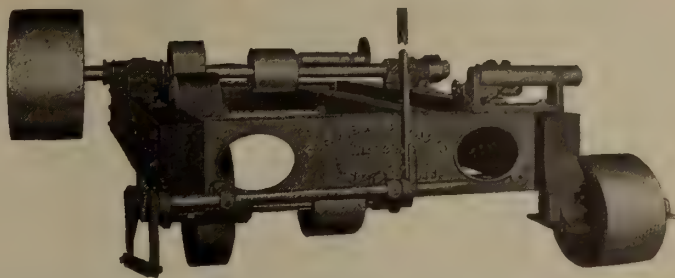
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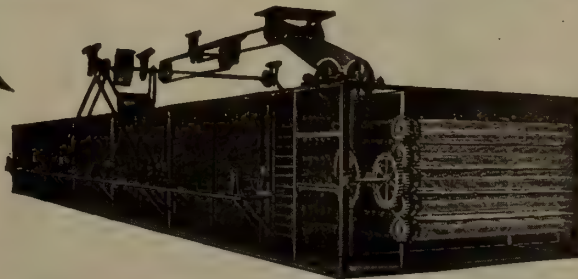
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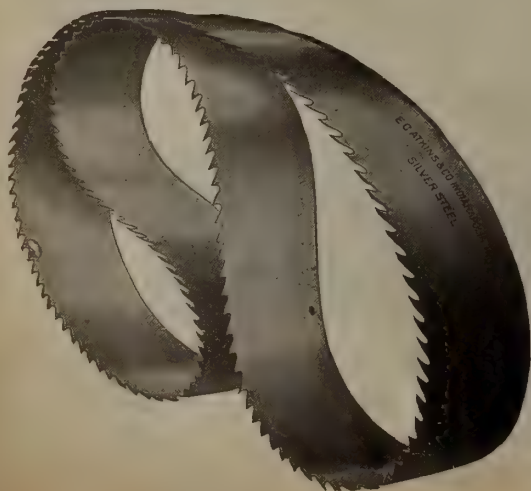
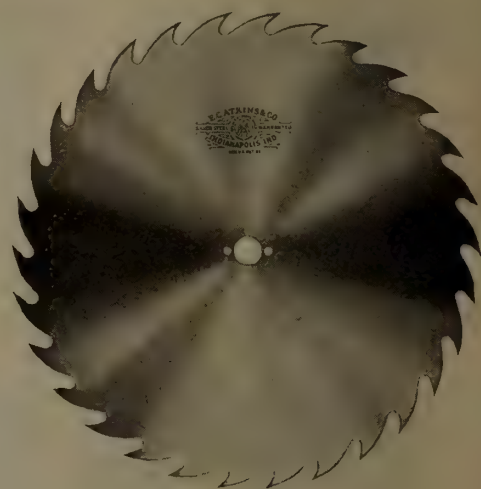
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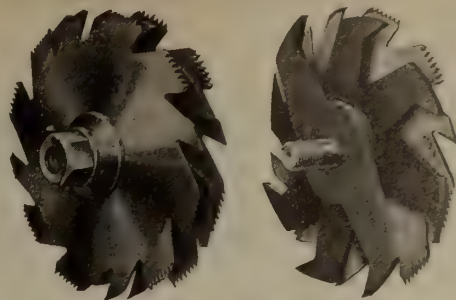
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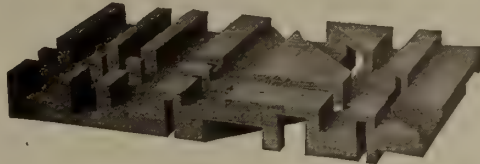
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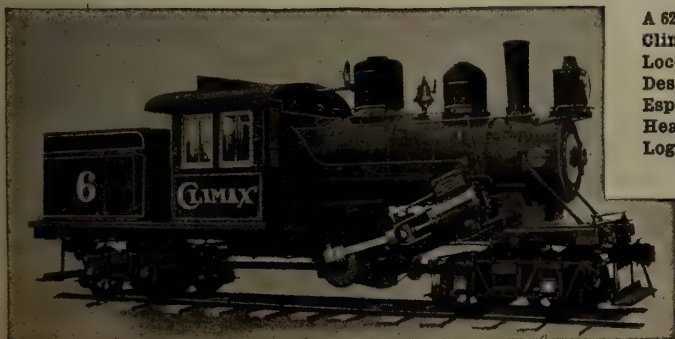
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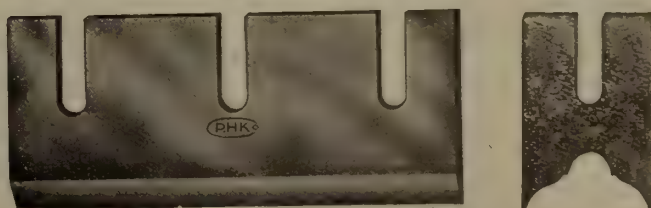


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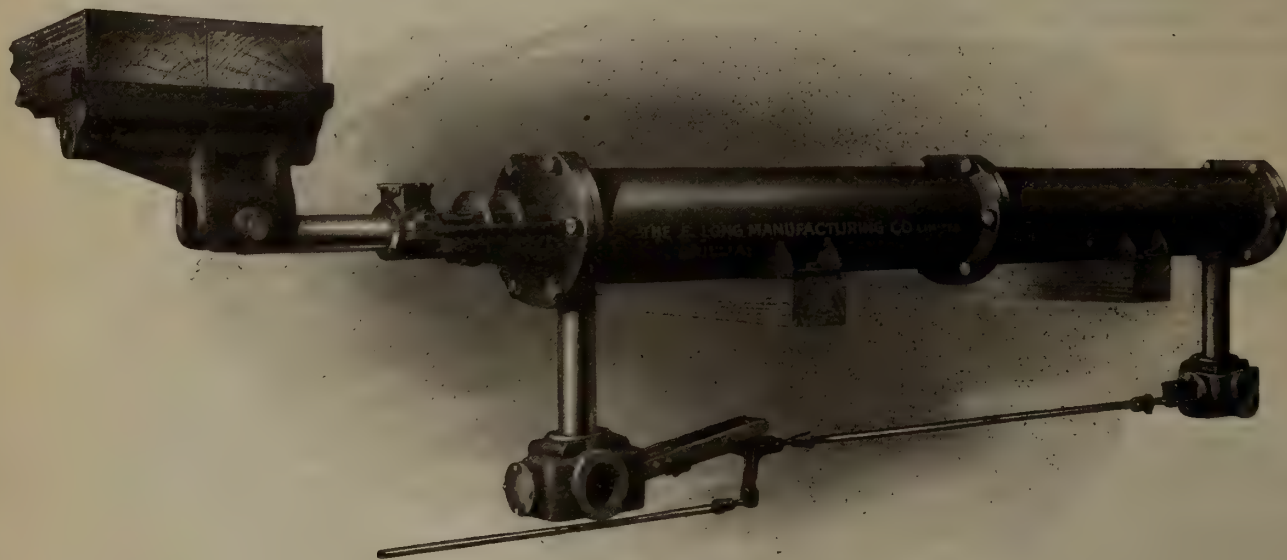


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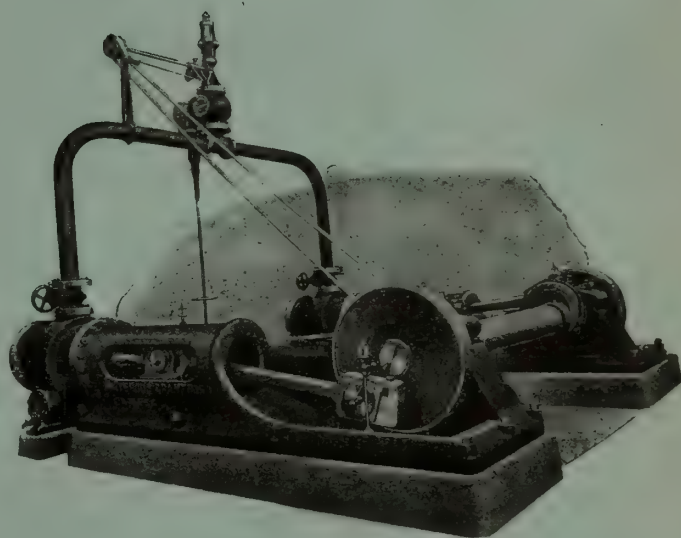
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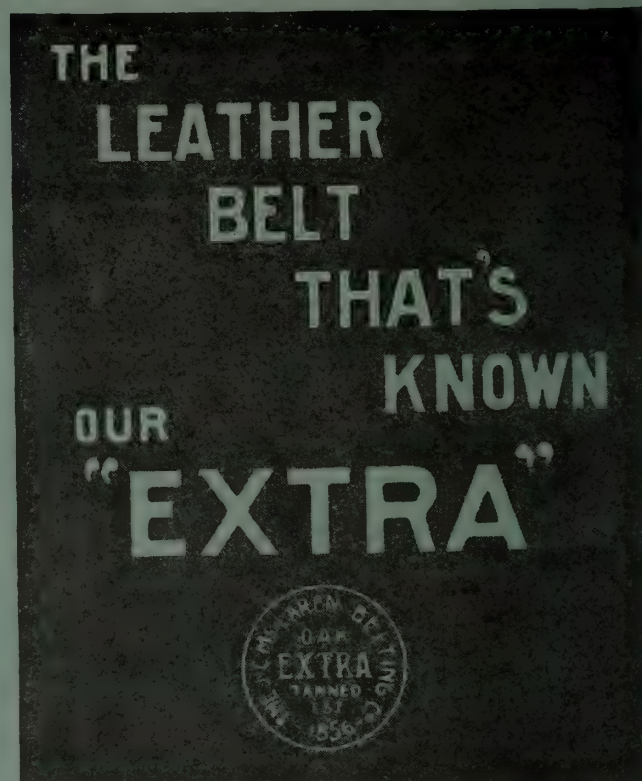


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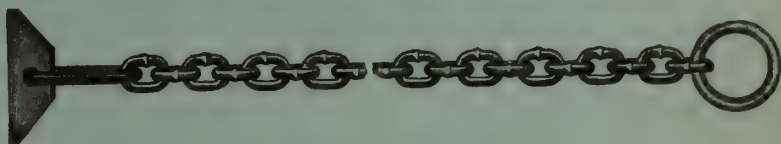
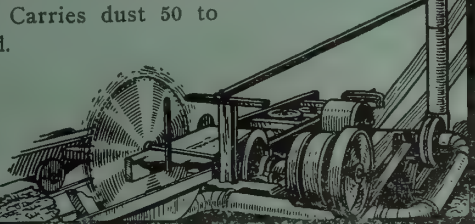
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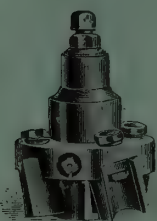
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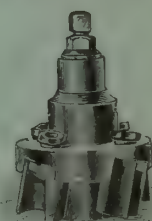
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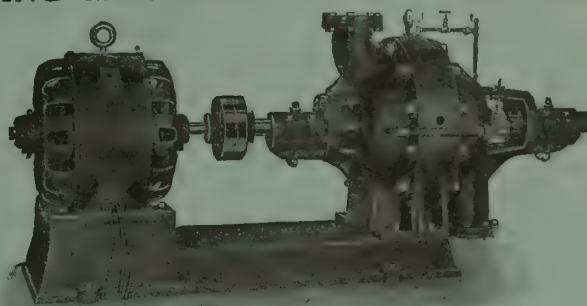
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2 x 9 and up x 8/16	"

32" LATH 4 ft.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough or Dressed

Timbers in Transit

10 cars 10 x 12 and 12 x 12—
lengths 24 to 60 ft.

10 cars, sizes up to 18 x 18—
lengths up to 60 feet.

Dressed Stock in Transit

1 car Flooring
2 cars Ceiling
10 cars Ship Decking
1 car Cedar Bevel Siding

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, Montreal, Que.
511 St. Catherine St.,

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 x 8-10/16	20,000 ft.	10 x 12-12/16	10,000 ft.
8 x 8	35,000 ft.	12 x 12-12/22	185,000 ft.
10 x 10-12/20	70,000 ft.		

Write for prices.

Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.



Spruce in Transit

15 cars 2 x 4 and up Merchantable Spruce

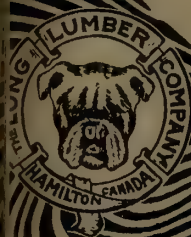
Shingles in Transit

5 cars 3X B. C. Shingles.

Hemlock and Spruce Ready to Ship

200,000 2 x 8 8 to 16 ft. Merchantable Hemlock.
 100,000 2 x 10 8 to 16 ft. Merchantable Hemlock.
 50,000 2 x 12 8 to 16 ft. Merchantable Hemlock.
 150,000 2 x 6 8 to 16 ft. Merchantable Hemlock.
 80,000 1 x 4 and up, 6 to 16 ft. Merchantable Hemlock.
 8,000 2 x 4 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 6 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 8 and up, 8 to 16 ft. Merchantable Spruce.
 30,000 2 x 6 and up, 8 to 16 ft. Merchantable Spruce.
 10,000 1 x 4 and up, 8 to 16 ft. Merchantable Spruce.

The Long Lumber Company
Hamilton
 Ontario



Vancouver Lumber Co.

LIMITED

MANUFACTURERS OF

**B. C. Fir, Cedar and
 B. C. Hemlock Products**

TWO LARGE MODERN
 MILLS AT YOUR SERVICE

**Fir Finish
 Fir Flooring
 Fir Timbers**

**"BIG CHIEF BRAND" SIDING
 RITE GRADE SHINGLES**



View of our Fir Mill from log pond, Vancouver, B.C.

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

Representative---C. J. BROOKS

TORONTO, ONT.



MILLIONS OF SPRUCE

Choice British Columbia (Sitka) Merchantable Spruce
in sizes up to 6 x 12' 32' and 8 x 8' 32' for prompt shipment.

LET US QUOTE YOU

OVER PRODUCTION OF "T & G STANDARD" BRAND

British Columbia Red Cedar Shingles, all grades.

A first class shingle at a second class price.

Ontario Hemlock, good dry stock.

Ontario Jack Pine and Spruce (now sawing).

TERRY & GORDON

Branch—MONTREAL, P.Q.

Head Office—TORONTO, Ont.

Branch—VANCOUVER, B.C.

I WANT TO BUY

5/8 in. Merchantable Spruce and 5/8 in. Mill Cull Spruce, 1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill Cull Spruce; also Basswood, Birch, and Maple, in all thicknesses. I can make immediate shipment of plain and Qtd. White and Red Oak, 1/4 in., 3/8 in., 1/2 in., 5/8 in., 3/4 in., and 4/4 in. Qtd. White Oak Strips, 3 1/2 to 5 1/2 in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

PERCY E. HEENEY, Wholesale Lumber

207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine
Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

Northern-Southern Hardwoods —PINE—

I specialize in

Plain Oak and Quartered Oak, Chestnut and
Poplar and Southern Pine Finish

CAN SHIP MIXED CARS AND SAW LUMBER
TO ORDER.

Let me have your inquiries when in the market.

SAM D. SMITH

3 Excelsior Life Building

TORONTO, Ont.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Canada Lumber Co., Limited WESTON, ONT.

Offers F.O.B. Larchwood—subject to prior sale and immediate acceptance:

12,500 ft. 1 x 6	White Pine Box and Better.
23,300 ft. 1 x 7, 9, 11 and 13 in.	White Pine Box and Better.
18,500 ft. 5/4 x 4 and up	White Pine Box and Better.
19,200 ft. 6/4 x 4 and up	White Pine Box and Better.
60,400 ft. 8/4 x 4 and up	White Pine Box and Better.

Also at Weston Yard carry a nice stock of Red Pine and Fir Timbers, B. C. White Pine, Fir and Cedar Doors and Trim. Lath and Shingles. Can load mixed cars.

Our particular specialty is Dressing, Matching and resawing in Transit.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

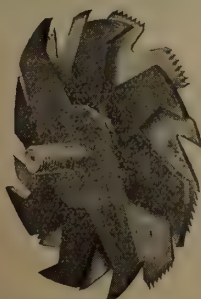
Fraser & Co.

Mills at

DESCHENES

QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huther Bros. Dano Heads.

Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

Write for New Illustrated Catalog.

HUTHER BROS. SAW
MFG. COMPANY, Inc.

1103 University Ave.
ROCHESTER, N. Y.

Basswood

1 in., 1 1/4 in., and 1 1/2 in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding.
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

Railway Ties and
Pulpwood
PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

British America Mills and Timber Co. Limited

Manufacturers of Pacific Coast Timber Products

FIR TIMBERS

"SHAMROCK" BRAND RED CEDAR SHINGLES

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Ontario:

D. WILLIAMS, 30 Brunswick Ave., TORONTO, Ont.

Standing Timber

in Large or Small Blocks

FOR SALE

Special Prices

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Ontario Agents:

Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

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Full particulars from our Eastern Agents.

Head Office and Mills, Port Moody, B.C.

Watson & Todd Limited
OTTAWA

**WHITE PINE
NORWAY**

The
Harris Tie & Timber Co.
Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Crescent Lumber Company
Cincinnati, Ohio

YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

**STRATFORD
OAKUM**

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelison Ave., Jersey City, U. S. A.

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Quality Lumber

We can give you the best service on shipment of Hemlock Dry Stock. Our facilities are unsurpassed in this province, and we keep large stocks ready for shipment on short notice. Lumber, Lath, Shingles, etc. Write, phone or wire.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

F. N. WALDIE, President.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

Keewatin Lumber Company, Limited

MANUFACTURERS OF

Lumber Lath Boxes Shooks

We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

Your enquiries are solicited.

General Sales Office, Mills and Factories
KEEWATIN - ONTARIO



Mill Yard.

Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mill

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

RICH CLAY LOAM LANDS FOR SALE—Townships of Haggart and Kendry. District of Temiskaming. Excellent opportunities for the settler. Write for particulars.

New Ontario Colonization Company, Limited
Sales Office, **BUFFALO, N.Y.**

Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

Main 5324

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502 Kent Building - TORONTO

Manufacturers and Dealers in

Pine, Hemlock and Hardwood Lumber

Lath, Posts and Ties

We are now in a position to furnish White Pine and Hemlock bill timbers for prompt shipment.

LET US QUOTE YOU

Stick to Stearns

FOR

QUALITY LUMBER

The Finest Michigan Forest Products—Hardwood, Hemlock, and White Pine. Our Stock consists of Forty Million Feet of assorted Dry Timber in pile.

All Grades guaranteed Good Quality and ready for quick despatch.

We are the Hardwood Specialists of Canada.

WRITE DIRECT TO

Stearns Salt & Lumber Co.
LUDINGTON, MICH.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
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Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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Co. Limited**

Wholesale Lumber

Ottawa Office: Montreal Office:
46 Elgin St. 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of

**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.

New Glasgow, N. S.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	
7 M. ft. 1 x 10	Crating Spruce
26 M. ft. 1 x 4 and up x 6/9	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS

95 King St. East TORONTO

**WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.

Limited

Bootle, Liverpool, England

London Office
Dashwood House 9 New Broad St. E. C

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Wanted 1918 Output

of Mills

**In Ontario Hard and
Soft Woods**

Write us NOW!!!

Highest prices paid, and would advance money for operations.

**C. G. Anderson Lumber
Company, Limited**

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

**Practical
Timber
Estimates**

by

EXPERT TIMBER MEN

James W. Sewall

OLD TOWN. - MAINE

WHOLESALE DEALERS

**Eastern and
Southern Lumber**

We are at all times in the market for dry
WHITE PINE, DIMENSION SPRUCE,
SPRUCE BOARDS, HEMLOCK BOARDS,
LATH and CLAPBOARDS.

Advise us of your Market
Prices and Stocks

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square

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Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

**FARNWORTH
& JARDINE**

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
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England

Wanted for 1918

I am in the market for:
100,000 ft. 1½, 2, 2½, 3, 3½, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1½, 1¾, 2, 2½, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahogany.
All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log loaders, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Merston 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.
1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
1—Return Tubular Boiler, Goldie & McCulloch make; 54 x 16 ft.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoucher for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Rails and frogs for yard.
Booms and boom chains, 1/2, 3/4 & 1.
Winches and other mill supplies.
Small shunting locomotive.
Double carts and waggons.
Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

SPECIAL!

Dry Merchantable SPRUCE

Piled widths and lengths separate as follows:

5M ft. 1 x 3—10/16 ft.
4 1/2 M ft. 1 x 4—10 ft.
8M ft. 1 x 4—12 ft.
13M ft. 1 x 4—14 ft.
31M ft. 1 x 4—16 ft.
25M ft. 1 x 4—11/13/15 ft.
23M ft. 1 x 4—17/up
7M ft. 1 x 5—10 ft.
15M ft. 1 x 5—12 ft.
28M ft. 1 x 5—14 ft.
65M ft. 1 x 5—16 ft.
62M ft. 1 x 5—11/13/15 ft.
31M ft. 1 x 5—17/up
1 1/2 M ft. 1 x 6—10 ft.
1 1/2 M ft. 1 x 6—12 ft.
2M ft. 1 x 6—14 ft.
1M ft. 1 x 7—10 ft.
1M ft. 1 x 7—12 ft.
3M ft. 1 x 7—14 ft.
8M ft. 1 x 7—16 ft.
240M ft. 1 x 9—10 ft.
504M ft. 1 x 9—12 ft.
882M ft. 1 x 9—14 ft.
1 1/2 M ft. 1 x 9—16 ft.
5M ft. 1 x 9—17/up
1M ft. 1 x 10—14 ft.
4M ft. 1 x 10—16 ft.
5M ft. 1 x 10—17/up
1M ft. 1 x 11—11/13/15 ft.
450M ft. 1 x 11—17/up
1M ft. 1 x 12—15 ft.
320M ft. 1 x 12—16 ft.
6M ft. 1 x 12—11/13/15 ft.
260M ft. 1 x 12—17/up
2M ft. 1 x 12—10/16 ft.

Can be milled in transit

Your Enquiries solicited

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS

Orillia, Canada

Canada Lumberman,
Toronto

Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative

Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

Milne, Hall & Johns Co., Inc.

502-3-4 Gerke Bldg. CINCINNATI, OHIO

Manufacturers of

Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. WHITE OAK

Specially selected for WAGON and IMPLEMENT USE.

Send us your requirements and we will quote delivered prices.

"For Immediate Shipment"

Dry Merchantable Spruce

25 M. ft. 2 x 5—10/16
100 M. ft. 2 x 6—10/16
50 M. ft. 2 x 7—10/16
20 M. ft. 2 x 9—10/16
100 M. ft. 2 x 4 to 10, 10/16 ft., 60 per cent. 7 in. and wider.
30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.
Above stock sawn plump thickness.

ARTHER N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

Our Horseshoe Products

Lumber—Lath—Timber

Milling and Resawing Done

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Boxes, Box Shooks, Wooden Pails and Tubs

"WE AIM TO SERVE YOU WITH THE BEST"

We Specialize in

**Transit
Dressing**

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO

Mill at Orillia, Ont.

Established
1873

GILLIES BROS.
Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE
RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

Hardwoods in Buffalo

PILED ON OUR BUFFALO YARD READY FOR IMMEDIATE SHIPMENT

CHESTNUT									
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.	
1 & 2 . . .	1,000 ft.	57,000 ft.	21,000 ft.	15,000 ft.	25,000 ft.	5,600 ft.	9,100 ft.	900 ft.	
No. 1 Com.	2,700 ft.	87,000 ft.	42,000 ft.	19,000 ft.	39,000 ft.	4,500 ft.	5,600 ft.	300 ft.	
No. 2 Com.		12,000 ft.	2,900 ft.	500 ft.	1,300 ft.	200 ft.	1,000 ft.	200 ft.	
CYPRESS									
1 & 2 . . .		38,000 ft.	41,000 ft.	17,500 ft.	43,000 ft.	32,000 ft.	50,000 ft.	32,000 ft.	
Selects . . .		40,000 ft.	35,000 ft.	29,000 ft.	32,000 ft.	16,000 ft.	40,000 ft.	10,800 ft.	
No. 1 Shop		1,200 ft.	12,000 ft.	1,700 ft.	9,800 ft.	2,400 ft.	4,800 ft.	3,100 ft.	
HARD MAPLE									
1 & 2 . . .	2,700 ft.	38,000 ft.	27,000 ft.	41,000 ft.	81,000 ft.	34,000 ft.	46,000 ft.	10,700 ft.	
No. 1 Com.	5,000 ft.	86,000 ft.	18,600 ft.	71,000 ft.	107,000 ft.	57,000 ft.	47,000 ft.	16,000 ft.	
No. 2 Com.		44,000 ft.	1,000 ft.	28,000 ft.	25,000 ft.	8,700 ft.	18,000 ft.	8,600 ft.	
SOFT MAPLE									
1 & 2 . . .	1,700 ft.	19,500 ft.	900 ft.	4,700 ft.	24,000 ft.	6,000 ft.	21,000 ft.	5,900 ft.	
No. 1 Com.	2,500 ft.	19,000 ft.	600 ft.	10,000 ft.	19,000 ft.	5,300 ft.	18,500 ft.	3,700 ft.	
No. 2 Com.		10,000 ft.	250 ft.	12,000 ft.	7,000 ft.	1,100 ft.	13,000 ft.		
PLAIN RED OAK									
1 & 2 . . .	5,100 ft.	138,000 ft.	67,000 ft.	39,000 ft.	66,000 ft.	18,000 ft.	32,000 ft.	21,000 ft.	
No. 1 Com.	10,000 ft.	122,000 ft.	56,000 ft.	39,000 ft.	68,000 ft.	20,000 ft.	59,000 ft.	5,300 ft.	
No. 2 Com.		31,000 ft.	4,700 ft.	1,400 ft.	5,300 ft.	4,500 ft.	3,100 ft.	200 ft.	
PLAIN WHITE OAK									
1 & 2 . . .	1,000 ft.	21,000 ft.	20,000 ft.	32,000 ft.	51,000 ft.	32,000 ft.	43,000 ft.	22,000 ft.	
No. 1 Com.	2,600 ft.	66,000 ft.	13,000 ft.	37,000 ft.	29,500 ft.	32,000 ft.	46,000 ft.	40,000 ft.	
No. 2 Com.		47,000 ft.	1,200 ft.	300 ft.	47,000 ft.	6,500 ft.	29,000 ft.	1,200 ft.	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1 1/2 in.		100,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.			45,000 ft. 4 in.		
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1 car 2 in. No. 1 Com. Wh. Ash	
1 car 2 in. No. 2 Com. Wh. Ash	
1 car 3 in. No. 2 Com. Wh. Ash	
1 car 1 1/4 in. 1 & 2, Basswood	
1 car 1 in. No. 1 Com. Basswood	
1 car 1 in. No. 1 Com. Beech	
1 car 1 1/2 in. No. 1 Com. Beech	
4 cars 2 in. Beech & Maple Road Plank	
3 cars 3 in. Beech & Maple Road Plank	
1 car 1 in. No. 1 Com. Cherry	
1 car 1 in. No. 2 Com. Cherry	
1 car 3 in. 1 & 2 Soft Elm	
1 car 3 in. No. 1 Com. Soft Elm	
1 car 1 1/2 in. 1 & 2, Red Gum	
1 car 2 in. 1 & 2 Red Gum	
1 car 2 1/2 in. No. 1 Com. Hickory	
1 car 2 in. No. 1 C., Q. W. Oak	
1 car 1 1/2 in. Selects, Poplar	
1 car 1 in. No. 2 Com., Poplar	
1 car 1 in. Sap & Selects Poplar	
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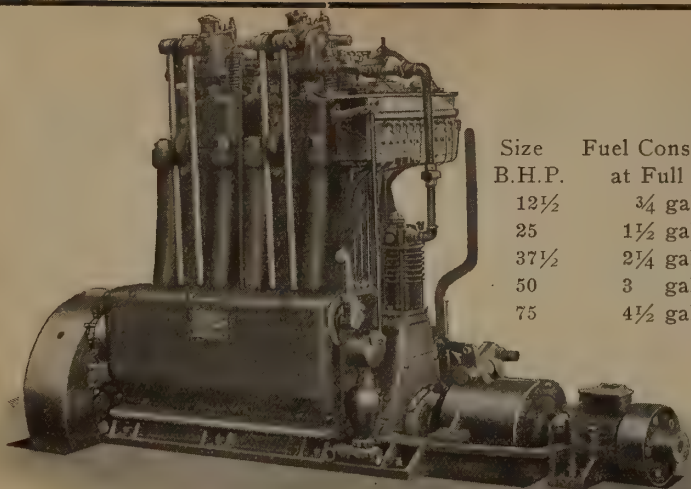
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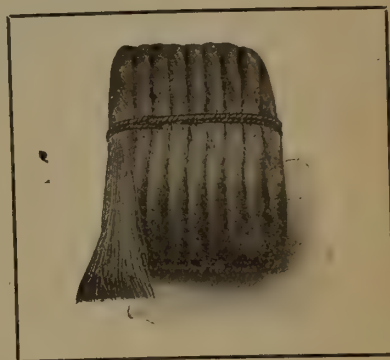
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, March 15, 1918

No. 6

The Organization Movement is Bearing Fruit

The organization arrangements which were recently carried out in connection with the retail and wholesale lumber trade in Ontario, have made most satisfactory progress, and the practical benefits already manifested have justified the wisdom of the movement. The membership of both the retail and wholesale bodies is growing rapidly, and those who evidenced a disposition to hang back at first, are now coming into the fold. The retail organization has already completed the formation of five district bodies covering all parts of the province, officers have been elected and matters of vital interest discussed with a view to concerted action.

The interest of each of the groups is mutual and the cumulative effect as represented by the central body is witnessed in the spirit of co-operation manifested on every side. Thus many members share in the work and responsibility and general interest is sustained. The problems peculiar to each section of the province can be weighed and action taken, while to the larger affairs more direct attention can be given. Thus the work will be unceasing and not merely resolve itself, as is the case with too many organizations, in the simple calling of annual conventions, listening to a few set speeches, passing some resolutions and then everything lapse into a quiescent state until the date for the next annual gathering rolls around.

Some of the questions which have already been discussed by the district groups, embrace the cost of doing business, the proper figuring of profits, proposed amendments to the Mechanics' Lien Act of Ontario and the operation of the Workmen's Compensation. There are others to be taken up, such as transportation, cost accounting, advertising, insurance and training course service, all of which will be reached in time.

That the interest of the wholesalers and retailers is mutual and that no spirit of antagonism and distrust prevails, is shown in the fact that recently a conference of the travellers of the wholesale firms was held. They were requested by the various concerns which they re-

present to do all in their power in enlisting the interest and attention of retail lumber merchants in becoming identified with the retail association. All the representatives expressed their willingness to do everything in their calls to further the movement. Travellers are good boosters. They are the harbingers of trade conditions, the human barometers of business life, and when they lend their assistance and support to any movement, it is bound to forge ahead. From the very nature of their calling they are practical organizers and creators of enthusiasm. Forming the link between the wholesale and retail ranks, they recognize that one body cannot exist without the other and the welfare and uplift of both is closely interwoven.

That there is no conflict of interest between the two associations, and that no selfish motives or jealousy intervenes is demonstrated by the fact that the secretarial and other duties are being carried on by the same officers satisfactorily and efficiently. Partial time is being given to each body and the mutual arrangement is expected to go on with most gratifying results. Thus co-operative effort in dealing with trade problems that are too large for individual handling, has justified the existence of the organization movement. Like the current of a strong stream, the associations should gather strength and power as they flow in channels of well directed endeavor. The travellers of the wholesale firms may be expected to do their part and their influence is such as to ensure increasing success and usefulness for the union and strength of the retail ranks.

Publicity Plans for the Retail Lumberman

The late William Ewart Gladstone once said the only institution that could make money without advertising was the mint. Apparently many retail lumbermen do not agree with this observation, for a glance through half a hundred or more daily and weekly papers, reveals the fact that only half a dozen members of the trade carried anything in the shape of printed announcements. Even these advertisements were indifferently displayed and looked as if they had been standing in type for several weeks, unchanged. Such a state of affairs should not prevail, especially at the commencement of the spring building season, when, by a little attention and effort, much might be done in the way of publicity to encourage building, repairs and alterations. The reason that more retail lumber dealers do not carry space in their local papers, is probably because they imagine that they would reap but meagre benefit from the expenditure, owing to the fact that they handle only staple products, and, if people want anything in their particular line, they will come to them in any event.

There are other reasons, no doubt, and among them are, that the dealer does not know how to write a concise, well displayed advertisement, or, at least, has never given the matter much thought. He can settle himself down to the task and local publishers have not cultivated the building field as actively as they should. If any retailer hesitates in undertaking an expenditure for advertising, he can have many of the apparent difficulties brushed aside if he will confer with the newspaper proprietor in his town, who will gladly render him valuable help and advice. If the local publisher is alive and progressive, he will even aid in the preparation of the copy and work along mutual lines.

There is no mystery regarding advertising, and no special ability required to tell in a few, plain words, under an attractive and appropriate heading, with the matter well arranged, about having everything in the yard for the home, from the foundation to the roof, and that you will be pleased to discuss building problems and offer any suggestions, without the least obligation on the part of the prospective customer.

A few suggestions along this line may not be unwelcome. See that your announcement is changed frequently, that whatever space you decide upon to use is not overcrowded, and that only one series of type is employed and a neat border selected. Do not have half a dozen kinds of letters used in the set-up of your advertisement. Take up some special point in each announcement, and emphasize it. One day it may be your splendid and admirably assorted stock of building materials, another day your exceptional service, or your quick delivery, the reasonableness of your prices, the quality of your merchandise,

your experience in building operations, how you can furnish from one board to a car load, and no undertaking is too small to receive prompt and efficient attention.

There is no end of the ways by which the retail lumber dealer can find business through the medium of intelligently directed publicity if he really wants to get it. One authority points out that a leading magazine recently contained a description of a modern dwelling which had been purchased from a leading mail order house. There was a beautifully colored illustration and the statement made that Mr. S— had paid so much for the residence and that he had saved from twenty-five to fifty per cent. asked by all local dealers. The medium had a large number of readers in the town, and yet no local dealer had made any attempt whatever to counteract the implication that his prices were higher than the mail order quotations. It is a well-known fact that all mail order houses scan the local press, and, when they find the merchants in certain lines are not using the columns to any extent to tell the people of that district what they have, what they can do and what they present in the way of selection, variety and service, the mail order concerns immediately get busy with catalogues, booklets and other printed literature and thus conduct a campaign of education that often results in trade flowing in their direction.

There is no valid reason why the retail lumberman should not advertise as freely and as attractively as the grocer, the shoe merchant, the butcher, or the dry goods houses. He can point out that he has the materials and can give the service, that he has been studying building requirements all his life, and can assist the people with facts and figures in specifications, plans and estimates. He can explain to them just what they require and assist them materially in solving their construction or repair problems.

Several Amendments Desired in Lien Act

The operation of the Mechanics' Lien Act of Ontario has for some time been a source of dissatisfaction among builders and supply men. The measure is so full of loopholes and so much on the side of the owner of a house that the possibilities for deception and non-payment of obligations are quite pronounced. The proposal to have this Act amended is now engaging the attention of the district bodies of the Ontario Retail Lumber Dealers' Association, who feel that several new features should be incorporated in this piece of legislation. The men who supply material or labor have not anything like the protection they should enjoy, and it is with the purpose of correcting these and other defects that the present agitation is being carried on. Of course, any such attempt may be opposed by a few architects, shrewd contractors and speculative builders, as from their standpoint the Lien Act is almost ideal in its character and stipulations.

The Ontario Act at present provides that an owner shall pay to the contractor as the building progresses 80 per cent. of the amount certified to by the architect as having been earned, and that he shall retain 20 per cent. of this amount and whatever "extras" there are to satisfy the claims for materials and labor which may remain unpaid. Thus the owner is thoroughly protected if he complies with the requirements of the Act and is practically immune from suit. The chief weaknesses lie in that so many avenues are opened up for doing material men and labor out of their just reward. So long as a wily contractor can get away with 80 per cent. of what is due him he has "cashed in" on his undertaking to a large extent and need have no cause to regret if things turn out rather disastrously for those who have ministered to him in the matter of labor or supplies. In the meantime the speculative or dishonest contractor has got out from under; he may not be worth a cent, and therefore, mechanics or supply men cannot collect their hard earned bills. The owner is the one to whom the dissatisfied persons should look for honoring their claims, but he, too, is exempt except for the small amount of 20 per cent. which, in consideration of, say, few or no bills having been settled by the contractor, is a mere bagatelle. It is desired that the law should be more uniform in practice, simple in operation and clearer on certain points frequently in dispute. At present the measure favors no one except the indifferent or designing contractor. It does not put

the business of building on a sound sure basis, but leaves ample scope for speculation and even fraud, while the material man and the laborer are at the mercy of anyone who is able to secure credit.

The object of the proposed amendment is to make the owner entirely responsible and thus place the responsibility wherever it belongs and safeguard the parties whose interests should be protected. One amendment suggested is that when a payment becomes due to a contractor, the owner shall require an affidavit from the contractor showing all the names of unpaid laborers and the amounts due to them and all the names of material men and the sums owing to them, accompanied by proper certificates. When an owner has received these affidavits he must pay the contractor what is due, making payments to the sub-contractors, material men and laborers direct, and not to the chief contractor. What is left after these claims are satisfied can be handed over to the chief contractor unless notices have been filed with the owner showing that the amounts due do not coincide with those in the affidavit. This is a wise precaution and offers little latitude for duplicity on the part of any persons connected with the carrying out of the erection of a building. Ohio, Wisconsin and other states, have sound progressive legislation for the many important lines of industry and trade and in the amendments which it is sought to have adopted by the Ontario Legislature during the present session, several of these salient features may be embodied.

The Development of the Home Building Idea

During the past few weeks building prospects in Canada have shown some improvement, and it is expected that with the advent of spring more operations will be carried on than appeared on the surface some time ago. The demand for portable houses is increasing all the while and much attention will be directed to this phase of the business. Purely speculative building, the mushroom growth development, has, of course, been eliminated by the high values of labor and materials at the present time, and the fact that few transactions are going on in the buying and selling of houses for mere money-making purposes. All persons buying dwellings at this particular period are doing so in order to have a home, and not a few builders are planning to erect numerous dwellings with the object of disposing of them to as good advantage as possible.

Reports from various parts of the Dominion during the past month show that considerable gains in the number of building permits over the corresponding period of last year have been made. The permits issued in 35 cities reached in January over \$1,500,000. A recent census in the United States shows that 45.8 per cent. of the homes are owned and 54.2 per cent. are rented. Many lumber associations, builders and contractors are conducting aggressive and enterprising campaigns along the line of urging the people to erect their own homes. The arguments put forth are strong and convincing, being to the effect that a citizen who has property in his own name and right is under all circumstances a more aggressive, contented and influential member of the community than one who merely rents a habitation. The back-to-the-land movement where every resident can have his own vine and fig tree has also resulted in a general desire to erect dwellings and give those who engage in gardening, truck farming or other outdoor work, a more substantial stake in the community. The sub-division mania, the suburban property craze has to a large extent collapsed by reason of the war, the tightness of the money market, high taxes and bed rock values. In its trend comes something of a more solid and deep rooted character. The ownership of a home and real estate of greater or less magnitude where the possessor can and does do his bit in the great productive campaign of which so much is heard, affords him a special source of satisfaction in possessing a permanent abode raises his status as a citizen and makes him feel that his concern in the weal and upbuilding of the community is active and vital. The building of homes creates public spirit and with a proper conception of public duty existing in any centre that place becomes not only a very desirable one in which to live and do business, but also from an aesthetic and picturesque standpoint.

Credits—Their Cause, Effect and Cure

Many Concerns Place Too Much Consideration on Quantity Rather Than Quality of Business—
The Necessity of Co-operation and Bringing Delinquents to Time

By H. A. L. Swan, Sec.-Treas. Ottawa Lumbermen's Credit Bureau



H. A. L. Swan, Sec.-Treas. of the Ottawa Lumbermen's Credit Bureau.

In discussing the question of minimizing the loss through bad credits, I do not know of any phrase more appropriate than that "Credit Systems will return you nothing unless you set yourselves up to be their Master." What I mean is, that unless your Credit System is kept well in hand by those who are to make use of it, it will serve you no good.

The real trouble appears to me to be, that too many of our business men mistake "volume of business" for "good business," and there are some men who actually neglect their credits to go after volume. There is no doubt but that we all like to see our business swell, but I do not think that it should be built up without due regard for sound credit judgment.

I often wonder if all of our business men know that there is a

class of people who look upon substantial business concerns as sorts of philanthropists. I have actually had men come into my office in this city, after I have pressed them pretty hard for payment of an old account, and say that such and such a lumberman is wealthy, and does not need the \$25 or \$50 or \$100; simply because it had been allowed to stand on the books longer than it should. And right here let me say that ultimately all commercial mistakes and embarrassments result from people expecting to get goods without paying for them. It is a sad fact that merchants have in the past, and are today, encouraging this system of doing business.

I maintain that the buying public have been badly brought up, when they say "Ideal," with regard to Messrs. So-and-So, because I can pay them when I feel like it." I say that this axiom should be reversed, whereby Mr. Purchaser should state "I deal with Messrs. So-and-So as I get my goods just a little cheaper because I have to pay cash."

Why the Credit System Exists

Let us reason with ourselves why the credit system exists at all. I think you will agree with me that when times are good business men buy heavily. They do this because salaried men and laboring men have money and are purchasing accordingly, and it is a peculiar fact that when money is plentiful credit is most extensive. This is another condition of affairs which should, in my opinion, be reversed.

It has really come to a state of affairs where no business man ever pays cash unless his credit is bad. He buys on time, and this same privilege is again extended by the retail merchant to the consumer, who, when he has a steady position, buys. He buys for cash, and thinking his income secure, he buys more than he has the money to pay for. In other words, he trades on his credit; and mind you, under our present credit system he is encouraged to do this, because, as previously stated, the retailer has in mind that ridiculous idea of "volume."

The more the artisan buys the more he wants, and, unfortunately, the business man is every ready to extend credit. I presume it is because he is more concerned about getting his pay. During good times any good sober industrious man with a position can obtain credit, and it is a proven fact that he usually buys more than he can conveniently handle; and, in consequence, during periods of heavy credits, the merchant has thousands of bills. Needless to say, a very serious loss occurs through selling goods during periods of prosperity whereby there is neglect in collecting accounts closely until the hard times have arrived. These bills must necessarily accumulate from day to day, whereas, with a system of "credit-advice-in-advance-of-sales," this loss would be eliminated. Now let us see if this is not a serious matter.

The merchant finds that, after a certain period of prosperity, the money market imperceptibly tightens, and little by little reports are heard of business suspensions. These failures increase in volume and importance to the extent of the hard times wave. Business men accus-

tomed to discounting their bills, find it difficult to get the money with which to do so. The less substantial firms, formerly in the habit of paying in 30, 60 and 90 days, find themselves unable to meet their payments promptly. The net result in which the retailer finds himself is that he has failed in the one important item in his business career, and which after all, is one of his chief assets, viz.:—the elimination of bad debts, by scrutinizing beforehand, all applications for credit. It seems to me that the retailer, and I presume the wholesaler as well, should be able to do a larger business with a smaller stock investment at this particular time, than he thought practical before the war, having in mind a stricter censure on credit extensions.

Failures Due to Unwise Credits

In a recent report of a credit expert in the United States, he stated that thirty per cent. of the failures in the country could be well assigned to unwise credits, and from my limited experience as a credit man, I am inclined to believe that this figure would also apply to our country.

Now so much for causes of credits. Let us see what we can do for the remedy. First of all we start out with a sincere attempt at co-operation. There are three important factors who ask for credit; first: "The good pay man." Second: "The slow pay man," and third: "The bad pay man," so let us endeavor to set out a rule to handle each one on his merits.

With the first, or "good pay man," it is obvious that all we need to do is to remind him that his account is due—accounts must be kept straight—may have overlooked bill—you need money for special purpose—small accounts must be closed.

With the second, or "slow pay man," he must be considered as either careless or perhaps that payment is not convenient. We must, through co-operation, tighten up on him and make him show his reason for not paying—by offering inducements; by holding up orders; showing mutual gain; show him his loss by his tardiness; thinking of more drastic measures; threatening to put him on cash only basis; following up more closely; and shame him by placing his record through the credit bureau.

The third, or "bad pay man," who, of course, should not be on your books at all, and I might add, will not, if the proper attention is given application for credit. If through friendship or yard errors he does get on our books, we must use tact and patience. We must re-awaken in him new need for goods; arrange satisfactory adjustment of his account; have personal talks with him; extend payments; accept his note; take rate payments; warn him; threaten him; use the Bureau to collect his account; bring him to court and notify the trade; issue special notices to the trade so that he will not under any circumstances be on credit list again.

This can be obtained by co-operation; as only through keeping in close touch with your brother in business can you hope eventually to weed out the "bad pay man." We have done it in our Association to no small degree; we have learned that men neglect at long range. They cheat in the crowds, and it is the stranger who is sent off with scant consideration. Another of the advantages of co-operation is that no applicant for credit should be a stranger; some one of your associates or your central organization can tell you all about him. We believe that most accounts are lost because the debtor felt that he was sheltered by the masses, so that, with the conscientious and sincere interchange of experience, there will be no masses for him to hide behind.

Our Association has been, and is still, growing to be one to be considered among the purchasers. We believe that, through careful administration and tact, we have taught the purchaser of material that outstanding accounts with our members is, after all, a matter between neighbors, and that there is a shrewd yet kindly eye kept on our business. We have endeavored to point out to him precisely and undeniably—why it is an advantage to pay accounts promptly.

In conclusion, I hope that I have pointed out something which may be of service to our members in dealing with the problem of many novel and clever appeals by which sales managers may clear the way between debtor and payment; to put favorable considerations on the side of promptness and crowd every disadvantage into the other side of the scales—to guard against the twists and angles of delayed payments. Allow no excuse, no chance to get out of sight, and no ground for complaint.

The Cottage Plan Too Costly and Radical

Lumber Companies Generally Do Not Think Mr. Fitzpatrick's Proposition Either Feasible or Economical—Woods Operations Shifted Too Frequently—Would New Housing Scheme Lessen Discontent?



One of the latest types of lumberjacks' cottages in Oregon

There appeared in the last issue of the "Canada Lumberman" a letter from Alfred Fitzpatrick, superintendent of the Reading Camp Association, Toronto, suggesting several improvements of the housing problem in lumbermen's camps. He outlined a plan for the erection of a series of cottages in quadrangle, heated by a central steam plant, and advocated the discontinuance of the

practice of lumber companies paying the railway fares of men to camps, and also the abolition of the method of securing help for the woods through employment agencies.

Several interviews with representative firms in different parts of the Dominion appeared with respect to the feasibility and economy of Mr. Fitzpatrick's suggestions.

In this issue the "Canada Lumberman" presents some further views of leading companies on these phases of the problem, which will no doubt be read with much interest.

Chew Brothers, of Midland, Ont., say:

"We do not think it would be either feasible or economical to carry out these suggestions. To abolish the bunkhouse and substitute a series of cottages, to be heated with steam from a central plant, with all the modern conveniences outlined, including accommodation for each married man to live with him his wife and family, looks very nice on paper, but to put the same into practice would involve a vastly greater expenditure than the gentleman who suggests it has any conception of. Further, it would involve the overcoming of difficulties which do not appear on the surface.

"The bunkhouses of to-day are generally built to conform to the sanitary conditions required by Provincial Board of Health regulations. They have to be built sufficiently large to afford a stated cubical feet of air space for each man, to be properly ventilated, etc.

"Years ago, in the absence of camp rules making it compulsory for men to have their underwear, etc., washed regularly, it is true that some, who were indifferent to the necessity for cleanliness, would go into camp at opening of the season and remain till spring, giving but little, if any, attention meantime to washing clothes, socks, etc. The result was that the camp would become infested with vermin, and some men desirous of keeping clean were unable to do so. This is no longer the case; facilities are provided at camps under which men are required to have their washing done regularly.

"Much greater housing accommodation would be required if the wives and children of married men were to be provided for. We fancy few women would care to live in this way, necessitating the taking of many children of school age away from educational facilities, and incidentally increase greatly the cost of transportation in and out for the family, which cost would, of course, be paid by the man employed.

"Furthermore, many operations are so distant from the source of supply that the cost of teaming provisions and all essentials for camps represents a heavy expense. We have knowledge of where this means over \$30 per ton.

"It would, therefore, be unwise to move a family located at the source of supply to camps when cost of freighting is heavy. It would be along the line of sending friends and relatives of combatants overseas, where food is scarce and transportation difficulties constitute a grave problem. Better leave at the point of production all consumers not essential to carrying on the operation.

"Such a scheme would involve an elaborate and expensive system of heating. If this be doubted let a plan of sufficient buildings to accommodate a force of 100 men, together with such women and children as may accompany married men, be submitted to a competent heating contractor, and we think that the price quoted would convince many of the infeasibility of the plans, apart from the suggestion associated with it—that there should be plumbing, etc., to provide shower-baths with hot and cold water and also a dynamo to generate current for lighting the camps, necessitating the installation of electric wiring, etc.

"Another difficulty to be overcome would be an insufficient supply of water. In many cases where camps cannot be located on lakes or streams, water has to be secured from wells or be drawn. Such a

scheme might be worthy of consideration if camps could be located for use for several years, but, as in the majority of cases, camps are only made use of for one or two years, the expense associated with supplying and equipping them as suggested would be so great as to result in a substantial loss for the operator making such an experiment.

"We hold no brief for the promotion of the interests of those engaged in employment bureaus, but our experience has been that we were successful in getting men through this medium that we could not otherwise have secured. They constitute a central agency, which soon becomes known to men seeking employment and to employers seeking labor, so they are in a position to serve the mutual interests of employer and employee.

"Should there be unscrupulous agencies who misrepresent and mislead men respecting conditions under which they may be employed to work, they should be subject to penalties to deter them from such a practice.

"We do not think the establishment of conditions suggested by Mr. Fitzpatrick respecting housing, heating, etc., would result in removal of the practice of paying railway fares by employers. There are so many cases where men are not in possession of the necessary funds to pay their own fares that unless an employer pays or advances the same, a smaller number would be secured for bush operations. If the principle of advancing fares in the latter case is practised, it necessarily soon becomes general. It is a fact that there are few employers conducting a fair-sized operation who do not lose thousands of dollars every season, due to men taking transportation and either not going to work at all or for too short a time to earn the amount of their fares.

"There are very few operators who do not supply excellent board in their camps—in fact, much better than the majority of us get at home—yet this does not seem to constitute a sufficient inducement for men to remain.

"We do not wish to go on record as opposing any reasonable or consistent plan under which a greater measure of comfort and enjoyment may be afforded men who may be employed in lumber camps. We agree with the writer of the article referred to when he says that men are human, and should be treated as men to the fullest consistent extent, but we are convinced of the impracticability of putting in force the reforms he suggests. In fact, they appeal to us as being so extremely radical as to be unworthy of consideration."

Proposition Not Applicable in the East

Clarke Brothers, Ltd., of Bear River, N.S., write:

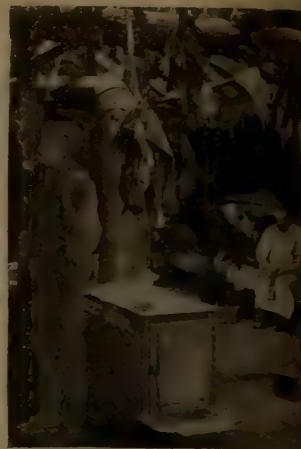
"We note with interest the plan that Mr. Fitzpatrick suggests. Not being familiar with the larger camps, housing one 100 men or thereabouts, we are not prepared to criticize the plan he outlines; but applying his suggestions to Nova Scotia conditions would be impossible, for the following reasons:

"In the first place, camps in this province range from 25 to 50 men per camp; probably the average number of men found in the camps in Nova Scotia would not range above 30 men per camp. When a larger number than this is employed at one operation they are housed in more than one camp. Our opinion is that 40 men is an outside number that can be housed comfortably in one camp.

"We build our camps out of frame timber and boards. The posts are 10 feet high, with a square pitched roof; size of camp, 20 x 25; the bunks, 6 feet long, being across one end of the camp. This camp is heated by two stoves, and is thoroughly warm and comfortable. Men sleep on straw ticks filled with clean straw. The writer has slept upon these at different times, and found them very comfortable, and was able to enjoy a good night's sleep.

"Camps are ventilated at each end, so that the air is kept wholesome at all times of day and night. The teamsters sleep in an addition built on to one end of the camp, so that the workmen are not disturbed when the teamsters get up in the morning to feed their horses, and we have yet to hear any complaint as to the manner in which our men are housed.

"In regard to agencies, we have never in forty years engaged a man through any employment bureau. Up to the present we have had



A bunkhouse that is too crowded for comfort

difficulty in securing what help we needed, largely from the country surrounding our operations, many of the men being personally known to us, and some having worked steadily for us for twenty years. We never pay railway fares to the men. They report at our office for work and are detailed to the different camps at points where we are operating. We have no difficulty with our men; they come with us in November and remain with us until spring or until the operation of cutting, skidding, and hauling logs to ice is completed. The conditions, therefore, to which Mr. Fitzpatrick refers, do not exist in Nova Scotia, and we would consider his proposition as not being applicable to lumbering operations in this province.

Would Not Alleviate the Unrest

Fraser Companies, Ltd., of Fredericton, N.B., in regard to the several suggestions of Mr. Fitzpatrick declare:

"We do not think that a series of steam-heated cottages would be practical in the case of small operators, who cut a large part of our logs. We seldom secure help through employment bureaus, and we do not think it practical to stop paying railroad fares of the men, as few men would go to the expense of paying their own fares.

"We doubt if carrying out Mr. Fitzpatrick's suggestions would alleviate the unrest and discontent, provided all other operators could afford the accommodations described. We think that there would still be the desire for change and the inducements of still higher wages and better accommodations in other operations, which is the conversation in a lumber camp as in other occupations.

"We await with pleasure the suggestions of other operators along any lines bettering the conditions of woodsmen, not so much from a pecuniary standpoint as from the standpoint of bettering the condition of the men themselves."

Do Not Seem to Appreciate Improvements

The Keewatin Lumber Company, Ltd., of Keewatin, Ont., say:

"We note Mr. Fitzpatrick's suggestions of changes in connection with the housing of men in the lumber camps. We do not think it economical to abolish the bunkhouses, but we do think that these bunkhouses could be greatly improved. With reference to the building of a series of cottages and having them heated with steam from a central plant, we doubt very much if this could be done throughout the greater part of Ontario, as getting in the equipment to the different places would be very expensive, and, in some places, almost impossible. Timber areas throughout the most part of the province are scattered, and it is only in exceptional cases that you are able to use a camp more than two seasons.

"It might be possible to secure help from sources other than the employment agencies, but it would be considerably more trouble for employers, and would probably mean at times that men would not know where to apply for work.

"We have never been in the habit of paying railway fares. Fares in all cases are advanced only when the men stay until spring. This is customary throughout this part of Ontario, and we have no trouble in carrying it out.

"We thought that we were making some improvement in the housing of woodsmen this year in equipping several of our camps with steel beds and mattresses, but the men seem to be coming out of the camps faster than ever, and are becoming more restless and discontented than they have ever been.

"The improvements mentioned by Mr. Fitzpatrick would probably not appeal to the class of labor we are getting at the present time, as any person who has visited the homes of the class of foreigner we are getting will readily admit that, under the worst of bunkhouse conditions, he is in more sanitary and pleasanter surroundings than he would be at home. If the improvements as suggested by Mr. Fitzpatrick would attract a different class of labor, which would remain at work during the greater part of each year, it would probably be money well spent were the lumber companies to do something along these lines; and we think that something will be done just as soon as the men show they appreciate what the different firms are trying to do for them even at the present time."

Would Cost \$30,000 to House 100 Men

A large operator in the northern part of Ontario, in writing regarding Mr. Fitzpatrick's plan, says that he is surprised that the experience of this gentleman in the lumber camps has not given him a better insight into the question upon which he speaks.

"Mr. Fitzpatrick has shown great spirit and tenacity in his efforts to uplift the lumberjack, and deserves much credit," he adds, "but I have concluded that it is somewhat of a hopeless task so far as the woodsman is concerned. We operate numerous camps and employ several hundred men in the woods (when we can get them), and our camps are situated anywhere from 15 to 16 miles from the railroad, averaging about 35 miles. Any man with a practical knowledge of cost and conditions as applied to a woods operation, and not a visionary, would not be long in figuring out the utter impracticability of Mr. Fitzpatrick's plan to house men in a number of small buildings with

a steam heating plant. If I had time to go into the details it would be easy to convince you that, were the lumbermen to attempt any such plan, the most of the operating season would be taken up in building this village, and, in many cases we would have to abandon it after six months' occupation, and in the course of a year or two have to appoint a receiver and wind up.

"Has Mr. Fitzpatrick any idea what a plant of this description would cost? I do not think so. At a rough estimate, about \$25,000 to \$30,000 to house 100 men. In short, it is neither feasible nor economical. I have for several years done my best to try and induce the lumbermen to establish central employment bureaus and also to make the men responsible for their railway fares, but with absolutely no success. This paying of railway fares is an old custom, established many years ago in the Ottawa Valley, before there was a railway beyond Sandpoint or Pembroke, and when woodsmen had to work their passage up the river in the fall. When we Western men had to go to labor centres between Quebec and Ottawa to get woodsmen, we had to do as the Ottawa Valley men were doing, and pay the railway fares. Because the lumberjack never has the price of a railway fare, our practice now is to advance the fare and charge it up to him; but, unfortunately, we are only able to collect about one-third of them, owing to the fact that the men do not stay long enough with us to earn their railway fares. This brings us back to one of Mr. Fitzpatrick's contentions—that if the men were more comfortably housed they would stay longer with us. With this I do not agree.

"After forty years' experience, in which conditions have improved very materially in the way of housing and feeding the men, they are showing more tendency every year to stay a shorter time in camp. This is particularly so of the French-Canadian, and it seems to be solely due to a spirit of unrest and a feeling that they must get out to some of the towns and spend their money. It is a well-known fact that their accommodation when in the towns is no better than they have had in the camps. I have no doubt that some of this unrest has been created by the employment agent, who in many instances would encourage the men to leave the camps in order that he might make another dollar or two out of them by hiring them again, and for this reason I have advocated responsible central employment bureaus.

"I am entirely sure that Mr. Fitzpatrick's plan, even if it could be carried out, which is impossible, would not alleviate the unrest and discontent that appears to be ingrained in about 75 per cent. of the men who go to the woods."

Expense of Construction Too Heavy

The New Ontario Colonization Company, Ltd., of which Mr. W. K. Jackson is president, and whose land office and mills are located at Jacksonboro, Ont., offer the following interesting views:

"There is no question but that the old-time bunkhouses should be abolished. We haven't for several years back used the old-time bunk, but instead have used the double-deck iron bedstead, with mattresses and blankets, and have constructed good, comfortable bunkhouses, mostly from lumber. We found, however, in Northern Ontario that the log camp is preferable, as it is by far the warmest and, with care, can be kept clean.

"As to constructing a series of cottages, heated with steam from a central plant, it would depend largely upon how long a period the camps would remain there. The expense of such construction, including steam plant, would add very materially to the cost. We would suggest that Mr. Fitzpatrick submit his views in the way of a central plant.

"Fortunately, we have not been obliged to rely upon employment bureaus for our men, although we occasionally have asked for their aid, and we must confess that the results were not very satisfactory. We discontinued advancing railroad fares excepting where we knew our man or men. The concern that Mr. Fitzpatrick refers to as having spent \$12,000 during this season on advanced railroad fares is, in our opinion, a mark, and should have a guardian appointed over it. It is, indeed, bad practice, and we do know that at times it is absolutely necessary; but concerns making such advances should follow the matter up, in protection for other concerns as well as themselves. Otherwise a certain class of men will work the deal for all that they are worth. The trouble has been that organizations who are out for men have gone too far in securing them, and apparently haven't taken into consideration the other fellow employing labor or as to what the results will be in his own case, so that the rotten condition has been brought about by the companies employing labor rather than by the men themselves.

"As to whether improvements about the camps result in the men remaining on the job longer, we have satisfied ourselves that good, comfortable camps and good food are appreciated. We consider that it is up to the lumbermen to go as far as they can consistently in having their own camps comfortable and sanitary, good food, and more or less interest shown the men. General conditions throughout the country are more the cause of discontent than immediate surroundings at camps, and concerns to-day who are not giving their men real

consideration are surely in their own light, as a fair percentage of the men are bound to be influenced by their comforts and surroundings."

Would Not Be Paying Proposition

The J. D. Shier Lumber Company, Ltd., of Bracebridge, Ont., observe:

"With reference to Mr. Fitzpatrick's suggestions concerning camp construction, we may say that we do not believe this scheme would work very well in our locality, as the majority of the camps are from 25 to 50-men capacity and last one, and sometimes two, seasons. Under these circumstances, we do not think it would be a paying proposition.

"As for paying men's fares to camp, we think that we would get very few men, especially at the present time, if we did not. Fares are allowed to them after three months' work."

Would Like Estimate from Expert Builder

Another large lumberman, operating in Northwestern Ontario, says:

"I have your letter of recent date asking my opinion on several phases in connection with the proposition of Mr. Fitzpatrick. I do not think it is either feasible or economical to abolish the bunkhouse as at present operated. It might be both feasible and economical to modify the present bunkhouse plan to some degree, but to substitute for it anything that would mean a complete change for work of so temporary a nature as logging camps is not, in my opinion, practical.

"The cost of installing a series of steam-heated cottages sufficient to take care of the number of men employed in a lumber camp is out of the question when you consider that the most that could be expected to occupy these cottages would be for two brief logging seasons of five or six months' duration. To provide cottages with individual bedrooms for a gang of 120 men, properly equip and heat these cottages with steam from a central plant, without considering the question of dry-houses, shower-baths, etc., would involve an expenditure of from \$30,000 to \$40,000, which, to my mind, puts that plan entirely to one side.

"It would, without question, be economical to discontinue employing men through employment bureaus, but under present conditions I do not think it is possible. It would also be economical to stop paying railway fares, but again the same answer applies.

"I am doubtful whether any of the suggestions, if carried out, would have very much effect on the unrest that is manifested among men who are employed in the camps. In support of this, I would say that I believe an investigation will show that the conditions surrounding the men in lumber camps, particularly with regard to the manner of their housing and feeding, has improved 100 per cent. during the past ten years, while with every improvement that has been made along these lines there has been a visible increase in the unrest. If you go outside of lumber camps entirely you will find the same spirit of unrest there in regard to the physical conditions with which the men are surrounded.

"Do not understand from what I have said that I would not delight to see the conditions in lumber camps made as nearly homelike as it is possible to make them, and do not understand that I would undertake to say that the plan outlined by Mr. Fitzpatrick is impossible. Nothing is impossible, but the question is, what is practical? The difficulty that every operator has to contend with is to harmonize the practical with what would be the ideal.

"I would be glad to see some expert builder give an accurate estimate on the cost of erecting, say, ten cottages, each having twelve bedrooms and a reasonable-sized sitting-room for twelve men, the same to be equipped with steam heat appliances. This would bring that phase of the matter down to something like a practical level."

The Muskoka Wood Manufacturing Company, Limited, of Huntsville, Ont., in regard to Mr. Fitzpatrick's suggestions for improvements in lumber camps, say: "We are afraid the timber does not grow thick enough in this country to permit of building a permanent camp, as suggested. The lumber camps have to be moved almost yearly, and the cost of building modern cottages with heating, etc., as outlined, would be altogether out of the question to be absorbed in a year's operations."

Gillies Bros., Limited, of Braeside, Ont., is another concern which does not think it would be feasible under present conditions to operate along the lines suggested by Mr. Fitzpatrick.

Cost is the Great Barrier

The Pembroke Lumber Company, of Pembroke, Ont., state: "We do not think it feasible or economical to abolish the bunk houses as at present operated in lumber camps. It is also impractical on account of the cost to erect cottages, let alone heating them with steam, while it is necessary to move shanties so often as we find it in Ontario.

"Regarding the matter of securing help from employment bureaus:—It must either be done in that way, or else each company would have to have a hiring agent of its own, and as a matter of fact, we have found it necessary to use both systems during the past

year in order to secure enough men. Should we cease to pay railway fares of men to the different camps there would be a great number whom we would never get, as four out of five of them have not five cents in their pockets when they are hired and could not possibly get to the camps unless we paid their fares. On the other hand, if they had sufficient money to pay their fares, it would simply mean that we would have to give them higher wages. It occurs to us that for the class of men that go to the lumber camps, conditions as they exist today in well regulated camps are quite satisfactory to them."

The River Ouelle Pulp and Lumber Company, St. Pacome, Que. write: "As a suggester, Mr. Fitzpatrick is in a class by himself. Theoretically his scheme seems to be all right, but we have grave doubts as to its working out in practice."

Making Use of Well-Equipped Cars

The Victoria Lumber and Manufacturing Company, Chemainus B.C., say: "We believe there is a great deal in Mr. Fitzpatrick's contention. While we have for some time used cars in place of bunk houses, we have recently outlined a policy for the building of new cars which will much improve labor conditions, giving shower-bath, drying-room, electric light, etc.

"We cannot, however, agree with Mr. Fitzpatrick's suggestion of putting in steam heating, as we find it is injurious to the men's health. One man will want the steam on at night and others will not want it. As you are doubtless aware, the average logger goes to bed with most of his clothes on, and the general opinion of the Coast loggers is that it would be detrimental to their health to put in steam heating.

"The great difficulty and unrest, though, is caused by the lumbermen bidding against each other for labor, during the shortage. The United States Government, we understand, are about to set standard wage, which, in our opinion, will better conditions materially, and any work that you can do along this line will be of material benefit."

Effect of War on Lumber Business

Present Conditions Will Be Fully Discussed at Forthcoming Session of the National Association

New York, March 12.—At the twenty-sixth annual meeting of the National Wholesale Lumber Dealers' Association, which will be held at the Waldorf-Astoria Hotel on Wednesday and Thursday, March 27 and 28, it is expected there will be a record attendance.

The main theme for discussion will be war conditions as they affect the wholesale lumber business. It is announced that a complete report will be submitted by the special committee, which has spent so much time in its investigation at Washington and elsewhere for the purpose of formulating some satisfactory method of co-operation with the government in its lumber purchases. This problem will be thoroughly discussed, as many members are very much interested in it.

The special railroad committee which was appointed at the last annual meeting in Pittsburg will submit in detail its report in connection with efforts to obtain relief from congested car and transportation conditions as referred to at that meeting and as have developed during the past year. Waddill Catchings, chairman Committee on Co-operation With the Council of National Defence, will discuss some of the problems confronting the industry, and other speakers will talk on matters of a special interest to the wholesale lumber business. The Federal Reserve Board will be represented in the discussion on trade acceptances, which will be considered in connection with an important discussion on terms of sale.

The association banquet will be held on Thursday evening, March 28, and several prominent speakers, including one from Canada, will deliver addresses. A large number of banquet and hotel reservations have been made, and Secretary Perry is urging members to arrange for their accommodations as early as possible.

The New York Lumber Trade Association has arranged excellent entertainment for Wednesday afternoon and evening, and a complimentary luncheon will be given by that association to the men at the hotel on Wednesday noon and a tea to the ladies at 4.30.

Canadian Lumbermen Lead in Activity

According to Capt. W. E. Schuster, traffic officer of the headquarters staff of the Canadian Forestry Corps, who is now home on furlough after two years' absence overseas, the Canadian lumberjacks in England are working with such rapidity and efficiency that their output far exceeds what they produced in their native forests. Capt. Schuster states that the 224th Battalion was organized on March 1st, 1916, and by May 13th had made its first delivery to the War Office in England. The battalion has now grown to a division, and is under the direction of Brig.-Gen. Alexander McDougal, of Ottawa. Premier Lloyd George has visited one of the lumber camps in Scotland, and their Majesties have taken a personal interest in the work of the men. The Canadian forestry and railroad battalions are doing invaluable work for the men in the field.

Provides Large Shed for Rural Customers

How Brantford Lumber Dealer Furnishes Everything for Buildings, Even to Door Hinges—His Unique Advertising Plans Bring Results—Timely Topics Reviewed by Supply Men



The well kept retail lumber yard of John T. Grantham, Brantford, Ont., who is seen in the picture. The sign high up on the posts is "children not allowed in this yard"

"Grantham will protect your interests if you will buy from us. We sell everything in lumber and building supplies."

This and other attractive signs in large letters decorate the neat fence surrounding the retail lumber yard of John T. Grantham, 23 Walter Street, Brantford, Ont. Mr. Grantham is a live and aggressive factor in the building supply trade, and until a few years ago carried on an extensive contracting business. Then he laid in a small stock of lumber, principally for his own use, and from this broadened out into operating a planing mill. Gradually various lines were added until now he points out with pardonable pride that he can supply everything from the cellar to the roof.

Mr. Grantham enjoys an exceptionally active trade with the farming community and has provided a large shed whereby the farmers when they come in to get supplies can place their horses under cover and feed them. This is a great convenience and one that is much appreciated. As there is no well equipped hardware store in the immediate vicinity, Mr. Grantham gradually stocked paints, varnishes, oils, glass, hinges, door locks and house hardware.

"Yes," he stated, "I can supply everything, and when a farmer drives into my yard he can depart with every article that he requires. I think this has been one of the strongest points in building up my business. I do some advertising of a unique character. Not long ago I had printed on black ash boards, postcard size, an announcement headed 'Eagle Place Lumber Yard. A busy plant in a lean year is a sure sign that we are delivering the goods.' I also make it a feature to point out the advantages of buying from a concern that can supply the customer with everything needed to build. Other considerations which I emphasize are 'quality, service and satisfaction'; 'that we are the kind of a concern that wants the kind of a customer that you are.'"

Another novelty is a piece of fibre board roofing on which appropriate reading matter is printed, and a card advertising the same line of material, bears the international wireless telegraphic code. Naturally the originality of these methods extends the business of John T. Grantham, the builders' supply man.

Mr. Grantham specializes in several lines and last year furnished parts for a number of wooden garages, all of the work being turned out in his shop. One of the latest lines that he has gone into is wire fencing, and for years he has been in a position to supply stone and brick, while cement is always on hand. "I am a firm believer," continued Mr. Grantham, "in having a representative and up-to-date stock. There is nothing like service, and if you send a builder or a farmer away satisfied he is sure to return when requiring something more in your line."

Touching on building operations, Mr. Grantham said that Brantford, like all other urban communities, had naturally received a setback owing to the high cost of material and labor. There was, in his opinion, too much disposition on the part of those who had erected houses to get rid of them at the present time at a small advance on the original cost. This was the wrong basis upon which to proceed, especially as replacement values should be considered. It is on the plane of what it would cost the man today to erect a house that all deals should be negotiated. Mr. Grantham does not think that there will be any decided slump after the war so far as industrial activity is concerned.

Another noticeable feature in connection with the retail lumber and builders' supply business noted by Mr. Grantham and other men in the same line is the better class of houses erected. Hardwoods are in much more general demand and a good turnover has been developed in oak, maple and birch flooring, while for interior trim chestnut and Georgia pine are used in the medium classed houses, and oak in the more costly and expensive dwellings. The tendency seems to be to have the natural finish in woodwork. Mr. Grantham makes

some doors, sash and frames in his own plant, but not to any great extent, for he purchases standard sizes in all these lines which, he says, he can handle more advantageously. "I never," he continued, "make anything that some other fellow can produce cheaper than I can. I realize that firms turning out quantity production on standard goods can give better quality, service and price than one who operates in a limited capacity. I therefore believe in handling all ordinary requirements in sash and doors rather than making them myself. I hope the agitation to have the Mechanics' Lien Act amended will be successful. As at present constituted the measure is very favorable to the crook contractor or the speculative builder who may not be worth a dollar. Twenty per cent. drawback is no protection to the supply men. Make the owner responsible is a move, I contend, in the proper direction."

Desires Standardization of Mouldings

Mickle, Dymont & Son have for eighteen years been one of the busiest manufacturing establishments on the leading thoroughfare of Brantford. They carry an exceptionally large stock of lumber and do all kinds of interior work for stores, factories and residences. Oliver W. Rhynas, who has been with the firm fifteen years, served the first eight years as superintendent of the plant and since then as manager. He has been actively identified with the woodworking industry for 27 years and is a native of Goderich, Ont. Mr. Rhynas spent some time in the west and his insight into the lumber supply line has been broadened by his interest and enthusiasm in his work. An energetic member of the Retail Lumber Dealers' Association, he believes there are many timely matters that the organization can take up. Among them might be the standardization of grading lumber, and also the standardization of mouldings. The firm formerly prepared plans for builders and contractors, but found that after going to a lot of trouble, their ideas were frequently used to their own disadvantage. In other words, jobs would be peddled around and the firm which had gone to all the pains and expense of preparing sketches or plans did not have a look-in on the final result. Mickle, Dymont & Son had a very satisfactory year in 1917 and believe that when everything is taken into consideration, the showing in 1918 will be quite as large.



O. W. Rhynas, Brantford, Ont., who strongly advocates the standardization of mouldings

"Yes, we have had come trouble in getting deliveries on various lines of lumber, and the help problem has also been a serious factor. At times we have not been able to secure enough employees and many that came to work were green and inexperienced and therefore only from 50 to 75 per cent. efficient," declared the manager.

Mr. Rhynas is particularly interested in the standardization of mouldings, and believes that if a universal moulding list was adopted in Ontario it would not result in contractors, supply men and others having six or seven different patterns of one type of, say, 4-inch crown moulding. As a result of having no standardization, contractors and consumers have to pay more for their supplies by reason of the variations in patterns, and owing to factories having to grind new knives in order to make a particular style. If all crown, band, panel and base mouldings, as well as casings having the same detail were standardized, builders and others could order from certain patterns which would be numbered, and much expense in production would be effected, while a better service would be furnished.

"It is just like this," declared Mr. Rhynas, in conclusion, "men's hats and shoes are made today on certain blocks and lasts, many of which have become standard. The result is that we have a much better finished article along these lines of apparel than if we went in and placed an individual order, while the cost has been considerably reduced by standardization. There are many other matters that might also engage the attention of the trade through the medium of the Retail Lumber Dealers' Association. I am thoroughly in sympathy

with any movement to amend the provisions of the Mechanics' Lien Act, which has been anything but protective in character so far as the builders' supply man is concerned."

The First to Introduce B. C. Fir

The Ingleby-Taylor Company, Limited, whose plant is in West Brantford, are progressive dealers in lumber, lath, shingles and builders' supplies. They have in the past erected a number of dwellings in the Telephone City and this season may undertake the construction of more. They find that the building trade has been considerably affected by the war and the high prices for labor and materials. There is need of more residences in Brantford, and all the factories in the various lines of activity are busy. The firm confine their operations in the lumber line strictly to the retail end and enjoyed a good business last year in spite of general quietness in a structural sense. The Ingleby-Taylor Company were the first to introduce B. C. fir for interior trim in houses in Brantford, and have found that excellent satisfaction has resulted from it. They carry out the erection of



The plant of the Ingleby-Taylor Company, Brantford, Ont., who were the first to employ B. C. fir for interior trim in houses in the Telephone City.

all buildings, from the preparation of sketches to estimating and supplies, and sub-let portions of the work. The original firm was Ingleby and Fitness, who conducted a general contracting business for some years. Then Mr. Taylor, who was a builders' agent, was taken into partnership, and a small planing mill acquired on Burford Street. This was operated for a short while, when their present well equipped plant was built. The firm was incorporated in 1912 with Charles E. Ingleby as President, Edwin E. Taylor as Vice-president, and H. A. Jull as secretary. The concern, who handle roofing of various kinds, and do a large general supply business, look forward to a fair season in building operations. They have not experienced much difficulty in obtaining all the labor in the factory that is required, and report, while shipments of lumber have been rather slow, they have no particular complaint to make. The Ingleby-Taylor Company are members of the Ontario Retail Lumber Dealers' Association, and believe that body will prove a useful and beneficial organization to the trade.

Specializing in Portable Houses

The Schultz Brothers Company, Limited, have been going for half a century or more in the Telephone City. Geo. Schultz, the president, founded the industry on its present site, away back in the early sixties. The original plant was smaller than the main office is today, and in order to make things move expeditiously, Mr. Schultz was in the habit of taking jobs for shingling roofs and doing the work by moonlight, after laboring in the factory all day. Schultz Bros. Company have extended their operations in several directions and specialize on a number of lines in which much development work is being done. They go further in the building arena than most supply men, for they carry out everything from the preparation of the plans and sketches to handing the key over to the owner on the completion of the work. Among recent large undertakings successfully executed by this firm were the Sarnia High School, the Trenton High School, the Y. W. C. A. Building, Paris, while at the present time there are in hand contracts for the new Merchants' Bank Buildings in Galt and Watford. There is not a thing in the building line which Schultz Brothers do not carry—brick, cement, stone, concrete, etc. They have three well equipped lumber yards, and it is their intention to broaden more than ever during the coming season, partly from patriotic motives, and partly because it is an allied line, by adding coal and wood. J. S. Schultz is managing director of the company, who do both a wholesale and a retail business. They have made a specialty of sectional portable buildings, which are used for summer cottages, settlers' homes, bunk houses, prospectors' cabins, boat houses, refreshment booths, mess rooms, rural churches, etc. The firm consider that the possibilities

in this line will be developed to a very much larger extent after the war, and they hope to receive some orders from the Old Country for this class of building. They emphasize the fact that a wrong conception still exists in regard to portable houses which, in the minds of many people, has become associated with the idea of cheap, fragile buildings which any decent sized storm would blow down. On the other hand they drive the fact that their sectional edifices are permanent and able to withstand the elements, while, at the same time, they are particularly attractive and easy to erect. Schultz Brothers Company specialize in everything from a portable garage to a poultry house. In the woodworking department they added some years ago, games, novelties and kitchen utilities, such as rockers, parlor billiards, card tables, crokinole, lawn seats and swings, household articles, such as ironing boards, kitchen cabinets, pastry boards, medicine cabinets and last, but not least, wheelbarrows.

"Our business is of a most comprehensive character," said Mr. Schultz, "and we find that it is growing in every direction. Of course, building operations have been hampered by high prices and the fact that many contractors were afraid to undertake construction work, for fear that a slump might set in should the war suddenly end, and they would be left with high priced structures on their hands. Notwithstanding this there has been a fair amount of new work, while alterations and repairs have kept up much better than was expected. We already have several good enquiries for the coming season and look forward to very fair business. In regard to supplies we have not had much difficulty in getting all the lines that we require, and have no grievance against the transportation companies."

Army War Work Opens Up New Industries

The war has opened up many new factory and mill products for Canada, while many others will follow to supply the needs of Europe during the reconstruction period. Several lines have been introduced on this side of the Atlantic, for the Allies themselves have been too busy to produce the commodities. Among the most potent factors in drawing attention to Canada have been the Canadian forestry battalions in Britain who have taught the people of the United Kingdom the futility of so much man-handling in the lumber business. Now, according to reports to hand from commercial agents and others, the result is seen in the growing demand for Canadian sawmills in Europe. The great housing problem will be one of the chief post-bellum activities, and statisticians state there is a shortage of three hundred thousand houses in Britain alone, not to speak of what France and Belgium and the other devastated nations will require.

A recent despatch from London, Eng., states that it is a question whether or not Canadian lumbermen will be able to compete successfully for the business in Europe. There has been a great deal of destruction of valuable timber in the allied countries, but the neutrals, more particularly the Scandinavian countries, are the great suppliers of lumber. Norway and Sweden have, heretofore, done much valuable business with the other countries. If they cannot meet the demand, and ocean rates and carriage can be provided, Canadian lumbermen should be afforded an opportunity of doing a profitable trade. The result, therefore, hinges largely on transportation facilities. The encouraging word is received that if the lumber manufacturers of the Dominion cannot find a market for their products there will be a big demand for the equipment of sawmills, which will be furnished by Canadian firms. Canadian sawmill plants are to be found now both in France and Great Britain—in fact, every country in Europe except those of the enemy. The installations work so smoothly, accurately, and economically that there would seem to be a bigger requisition than ever, considering the reduced demands for manual labor. If business can be pushed when the war is over, there is no reason why Canadian machinery will not enjoy a greatly enlarged market. Airplanes are being commercialized and their use made general for many purposes. For them Canadian spruce is largely employed in the frame-work, and special saws are required for this work, which some Canadian firms have added to their output.

President May Commandeer Timber or Lumber

A bill was recently favorably reported by the Senate Military Committee at Washington empowering President Wilson to commandeer timber or lumber needed for the army, navy, or shipping board. As difficulty was encountered, particularly by the shipping board, in securing lumber for shipbuilding, and by the army aviation service in getting spruce for airplanes, the immediate situation of which the bill is designed to remedy, the Military Committee chairman introduced the measure, which received unanimous approval. An amendment was added authorizing the President to delegate his authority in commandeering either timber or lumber to any department or agency he might designate.

How Wireless Works in Forest Service

The First Requisite of Radio Apparatus is Reliability—Cost of Installation and Operation—
Its Many Advantages in Suppression of Fires

By Wm. L. Fletcher, sales manager Cutting & Washington, Inc., Cambridge, Mass.

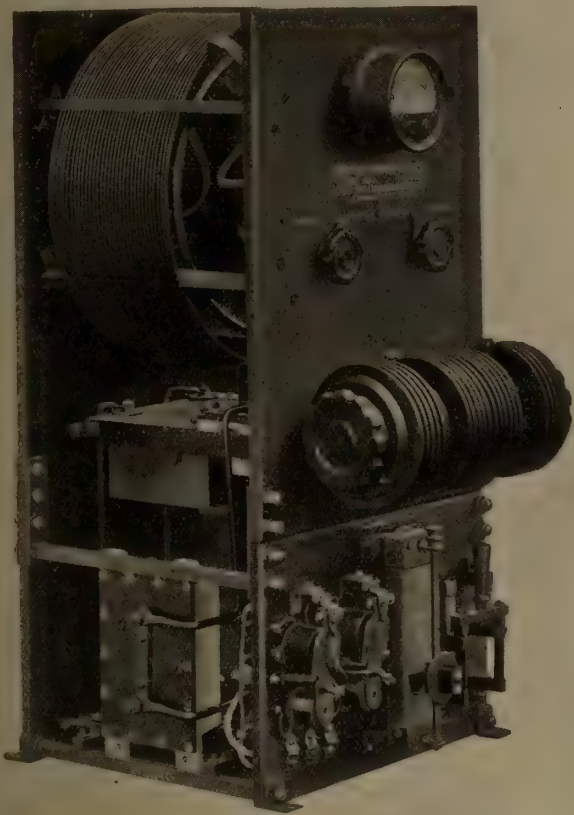
I think that the radio engineers and manufacturers should come to you, not with the idea of selling you something, but to co-operate with you to find out whether or not you can profitably use wireless. Consequently, I shall try to make this brief talk a basis for future thought and discussion rather than a statement of just what you can and cannot do with wireless.

Frankly, this is really the only way to approach the subject, because no one knows just how you would use wireless if you had it, or just what radio apparatus installed in your forests will do. As an example of what I mean, the distance which a wireless set will send

the future the wireless telephone will be developed to the point where you can use it to advantage, but in my opinion, that time is several years off. It is true that wireless telephones are being successfully used in certain kinds of work, but the instruments are delicate, hard to adjust and expensive. They would not stand up under the hard usage they would get in the woods.

The first requisite of radio apparatus from your viewpoint is reliability. Your sets must work when you want them, and to do this they must be simple, easy to operate, rugged and fool-proof. The modern wireless set possesses these characteristics to such a degree that it can be operated by anyone who knows the code. By this I mean that it can be operated and kept in operation by any ten year old child of average intelligence. The radio apparatus of to-day is very different from that of two or three years ago.

Various people have asked me how and where they could get operators. The answer is extremely simple. All the commercial stations in the world operate under the direct supervision of some government and have to comply with the rules and regulations of the government under whose jurisdiction they come. All commercial



The Sending Apparatus

depends upon a number of factors, among which are the height and length of the antenna, amount of electricity in the atmosphere, and the character of the surface over which messages are sent. Any wireless set will send farther over salt water than over fresh water and farther over fresh water than over land—but just how much farther we don't know, and won't know until we install some sets and try them out.

I have seen a statement by one of your members that 99 fires out of every hundred can be extinguished by one or two men if they are reached within half a day after they start. I also understand that it is possible for a man in a lookout tower with a range finder to place almost the exact location of a fire if he can communicate with the man in the next tower and get a reading from him, but that in hazy weather one man working alone in a tower with a range finder cannot place the location of a fire with any great degree of accuracy. Under these conditions why can't we solve the problem by erecting watch towers at various points, equipping them with range finders and wireless sets and keeping a few men at each station? With such an arrangement fires would be quickly discovered, accurately located and reached within a very few hours after they started. Ten, if some of them should get beyond the control of the one or two men sent from the nearest station to extinguish them further help and perhaps mechanical equipment could be easily and quickly summoned by wireless. If aeroplanes come into general use they can very easily be equipped with wireless and maintain constant communication with the lookout and central stations.

Wireless Telephone Not Yet Possible

Several people have asked me if they can use wireless telephones. My answer is emphatically No! It is probable that at some time in



A Typical Wireless Installation

wireless stations, whether on land or ships, and all commercial operators are in one of two classes—first class or second class. Those in the first class send and receive at the rate of twenty words a minute, and those in the second class at the rate of twelve words a minute.

The rate of speed at which you send is a matter not deserving of much attention. You can all begin spelling out one word a minute if you want to; learning the code and acquiring speed is all a matter of practice. Any ordinary man can get up to twelve words a minute in a month or six weeks by practising during his spare time. Speed in your work, as I have said, is not necessary, but the kind of men you have in the woods will take to wireless like ducks to water, and by the end of the first season second class operators will be thicker than rabbits.

When I said that no one knows how far wireless sets installed in the woods would send I did not mean that the modern half kilo-

watt set could not be relied upon to maintain constant communication for any distance up to 40 or 50 miles. If you were working from 15 to 30 miles, as you would most of the time, the half kilowatt sets would handle your work in an entirely satisfactory manner. About the only time when you might not be able to work these distances would be at the peak of a heavy thunder shower.

Half Kilowatt Set Most Satisfactory

In considering wireless I think you should consider only the one-half kilowatt set. Quarter kilowatt sets could be used in some cases, but they would cost only \$100 or \$200 less than half kilowatt sets and would, on the whole, be much less satisfactory. Any radio set at night will send from two to five times as far as it will send during the day time. No wireless set will send so far over forests as it will over water. Also, the condition of the land, whether it is dry or wet, affects the range of radio apparatus. It is my opinion, however, that at night the half kilowatt set about which I am talking could be depended upon to work regularly from 200 to 250 miles. It would work frequently from 500 to 1,000 miles, but you don't want to count on what it will do once in a while. A two kilowatt set with a good ground and a long, high antenna could be relied upon to work 500 miles every night.

I bring out these points because I think that when you once get started using wireless you will find it useful in a great many ways. You can put in a set at your mill and talk to your forest stations. You can order supplies and report accidents by wireless and use it in many other ways. In many places it will be possible to work with one or more government commercial stations. There are a number of these stations on the St. Lawrence River and on the Great Lakes.

All government and commercial radio sets have at least two wave lengths. The idea of having two or more wave lengths is to keep the air from becoming "jammed." Two men talking on the 600 meter wave length do not hear, and are not heard by two other men who are talking at the same time on the 300 meter wave length. The government and commercial steamship companies use two wave lengths, 300 meters and 600 meters. For your work I think that it would be good business to use some wave length other than 600 meters as your standard. If you did this you would not interfere with the operation of the government and commercial stations and would therefore be less liable to have the government interfere with you. If desired, each set could be equipped with three wave lengths, two of which you could use in talking among yourselves and the other in talking with commercial stations.

The Installation is Not Expensive

Wireless is not tremendously expensive. I cannot give you any accurate figures on the cost of wireless stations, but I believe that a wooden tower, generating unit and complete wireless set could be purchased and installed for about \$3,000. A wireless set is good for from ten to twenty years of service. The up-keep on your stations would be practically negligible, perhaps from \$10 to \$35 per year. If you figure that a set is good for ten years and charge the first cost off in equal annual installments then the cost of your equipment for each year would be about \$325. To this you would add the cost of gasoline for your generating unit and get your total annual cost. Certainly, wireless at \$350 per year per station is worth considering.

If our positions were reversed and I were considering the installment of radio apparatus I would ask the radio manufacturers four questions:

1. Is your apparatus reliable? Will it stand up under hand usage and work when desired?
2. Is it efficient? How far will it send?
3. What are the initial and up-keep costs?
4. What guarantee do you give that the apparatus is as represented and will give satisfaction?

I believe that if you are interested in this subject and would like to find out whether or not you can use wireless to advantage and will go to the various manufacturers with these questions you will find them ready and willing to co-operate with you to find correct answers.

The Province of New Brunswick uses nearly 300,000,000 board feet of wood every year, and from this the provincial treasury is enriched by over half a million dollars. As most of New Brunswick's forests are grown on soils that can never be used for agriculture, it is necessary that none of the living timber areas should be wasted by fires or extravagant cutting. The Forest Service of the province is being put on a modern and energetic basis, and the Forestry Division has authority to undertake the most effective fire-prevention measures and impose stricter supervision upon all those who cut timber.

Amendments in Workmen's Act

Special Committee to be Named to Bring Important Suggestions to Attention of Members of Lumbermen's Association

At a meeting of the local committee of the Canadian Lumbermen's Association, held in Toronto recently, W. C. Laidlaw was appointed Chairman; A. E. Clark, Vice-Chairman, and D. McLaren, Secretary. The other members present were J. G. Cane and A. C. Manbert, the latter representing W. E. Bigwood.

It was recommended that the executive of the Canadian Lumbermen's Association name a special committee to deal with the Workmen's Compensation Act.

At the late annual meeting of the Association held in Montreal an able and thoughtful paper was read by Mr. H. I. Thomas, of Ottawa, who urged that the measure should embody several new features.

The amendments that he proposed were:—The adoption of the current cost plan so that deferred payments should not be capitalized, and a huge reserve fund built up whereby large sums of money are withdrawn from industries long before their expenditure is needed, and placed in a reserve fund which may not be needed. It was contended that this money should be kept liquid in the industries of Ontario. Other amendments proposed were to the effect that corporations giving satisfactory evidence of financial stability could elect to stand outside the group in which they naturally fall and pay individually the actual amount of the compensation awarded their injured employees; that the provisions of the medical clause should be changed so as to place doctors under the direction of the employers, who are paying their bills, instead of under the control of the board, which is not in a satisfactory position to judge of the merits of each case; that there should be a power of appeal from the decisions of the board to a judicial tribunal; that safety associations should be removed from the control of the board under which they have fallen, and lastly, that the objectionable "seven-day clause" should be changed. It was stated that this would eliminate the constant malingering which now takes place and would remove the temptation of an injured employee to remain away from his work sufficiently long to bring him under the compensatory provisions of the Act. This change could be brought about by granting compensation for the exact period of disability, however short it might be.

A motion was carried by the executive that the Canadian Lumbermen's Association heartily approves the sentiments expressed by Mr. H. I. Thomas in his address, and that, as an Association, we should urge the adoption by the Ontario Workmen's Compensation Board the following:—

- 1.—That all assessments should be based on the so-called Current Cost Plan, that is to say, deferred claims shall not be capitalized.
- 2.—That any firm or corporation able to show satisfactory evidence of its financial stability may elect to stand outside the operation of the funds connected with the group in which the industry would be otherwise included and may pay individually the amount of the compensation awarded by the Board.
- 3.—That all doctors, nurses, etc., shall be under the jurisdiction of the employer instead of under the Board, providing that such medical care and hospital accommodation are adequate and satisfactory to the Board.

Association Appoints Committees

Wholesale Lumber Dealers Select Members of the Various Bodies to Look After Details in Different Departments

The Wholesale Lumber Dealers' Association, Toronto, of which A. E. Clark is Chairman, has appointed the various sub-committees who will attend to the work of the different departments of the organization during the coming year. The personnel is as follows:—

Administration and Membership—C. W. Wilkinson, J. A. McBean and Alf. Read.

Bureau of Information—A. E. Eckardt, A. C. Manbert and H. J. Terry.

Fire and Marine Insurance—W. C. Laidlaw, A. E. Cates and W. E. Bigwood.

Arbitration—Fred Bigwood, R. G. Chesbro and W. T. Eagen.

Legislation—W. J. Lovering, H. A. Leak and J. L. Campbell.

Railways and Transportation—A. C. Manbert, Duke Johnston and Guy H. Long (Hamilton).

Inspection—J. P. Johnson, F. V. Wilson and W. C. Gall.

Audit and Finance—J. B. Jarvis, H. J. McDermid, and J. L. Macfarlane.

Trade Relations—A. E. Gordon, W. J. Hetherington and Maurice Welch.

Terms of Sale—A. E. Clark, Alex. Read and D. McLaren.

Committee on Entertainment—A. J. Johnson, James A. Summers, R. McDonagh and C. G. Anderson.

Shipping Hinders Pulpwood Cutting

Inability to Furnish Cars Results in Great Accumulation of Wood Along the Tracks in Northern Ontario

Pulpwood cutting along the Timiskaming and Northern Ontario has been seriously interfered with during the past few weeks by reason of the railway not being able to furnish cars and by embargoes placed on shipments. This season the firm of McPherson, Dudley & Imrie, which is composed of A. McPherson, of Longford Mills; A. N. Dudley and R. Imrie, Toronto, undertook the work of getting out some twenty-eight hundred cords of spruce pulpwood on their limit at Round Lake, in the township of Boston, west of the T. & N. O. line, a hundred and fifty miles north of North Bay. The wood was cut for a considerable distance along the railway tracks and is now piled up awaiting shipment. Only one car was obtained during the month of February, whereas it was expected that an average of three cars a day would be secured. The wood is to be delivered at Thorold and other points, and, on an appeal being made lately to Chairman J. L.



Pulpwood camp of McPherson, Dudley & Imrie, at Round Lake, Ont. A. N. Dudley, of Toronto, is seen in the centre of the group, wearing a fur coat.

Englehart, of the T. and N. O. Commission, a promise has been made of better shipping accommodation. The pulpwood, which costs about seven dollars, f.o.b. cars, is piled up in ten tiers, four hundred feet long, and from seven to eight feet in height.

The company erected a camp near their siding at Round Lake, and the accompanying picture shows Mr. Dudley (wearing a fur coat) in the centre of the group, while on the left is P. Helm, book-keeper (who is a returned soldier, having been shot through the chest when overseas) and on the right is Mr. Merkley, of Gravenhurst, foreman of the camp.

McPherson, Dudley & Imrie have taken out sufficient logs in Boston township to make about half a million feet of lumber, and intend erecting a sawmill at this point with a capacity of fifteen thousand feet a day, which will be increased next year.

Another concern, which in years past has been active in pulpwood operations along the T. and N. O. and the Transcontinental Railway, is the Monteith Timber and Pulpwood Company, who have their headquarters in Cochrane and a mill on the Driftwood River. Last year they took out over forty thousand cords of pulpwood which was purchased from the settlers, but during the season found it difficult to obtain cars. The firm intended handling as large a cut again this year, but, owing to transportation troubles, have found it impossible. E. R. Heyland, of the company, states that they will not have more than twenty thousand cords, and many of the settlers stopped cutting early in the winter owing to the fact that the various buyers were backward on account of the serious problem of distribution.

B. C. Industrial Progress Reviewed

Dealing with the lumber industry, J. A. Cunningham, the retiring president of the British Columbia Manufacturers' Association, who presided at the fourth annual meeting, held recently in Vancouver, stated that the past year had been the banner one, although the export trade had fallen off owing to the tonnage shortage. The total output of the industries of the province in 1917 outside of agricultural products amounted to \$180,000,000, while, with the addition of agricultural products, the aggregate was \$217,000,000. A total of 58 new general industrial plants had started operations in the province during the past year. Mr. Cunningham stated there had been little export

trade in the province outside of the basic industries. Tonnage was the principal drawback, and, until normal conditions returned in shipping, it was almost hopeless to attempt to enter the foreign markets. He advised manufacturers to prepare for the foreign trade after the war, and, to do this, shipbuilding should be encouraged. He urged a British Columbia merchant service, and said these ships should carry Canadian and United States trade with the far East.

Touching upon shipbuilding, the president stated that five new wooden shipyards had been established during the past year, making seven in all. The contracts to date cover 40 boats, schooners, and steamers. It had also been stated that orders had been placed for 40 more vessels for the Imperial Government, but this report was not yet confirmed. The Manufacturers' Association had knowledge of two further yards being established for the building of wooden ships, with orders for 10 and 12 boats respectively, and an announcement of their location would be made in the near future.

Wooded Wealth Along the Canadian Northern

At the Canadian Northern Railway Arbitration Board sittings held recently in Toronto, when explaining the freight traffic development between Ottawa and Sudbury, Cyril T. Young, manager of the eastern land department of the C. N. R., made some interesting statements. At Gowanda, where a number of rivers and lakes met, there was 200,000,000 feet of lumber, which meant that it would supply milling operations of about 25,000 to 30,000 feet a day for the next thirty years. At Follette, a series of sawmills had been established by the C. N. R. where ties were manufactured, and at the same time pulpwood was taken out. Throughout that section, Mr. Young explained that the railway owned 2,000,000 acres of land. To show the significance of the pulp industry, he stated that 611,320 tons of newsprint were manufactured last year, of which nine-tenths was exported, and that one million cords of wood had been exported in 1917 from Ontario and Quebec provinces. In the Nipigon district he contended there was enough pulpwood to keep a paper mill running for the next thirty years.

Ellwood Wilson, chief forester of the Laurentide Company, Grand'Mere, Que., also gave evidence regarding land values along the C. N. R. He said that the Laurentide Company has enough pulpwood growing to last the next forty years. Reviewing the pulp resources of the Dominion, he thought that there would no longer be effective competition from Scandinavia because of improved methods of manufacture in Canada and the increased patronage from the United States since the war.

The Attack on Stumpage Allowance

In the recent investigation relating to the price of newsprint paper much difference of opinion was recorded and some objection taken to the allowance of Commissioner Pringle in permitting two dollars a cord for stumpage on pulp wood on the limits of the paper producers. The objections raised were that, as some of the operating companies had paid far less for their limit than this, they would be enabled to value any concession at a much higher figure than it cost them.

The question has been raised in connection with the Abitibi Power and Paper Company that, on this basis, the company would be able to appraise their holdings at from twelve to sixteen million dollars, for which they had paid nothing more than regular dues. Victor E. Mitchell, K.C., a director of the Abitibi Company, takes exception to this objection, and, in a recent interview said:

"You might just as well say that the government has made the railways a present of the total value of the lands that they hold and high value they have developed after running their lines through them. The timber limits are not worth one dollar until millions of money have been spent on them by the company in the erection of paper mills. This new value should go to the people who put in the money.

"Again, you cannot capitalize the whole of the limit as worth so much at \$2 a cord, or whatever the allowance, figuring on the total estimate of cords in the limit. One-third or one-half of it might be wiped out in a single fire, and the value would disappear entirely.

"Moreover, in a large tract of land like these limits, there is not an accurate estimate made, and the statement would naturally make the estimate as large as possible. The estimate has never been proved, and, in any case, the company never get the full amount of the estimate off the limit.

"Then there must be considered the fact that in the operation of timber limits the nearest wood is taken off first, and that each year the cost becomes higher and higher."

Kenneth McKenzie, who conducts a retail lumber business in Penticton, B.C., and is President of the Board of Trade in that centre, is now doing a large fruit box agency business. This trade is increasing rapidly as a consequence of added fruit crops year by year in the Okanagan Valley.

Budget of News from Ottawa



E. R. Bremner, Ottawa, Member of Joint International Committee of C. L. A.

Ottawa, March 12.—(Special to "Canada Lumberman.") — Notices have been sent out by Mr. Frank Hawkins, secretary of the Canadian Lumbermen's Association, regarding the appointment of the members of the Joint International Committee and proffering the assistance of this recently-appointed body to the War Trade Board of the Dominion. A reply has been received from the latter, in which satisfaction is expressed at the action of the lumbermen.

E. R. Bremner, who is Ottawa manager for Watson & Todd, and president of the Board of Trade in the Capital, is the local member of the special committee. Mr. Bremner, who spent several years in railway work, has always been active in anything that he undertakes, and has rendered valuable service in a number of public capacities. The other members of the special committee are W. G. Power, of St. Pacome, Que., president of the Canadian

Lumbermen's Association; Daniel McLachlin, of Arnprior, first vice-president of the Canadian Lumbermen's Association; W. E. Bigwood, of Toronto, late president, and A. E. Clark, of Toronto, chairman of the Wholesale Lumber Dealers' Association.

No date for the first meeting of the special committee with the War Trade Board has yet been set, as it is not known how soon President Power, who is spending some time in the Southern States, can be present to head the committee.

The Canadian War Trade Board, through the medium of Sir George Foster, Minister of Trade and Commerce, its chairman, has expressed satisfaction for the progressive step the Canadian Lumbermen's Association took in creating an advisory committee for affairs dealing with and affecting the lumber trade.

Indications that building activity is needed at Ottawa was instanced during early March, when householders contemplating moving May 1 exhibited unusual activity in attempting to secure new quarters. The matter of securing new homes in Ottawa this year is a much more difficult task than in former years. A shortage of houses exists and with the big early season scramble to secure domiciles increased rents are predicted. Real estate men are of the opinion that one thousand new houses are required every year to keep pace with the increase in population. Since the war began very few residential buildings have been erected, and consequently the local demand for building lumber stock has been practically nil. The high rate of interest and the increased cost of building material and labor are the chief factors given by the contractors for not pushing building operations. They maintain that, at present prices, rents would not be sufficient to give them a fair return on the capital invested.

During the periods of extreme cold which prevailed from time to time since the year began McLachlin Brothers, Arnprior, allowed the people of the town free access to their large slabwood dump.

Charles Taylor, manager of the Gordon Lumber Company, Cache Bay, was recently bereaved through the death of his brother, Sergeant George Taylor, who was killed in action February 15. Sergeant Taylor had been in the trenches for about two years.

Mr. George Lachapelle, watchman of an Ottawa lumber plant, had a narrow escape from death when his home was recently destroyed by fire. His adopted daughter Cecelia perished. In attempting a rescue of the child Mr. Lachapelle was badly burned.

Make Use of Rich Wood Resources

The Ontario Government is placing at the disposal of the municipalities of the province a million cords of hardwood. This will be used to relieve the fuel famine, which, it is expected, cannot be averted next winter unless there is some radical change in the matter of coal mining, production, and distribution. The wood is located in Algonquin Park, within a few miles of the railway, and this immense fuel reserve can be tapped without in any way injuring the park, according to an announcement made to a large deputation which recently waited upon the administration. Hon. G. H. Ferguson, Minister of Lands, Forests and Mines, stated that estimates had been prepared showing that wood could be cut and distributed in Hamilton, Toronto, Ottawa, and other places at about one-half of the present prices pre-

vailing, and the government was giving the wood free. The cost, laid down in Toronto, would be from \$6.50 to \$7.50 per cord.

Although a great deal has been heard about peat bogs, and the suggestion made that they should be appropriated, it was pointed out that the municipalities would do well to turn their attention in other directions for the present, as peat could not be produced in sufficient quantities to give any material relief by next winter. A large sum will likely be placed in the estimates this session for conducting the work of investigation, while the best methods available are being enquired into by experts so far as the manufacture of peat is concerned. All this will not be completed in time to save the situation next winter, and in the meantime it is urged that the commodity nearest at hand should be reverted to, and that is hardwood.

Personal Paragraphs of Interest

Captain H. W. Racey, Montreal, formerly of the Canadian Foresters, and now of the Engineers, is home on a short leave of absence.

Alf. Fitzpatrick, of Toronto, superintendent of the Reading Camp Association, is spending some time in the Western provinces visiting the different lumber and other camps.

Mrs. George A. Grier, widow of the late Mr. George A. Grier, founder of the firm of G. A. Grier & Sons, Ltd., Montreal, has donated a motor ambulance to the Montreal General Hospital.

Major J. I. Hartt, M.P.P., of Orillia, Ont., who recently returned from two years' overseas service with the Canadian forestry battalion in France, was elected grand master of the Grand Orange Lodge of Ontario West at the late annual session in Chatham, Ont.

H. J. Cooper, sales manager of R. Hoe & Co., saw manufacturer, New York, spent a few days in Toronto and other cities recently. Mr. Cooper reports that the outlook for business during the coming season is exceptionally bright, and his firm is very busy at the present time.

Lieut. H. R. Reed, of Toronto, who recently returned from the front, spent some time working with the French army in France in construction work. He says they had a well-equipped sawmill at two points just back of the line and it was operated efficiently all the time cutting mine protectors and dimension timber for definite military work.

Dunfield & Co., Ltd., of Halifax, N.S., lumber merchants, have opened an office at St. John, N.B., in the Lake of the Woods Building No. 8 Market Square. Mr. H. C. Heans, formerly of George McKeen & Co., has been appointed manager of the New Brunswick office. Dunfield & Co., Ltd., were one of the largest exporters of lumber in Nova Scotia in 1917.

J. M. Goodall, for many years general superintendent of the Toronto Parks Department, died recently, in his eighty-third year. He was very proficient in landscape architecture and for a long period was city forester in Toronto. He established the city nurseries and added to the beauty of Toronto by having nearly forty thousand trees planted in the streets and parks. One of his early achievements was the designing and superintending of the making of Geneva Park, Lake Couchiching, for the Northern Railway Company. The park was made out of the primeval forest.

Irving R. Todd, who resides in Milltown, N.B., and is a former widely known and highly respected lumberman in New Brunswick, has been appointed a member of the Canadian Senate, succeeding the late Senator Gilmour. His selection as a member of the Upper Chamber is receiving general endorsement from the press, irrespective of party, and it is announced in this case that the office sought the man and not the man the office. It is also learned that Hon. Mr. Todd accepted a senatorship only on the assurance that he was desired at Ottawa because he was capable of rendering good service to the country.

Worthy Object of Woodlands Section

The organization of the Woodlands Section of the Canadian Pulp and Paper Association is another progressive step on the part of that body. The new Section starts off with an encouraging membership and worthy objects in view. Among these are to stimulate interest in more economical and efficient methods of production and utilization of raw materials for pulp, paper and lumber companies, and to provide means for the interchange of ideas amongst its members and to encourage investigation of woodlands' problems. The membership is divided into two classes: those who are entitled to vote and associate members who do not enjoy that privilege. Among those eligible are anyone who occupies or has occupied an executive woodlands position in a pulp, paper or lumber industry, or anyone occupying a subordinate position, who has had a satisfactory technical education or even those who have special qualifications and experience. The annual fee is \$3, and for non-associate members \$2. The Woodlands Section intend to hold at least two meetings annually.

How to Saw Frozen Timber

It is Unwise to Attempt Work With the Speed Attendant Upon Summer Operations—Give Saw Every Inch of Feed

This winter there is bound to be more sawing than is usually the case. Stocks at the mills are broken and the government is calling for special stock in no uncertain voice, says R. C. Liebe, of Goldsboro, N.C., in the "American Lumberman." To produce this stock and get it out the yards, a good deal of frozen timber will have to be sawn. There is no more trying ordeal for the band saw, the pocketbook of the sawmill owner, the temper of the filer, and everybody concerned than the test of sawing frozen timber. Pine timber that has frozen, standing in the woods, is just about as difficult to saw as any other species. To it no longer may be applied the phrase "soft as pine;" instead, "hard as hickory" is far more fitting. Anyone who has ever tried to saw hickory on a high-speed pine mill will never forget the results or repeat the experiment if finances are to be considered. Therefore, one of the first things to do is to impress upon the sawyer that it is foolish to attempt to saw with the speed attendant upon summer operations. Lowering the speed of the band mill helps greatly in sawing frozen timber. Also, longer spaces between the saw teeth have the same effect, and the filer who remembers this saves himself a lot of trouble.

Pine mills are all of the high speed type, and most of the saw teeth are spaced $1\frac{1}{2}$ inches, the distance that is best suited quickly to chisel out the sawdust under a fast feed. When a fast feed is employed, the gullet is sufficient to hold all of the dust that is dug out of the log until the saw is through the cut. However, the gullet must be the right size, for if the feed is too fast or is crowded too much, the gullet becomes filled with dust before it is through the cut, and as some of the sawdust must be dumped out to make room for the balance, the saw is crowded to one side, causing "snaky" lumber. Filers must take care, however, not to grind the gullets too large, as the short spacing will allow only so much dust room without weakening the strength of the teeth and causing them to lead, break, and bend. The writer filed for hardwood export mills for twelve years before ever filing a saw to cut pine. During that time $1\frac{3}{4}$ and 2-inch spacing between saw teeth was used, 45-foot circle saws, at a speed of 8,000 feet per minute. Most saws cutting pine are 32-foot circle, have shorter spaces between the teeth, and run at a speed of 10,000 feet per minute. Thus, it is easy to see that there is a considerable difference. Take a pine log and try to saw it in a hardwood mill by employing the ordinary fast speed practice and the result is a failure. Attempt to saw hardwood in a pine mill in the same way and another failure results. That is, saws and methods of cutting are different. Now, when pine timber is frozen, for all practical purposes, so far as sawing is concerned, it becomes a hardwood, and the practice that is usually followed in sawing pine may no longer be followed with good results.

In order to fix a pine mill to saw frozen timber, cut down the speed of the mill one-third; narrow down the swages on the saws; run a 32-foot circle tension saw from 12 to 8 inches in width; see that there is plenty of hooks, and round out the gullets nicely to keep the dust whirling. Above all things, cut out too great crowding of the saw.

Care should also be taken to use the log pond to the best advantage. The logs should always be as well soaked in water as possible before sawing, as this takes the frost out of them and makes it that much easier for the saws to cut. Care, therefore, should be taken to dump the logs in the pond behind logs that are already in it. There are very few ponds that will not hold enough logs for a day's sawing, and so if care is taken to see that logs are dumped in behind those already in the pond, a great deal of the frost can be thawed out before it is time to saw them. When the sap is once thawed out, the heart of the log is not nearly so hard to saw.

The writer is a strong advocate of the "more and better lumber" idea. It is a filer's and a sawyer's duty each day to try to get a good cut and improve the cut both in quantity and quality, but it is poor judgment to slash good logs into miss-cuts and slabs to increase the scale of the cut. Millmen should get every foot out of the rigs that is possible, but should always see that the lumber is good. Sawyers should give the saw every inch of feed that it will take and still make good saleable lumber. Slicing logs up is a bad practice, for timber is too valuable to slab or miscut; 5,000 feet of nicely sawn lumber is far more valuable than 10,000 feet of miss-cut stuff. It does not take long, nor is it difficult to prepare a mill to cut frozen logs, and it pays well. It will insure the lumber that is sawn being satisfactory, and there will be no back-kicks on the men that produce it. No matter how good a filer may be, and how carefully he may prepare the saws to cut frozen timber, his work does not bring results unless preparations are also made outside of the filing room to do winter sawing. No matter how well the filer may shape up his saw to cut frozen

logs, if the saws are crowded too much good lumber cannot be produced. It is a mighty good idea for a filer to go over each saw once a day to make sure that no bad lumber can possibly result from the saw's condition. Then, if things do not go right, the trouble must be looked for in the mill or carriage. It will prevent his being made a scape-goat in case things do not go right and poor lumber is produced. The writer finds that during the freezing season a mill should be lined perfectly square with the track instead of leading in slightly, as it tends to overcome the "going" in the log that is so common.

What Western Forests Mean to Posterity

Regarding the proposition heard every now and then that the timber lands in the prairie provinces should be placed on the same basis in respect to ownership as those of the older provinces, the Canadian Forestry Association has come out point blank against the project. It is emphasized that such a course would not, as some persons might suppose, constitute any immediate source of revenue to the provincial treasuries, and the provincial subsidies now paid by the Dominion Government to these provinces would, in all likelihood, be forfeited automatically. These subsidies are paid as compensation for Dominion control of the natural resources, amounting to—Manitoba, \$409,007; Saskatchewan, \$562,500, and Alberta, \$562,500. The fact must also be remembered that the ownership of the western forests is a financial liability to the Dominion Government, and that the entire income from them does not equal the total outlay for protection and improvement.

The Canadian Forestry Association also dwells pertinently upon the fact that the western forests as they stand today are of immense value to the settlers in the neighborhood of the Reserves, who get practically free lumber. They support numerous lumber industries and give invaluable aid to the coal mines with pit props, and to the irrigation enterprises with watershed protection. One must bear in mind, however, that the population of the West is only in its infancy, that the future will place a value upon the forest possessions incalculably greater than does the present generation. The population of the New Canada of a few years hence will require abundant and cheap wood supplies even more than the people of 1917. For every tree maturing in 1930 or 1950 there will be an important use and an eager market. The province that possesses a near-at-hand wood supply will outstrip the province in which neither care nor foresight has been exercised in its growing forests.

To all informed students of the situation the question to be settled is not who shall administer the forests of the three prairie provinces, but whether any authority, save the Dominion Government, would be willing to put up the money to do the job at all. It is not a matter of selling timber and securing nice profits for the public treasury, but of growing the timber, of overtaking the gross damage of repeated forest fires. It is not a matter of cashing in on some of the "inexhaustible" resources, but of stopping the exhaustion, not of extracting financial fillips for the present, but of laying a broad foundation for the necessities of the future. This is something of what is meant by "control of the forest resources of the prairie provinces." And it is at the same time substantially opposed to what the platform exponents of "provincial ownership" sometimes would wish their constituents to understand.

Millions for Development of Water-Powers

The Legislature of Quebec has just authorized an expenditure of approximately four million dollars for the development of provincial water-powers. The Quebec Streams Commission, of which Hon. S. N. Parent is chairman, has been authorized to acquire certain property for the operation, maintenance, rebuilding, and utilization of the dam on the River St. Maurice at La Loutre.

The property to be acquired is the railway from Chaudiere to La Loutre, with sidings and rolling stock; the boats used for purposes of transportation between Sanmaur and Chaudiere, and the improvements made in the River St. Maurice between the two points above mentioned; the loading and unloading facilities at Sanmaur, Chaudiere, and La Loutre, including the sidings at Sanmaur; the hydraulic power plant at La Loutre; all the houses, storehouses, and camps; the saw-mill and the machine repair shop, with all its machinery, at La Loutre; machines, tools, winches, derricks, etc., at La Loutre; the necessary lands.

The acquisition is to be made at a price of not more than \$500,000 and subject to certain conditions. For the completion of the St. Maurice River dam works the sum of \$1,500,000 authorized in 1912 is raised to \$2,500,000. Another bill just passed provides for the storage of waters of Lake Kenogami, one of the branches of Lac St. Jean. Storage dams will be erected in Lake Kenogami and in the Chicoutimi and Au Sable Rivers, at a cost not to exceed \$1,800,000. Other measures were adopted increasing the amounts of water storage on the St. Francois River, the St. Anne, the Savanne, and other places.

The Varied Problem of Wood Utilization

Canada's Forest Products Bring Income of \$200,000,000 Annually—Growing Need for More Detailed Knowledge Regarding Timber Wealth of the Dominion

By Dr. John S. Bates, Supt. Forest Products Laboratories, Montreal

My first intention was to survey the whole field of forest products as briefly as possible. However, this has already been done in a paper "Present and Possible Products from Canadian Woods," read by me before the Canadian Society of Civil Engineers, reprints of which are available for anyone interested. It seems unnecessary to repeat this detailed discussion, and I shall, therefore, touch on only a few points which stand out in prominence before those who are concerned with the welfare of our forests.

We must not lose sight of the significance of wood in Canada's list of natural resources. Forest products are next in value to agriculture, the income being something over \$200,000,000 annually. In studying Canada's exports we find that the pulp and paper industry now brings into the country a larger income than any other manufacturing industry with the exception of munitions, and is an outstanding example of an export business yielding real money in distinction from war business largely based on domestic credits. At the present time it is out of the question to ship large quantities of wood products across the water, and we see Europe being drained of its limited wood supply to feed the war machine. In the future the Empire will turn to Canada for its supplies, particularly for the valuable softwoods which fortunately predominate in this northern climate.

In considering the economics of forest products there are certain methods of utilization which are the main units and which are self-contained, such as lumber, pulp and paper, and wood distillation. The tendency has been to start with round wood from the forest for each process, so that control can be more certain and each plant can be independent. The possibilities for economy by co-ordinating one industry with another are becoming more apparent every day. The expansion of the main industries will bring about these new methods by every reason of their size, so that there will be enough wood waste at one centre to serve as raw material for a by-product plant. Already the kraft pulp plants in the east convert large quantities of slabs and edgings; the sawmill waste in British Columbia offers opportunities for processes outside the range of the lumber industry. The practical requirement is that utilization must yield a financial profit. The close utilization in Europe is out of all proportion to Canadian conditions, and we must wait for an increase and spreading of population. The rising cost of wood in Canada is in many ways a blessing, and it is only right to place a real value on wood as it stands in the forest. As more and more by-product industries become feasible, the utilization of waste will bring true economy by throttling the drain on our forest supply.

Permanent and Ever-Expanding Forest

Looking at the problem in a broad way, the protection and reproduction of the forest overshadows all other duties. The most effective utilization of the wood and waste that is now coming out will not counterbalance the loss of forest wealth, and the aim should be to build up in Canada a permanent and ever-expanding forest. It is to the foresters, the lumbermen, the federal and provincial governments that we must look for the carrying out of this policy. The public may well take a renewed interest in fire protection, forest reserves, tree planting, more rigid cutting laws, and measures for natural reproduction. Conditions are favored by the ownership of such large proportions of the forest areas by the governments.

Logging is such a definite proposition each year that it is hard to change the methods so long in use. We know that about 25 per cent. of the tree is left in the woods in the form of limbs, tops, stumps, etc. In general it is not likely that new processes will go far toward saving this material, because there is already so much by-product wood within easier reach at the manufacturing plants. Burning of slash in the wet seasons appears to be the main duty at present in order to curb forest fires.

The lumber industry has had a long history in Canada, but now faces new conditions. The manufacture has been so simple and the competition so light that lumbermen have not been forced to introduce radical changes. Although the plants are widely scattered and the number of specially trained men is small, it is not going too far to say that the lumbermen must get together for an intensive study of their industry. No outside forces can accomplish what they themselves can do by comparing the mechanical and physical properties of the different woods, extending the use of a species where this is legitimate, eliminating decay in lumber yards, kiln-drying and finishing woods to meet special requirements, selecting timber on the basis of quality and welcoming the co-operation of industries and experts for

the conversion of waste. Sawmill waste amounts to about forty per cent. of the original tree and consists of slabs, edgings, trimmings, sawdust, bark, shavings, seasoning waste, shaping waste and culls.

There are many chances for extending the by-product manufacture of small wooden articles by mechanical processes. A new development in Canada is the chipping and baling of sawmill waste for shipment to chemical pulp mills. Spruce and white pine have been the mainstays of the lumber industry; Douglas fir is now coming to be recognized as Canada's foremost structural timber, and the immense supplies in British Columbia will be a source of great wealth.

The pulp and paper industry is enjoying a development which is without parallel among the wood-using processes of the country. The export figure is now over \$50,000,000 annually, being half of the total export value of all forest products. The restrictions on pulpwood export, and the duty-free market for pulpwood and paper in the United States have rapidly increased manufacture within the country and the ratio is improving every year. From the simple groundwood process more and more attention has been turned to unbleached sulphite pulp, bleached sulphite pulp, kraft pulp, newsprint paper and high-grade papers. The production of soda pulp is still only 21 tons per day, while the imports amount to something like \$500,000 per year, and there seems to be an opening for the utilization of some of the poplar which troubles the forester in connection with forest reproduction. Waste sulphite liquor still carries large quantities of wood material down the rivers, but serious attention is being given to the possibilities of recovering ethyl alcohol, tanning solution and binders. Products of surprising variety can be made from kraft pulp, and it is likely that paper twine, paper textiles and leather substitutes will be on our list of forest products in due course.

Destructive Distillation of Hard Woods

Among the distillation processes the destructive distillation of hardwoods is of main importance in Canada. It is gratifying that manufacture is carried beyond the stage of crude products, and that the specially refined and derived products are made in Canada for both local and export trade. The process has been vital in that it has supplied practically all of the methyl alcohol and acetic acid, so essential in the scheme of modern civilization. The war has given a new stimulus by reason of the tremendous demand for acetone as a solvent in the manufacture of cordite, the well-known British propellant explosive. This same pressure has introduced in Canada new chemical processes for acetone and acetic acid which may have a serious effect on the distillation of hardwoods. While hardwood distillation is rather crude, it survives by reason of the variety of useful products—wood alcohol, methyl acetone, formaldehyde, acetic acid, acetic anhydride, acetone, acetone oils, charcoal, creosote oils, etc. An important development is the Seaman process, now established in the United States, for the distillation of hardwood sawdust and finely divided mill waste.

In closing this brief discussion of a large subject, I beg to refer to the work of the Forest Products Laboratories of Canada. As you know, we are concerned with the varied problem of wood utilization. The fundamental basis is a study of the mechanical, physical and chemical properties of Canadian wood species. There are also investigations of processes, and it is clear that many field studies will have to be made. In addition to the present Divisions of Timber Tests, Timber Physics, Pulp and Paper and Wood Preservation, there is large scope for a Division of Lumber to properly serve the lumber industry in a technical way. It is impossible to talk of expansion under present war conditions, but it is right to plan. In playing a part in the better utilization of Canadian woods it is clear that we must have the full co-operation of foresters, as well as lumbermen and all others concerned with the handling of wood. There is a growing need for more detailed knowledge of our forest resources. Methods of utilization now known could, in many cases, be applied if there could be more discussion and a closer touch between woodsmen and process men. Foresters have raised the problems of punky poplar, balsam, fir and birch, and the utilization of hardwoods in connection with reproduction of softwoods. These are difficult questions, but some action may follow from a better understanding of the situation. There is some indication that the large proportion of soluble matter in the decayed poplar may yield products of value. An attempt is being made to grind hardwoods for mechanical pulp.

These are but a few of the suggestive ideas that come to mind in connection with forest products.

Menace of White Pine Blister Rust

The Outlook is Serious and Proposition of Protecting the Timber is Important at the Present Time

"The Menace of Our White Pine" was discussed before the Royal Canadian Institute, Toronto, recently, by Prof. J. H. Faull, who occupies the Chair of Botany in the University of Toronto. He stated that the blister rust threatened to deprive Canada of one of its greatest sources of wealth. It is a comparatively new pest and was introduced into America from Europe about twelve years ago.

Prof. Faull urged the appointment of a commission representative of the lumbermen, nurserymen and the government to have full control of the situation. On the outcome would depend the reforestation policy of Ontario and the Dominion, and the health, productivity and perhaps existence of our valuable, commercial white pine forests. The outlook is serious and the proposition of protecting our wealth of pine, Prof. Faull added, was one for the lumberman, the forester, the pathologist, and local agencies.

The white pine blister and its destructive consequences, oddly enough, is the result of a strong move for reforestation which swept Canada and the United States a little more than a decade ago. The slogan of this movement was, "Plant white pine," which is the basic tree of the Canadian forests, and the immediate result was that the stocks of seedlings in the hands of American nurserymen were depleted. Some years previous a reforestation movement had swept through Europe, and large stocks of white pine seedlings had been imported from America. This blister rust disease had always existed in the Ural mountains, but its ravages there were not serious. When white pines were set out in Europe, however, the disease became very virulent and attacked practically all the imported stock. When, during the reforestation movement in Canada and the United States, American stocks of seedlings became depleted, the nurseries sent buyers to Europe for the purpose of securing enough young trees to meet the demand in America. The Europeans were shrewd enough not to inform the buyers of the ravages of the blister rust, and large stocks of seedlings were imported and distributed throughout the white pine districts.

The disease requires about three years before it begins to manifest itself by a swelling of the limbs of the tree, which take on a sickly, yellowish appearance. Once established, the fungus progresses down the branch or stem year by year. Each spring there arise from the swollen, discolored tissue invaded during the previous year numerous pale orange or whitish blisters filled with countless spores. About four years ago the prevalence of the disease in our Canadian forests was remarked, and since then a vigorous campaign has been carried out in Ontario and Quebec to eliminate the new pest.

The pest requires two hosts to complete its life. It develops first upon the leaves of currant or gooseberry bushes. In these bushes it attacks only the leaves, coating them with a reddish matter, from which the name rust arises. It destroys the leaves and so works havoc with these bushes. From the bush it may be carried by the wind to a white pine. But it cannot pass from one pine to another save through the intermediary of a current or gooseberry bush. This affords a simple method of combating the disease, elimination of current or gooseberry bushes in districts bordering upon white pine forests. In 1915 a survey made in Ontario showed that the disease was most prevalent on the Niagara Peninsula. It was also found in the vicinity of Bowmanville, Guelph and Dutton, and an affected area was discovered close to the Quebec line in the northern part of the province.

The life-history of the pest is as follows: On the pine—Attacks only five-needled pines, on which it lives perennially in the bark of the limbs and stem; it produces cankered areas with discolored swellings; limbs or stems are girdled and killed, seedlings are killed rapidly and adult trees more slowly; spores procured in early spring from canker blisters may infect nearby currants, but not pines again.

Canada Will Take An Inventory

Taking an inventory of what one possesses is a wise and discerning procedure in business practice. Founded on a proper basis and with a fair and just appreciation of values, it enables a business house to know exactly where it stands. If the principle is sound and applicable in mercantile affairs, it should operate with equally satisfactory and beneficial results in national undertakings. With the object of giving effect to the declared policy of the federal government, in mobilizing the resources of the nation for the prosecution of the war, a sub-committee of the War Committee of the Cabinet has been formed, to be known as the Canada Registration Board. The aim is a worthy one, and provides for a maximum contribution in men, food-stuffs, munitions, and ships. The personnel of the board represents live and aggressive business men, and, in addition to a tabulation or registration of man-power, extensive co-operation is the object in view. Authority is given to take an inventory of such industries of

Canada as the board may determine, with a view to having accurate knowledge at all times of the extent to which the various classes of labor are employed, hours, wages, etc., and to formulate plans whereby the eligible men and women of the Dominion may be made more readily available for such industries as are most essential for the prosecution of the war. This is certainly a progressive step in the interest of conservation and the development of efficiency to the highest point.

Properties of Canadian Douglas Fir

Forest Products Laboratories Find the Coast Type is Stronger than the Mountain Type

One of the most useful parts of the work of the United States Forest Products Laboratory at Madison, Wisconsin, is the testing of all the different native woods, so that architects, engineers, builders, and manufacturers may know just what are the best uses for each particular kind of timber.

The Forest Products Laboratories of Canada, established about three years ago, under the Forestry Branch of the Department of the Interior, have taken up this work as one of their first duties. The tests do not duplicate those of the United States Laboratory, but, so far as the same kinds of woods are tested, they are supplementary. That is to say, the Canadian organization makes tests which show how far the qualities of the woods grown in Canada agree with the qualities of the same woods grown in the United States, and wherein they differ. Thus there is no overlapping, and the greatest possible amount of information is gained by this method of work on the part of the two organizations.

The regular method of work is to test one kind of wood at a time and to issue a document setting forth these facts. In beginning in Canada, however, it was felt that Canadian architects, engineers, and builders should be acquainted as soon as possible with the main qualities of the leading structural timbers, particularly as to how they compared with structural timbers imported from other countries. The results of this first series of tests was made known in Forestry Branch Bulletin No. 59, "Canadian Woods for Structural Timbers." This bulletin, which showed the high qualities of certain of Canadian timbers for structural purposes, has been widely circulated and has been commended by producers and consumers. Extended extracts from this bulletin have been published in the "Canada Lumberman," and if any readers have not read the document itself, or desire additional copies, they may be had free upon application to the Director of Forestry, Ottawa.

Studying All the Important Timbers

This opening study having been completed, the Forest Products Laboratories of Canada are now studying the important Canadian timbers as rapidly as possible. The strain of war-time, with the special demands it brings, makes this rather a slow process, particularly as thousands of tests of different kinds have to be made on each wood under consideration. The first individual wood to be taken up is Douglas fir. These tests are fully set forth in Forestry Branch Bulletin No. 60, "Canadian Douglas Fir, Its Mechanical and Physical Properties." It has not yet been issued, but it is expected that it will be ready for distribution in a few weeks. It will be sent to a carefully selected list of architects, engineers, builders, and manufacturers, and those who desire to make sure of securing a copy may make application to the Director of Forestry, Ottawa, when it will be sent to them free as soon as issued. This bulletin by means of carefully prepared texts, tables, diagrams, and illustrations explains the important qualities of Douglas fir and what are its strong points and its weak points. The material tested was taken from three localities—from the east slope of the Rocky Mountains; from the west slope; and from the Pacific Coast. It is impossible to give in a paragraph the conclusions arrived at in this bulletin of about 85 pages, closely packed with valuable material, but a few leading points may be given:

1. Tests show that Douglas fir grown in Canada and that grown in the United States may be considered to be of practically identical properties.
2. Coast type Douglas fir is stronger than the mountain type of the same species.
3. Material from different parts in the same tree varies considerably, the stronger wood being on the outside, the weakest at the heart.
4. Strength and proportion of summer-wood vary in the same manner—that is to say, the greater the proportion of summer-wood the greater the strength. This is a most important point, because it shows that it is possible in the case of Douglas fir to formulate a grading rule based on the number of growth-rings per inch. Such a rule, for instance, might specify that timber to be graded as first class must have not less than so many growth-rings per inch.
5. The seasoning of Douglas fir greatly increases the strength when moisture content has been reduced below the fibre saturation point.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch.) \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 26th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wood and Sawdust Wanted

100 cars slabs and sawdust for spot cash soon as loaded. Address Box 676, Canada Lumberman, Toronto. 4-7

WANTED—Slabs, hard or soft wood, 4 ft. lengths, or mill run lengths, state which. Also state kind, quantity, price, shipping point, what railway and when can ship. James E. Gardner, Niagara Falls, Ontario. 6-6

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Logs Wanted

Wanted first-class Ash, Birch, Basswood or Poplar Logs, 17 in. and up in diameter. Address Robbins Veneer & Lumber Co., Elliott Square, Buffalo, N.Y. 6-6

WANTED—One car of 3 in. No. 1 and Clear Spruce; two cars of 2 in., also some 1 in., 1 1/4 in. Will take it green or dry.

EDWARD C. BRADLEY,
Gerke Building,
Cincinnati, Ohio.

5-6-7-8

Pine, Etc., Bolts Wanted

Pine, Basswood, Whitewood and Spruce Bolts, eighteen inches long. Quote F. O. B. Bothwell, Ontario.

REID BROS.,
Bothwell, Ont. 4-6

Maple, Birch, Etc., Wanted

We are in the market for Maple, Birch, Elm and Basswood, to be sawn to our order. Spot cash settlements and assistance given to responsible parties.

Address Box 702, Canada Lumberman, Toronto. 6-t.f.

Birch Logs Wanted

Wanted—Prime No. 1 Birch Logs for rotary cutting, 16 in. diameter and up. State price, earliest delivery. Box 675, Canada Lumberman, Toronto. 4-7

LUMBER WANTED—For immediate delivery, several cars Beech and Maple, 2 and 3 inch plump. For future delivery several cars Rock Elm, cut 2 1/4 and 3 1/4 inch. Spring and summer delivery. Quote prices to

The St. Mary's Wood Specialty Co., Ltd.,
St. Mary's, Ont. 5-6

For Sale-Lumber

Cedar Posts For Sale

15 Cars 4 1/2 in. and up peeled Cedar posts.
F. McGIBBON & SONS,
3-6 Sarnia, Ontario.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que. c

Lumber For Sale

1 Car Square Spruce, 16 ft. and up, 7 x 7 in. and up to 12 x 12 in.
1 Car Square Cedar, 8 ft. long, 4 x 4 in. and 5 x 5 in.

About 400 M. ft. Mill Run Spruce, Culls out, 1, 2 3 x 4 in. and up, and 4 x 4 in. and up, to 9 x 9 in. Also a few carloads of pulpwood, all for immediate shipment.

J. GEO. CHALFOUR,
Quebec, P.Q. 6-6

JOHN HARRISON & SONS CO., Ltd. Owen Sound, Ontario

Offer straight and mixed cars, Hemlock, Pine and Hardwood; also Lath, Shingles, Cedar Posts, etc. Sash, Doors, Frames, Interior Finish, side and end matched Hardwood Flooring—everything required.

Try us once; you will be pleased.

John Harrison & Sons Co., Limited,
Saw and Planing Mills,
4-t.f. Owen Sound, Ont.

Lumber For Sale

1,500,000 feet Mill Run Spruce.
1,500,000 feet Mill Run Jack Pine.

Mills now sawing. Billstuff and dimension cut and orders filled promptly. Inquiries solicited.

The Northern Lumber Mills, Ltd.
4-7 North Cobalt, Ont.

For Sale-Machinery

Planer For Sale

One MacGregor-Gourlay Planer, Double Surfacers, almost new; has been running no more than six months altogether.

J. GEO. CHALFOUR,
Quebec, P.Q. 6-6

Slab Resaw For Sale

For Sale—Very fine Mereen-Johnson No. 24 Slab Band Resaw. Wheels 50 in. for 8 in. blade. Box 692, Canada Lumberman, Toronto. 5-6

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,
Port Arthur, Ont. 6-9

We Have For Sale

1 Boss Automatic Shingle Saw, in good condition.

1 14 x 14 Ideal, high speed engine, Goldie & McCulloch make, requiring slight repairs, but in running order, as we last used it, before changing to another source of supply. This engine is particularly adapted for saw mill work, the high speed of the engine enabling it to keep up a constant momentum and offsetting the drag of a saw going into the cut. This engine has an outside bearing on the belt wheel end of the crank shaft.

1 Double Wood Splitter.

1 Double Edger, Seury make.

1 Saw Mill Carriage, 2 head blocks, boss dogs, rack, and Simon feed and gig works.

1 Single Cylinder, box board printer, Waterous make.

The Wm. Cane & Sons Co., Ltd.,
Newmarket, Ont. 6-9

Wire Rope

11 pcs. 1 1/2 in. A. S. & W. Plow Steel, 6 x 19, hemp center. 670 ft. lengths. Practically new.

1 piece 2 1/2 in. Cast Steel, 2,200 feet long. Good for main cable.

ZELNICKER IN ST. LOUIS

Get Bulletin 230—68 bargain pages. 6-6

FOR SALE

One Union Iron Works Upright Resaw, 8 ft. wheels, with drive pulleys.

One Improved Mershon & Co. Horizontal Slab Resaw, 5 ft. wheels, for 8 in. saws. Used only three years.

One Tug Smoke Stack. Size 34 in. x 23 ft., 10 gauge iron.

One Three Saw Edger, Waterous make.

One Smoke Stack, 26 in. x 73 ft., with 7 ft. Spark Catcher, 10 gauge iron. From 40 ft. to top 12 gauge iron.

One Timber Surfacers, 30 in. Cylinders, with 14 in. Side Heads.

McGregor & Gourlay Shop No. 8461, Cut No. 202.

One two Spindle Shaper. McKechnie & Bertram make.

Two sets of Prescott Steam Set Works.

The Pigeon River Lumber Company, Limited,
5-8 Port Arthur, Ont.

For Sale

One tandem compound Goldie & McCulloch steam engine, 135 h.p. rating.

One Laurie Engine Co. 13 x 30 Corliss engine.

The above engines are in A1 condition.

We have also a large amount of 4, 6 and 7 in. wrought iron steam and exhaust pipes, complete with valves and fittings. The price F.O.B. cars will be quoted to those interested.

Apply H. M. Miller, Water, Light & Heat Commissioner, St. Marys, Ontario. 3-6

Planer and Resaw For Sale

One Double Surfacers endless bed planer, 12 x 26, Clark Demill make, as good as new. One Jackson & Cochrane Band Resaw, 56 in. Box 70, Sarnia, Ont. 5-6

Belting For Sale

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements. N. Smith, 138 York Street, Toronto, Ont. 6-11

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3/4-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves. 115 lbs. Government Steam Test.

HOPE LUMBER CO.,
Thessalon, Ont. 6-9

Wanted-Machinery

RAILS WANTED—13 lb., 16 lb., 20 lb., 25 lb., 56 lb., and 60 lb., in carload lots. Must be first class shape and standard. Quote lowest possible price gross ton. Box 691, Canada Lumberman, Toronto. 5-6

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large saw mills. Reference. Box 689, Canada Lumberman, Toronto. 5-6-7

SAW MAKER WANTS POSITION as Filer. 15 years' experience, Factory, Mill, Barker, Saws. Reference as to character, ability. Box 678, Canada Lumberman, Toronto. 4-6

FIRST CLASS SAWYER WANTS POSITION, either Band or Circular, right hand Band Mill preferred. Can give first class references. Box 677, Canada Lumberman, Toronto. 4-5-6

A young married man wants position at once as superintendent or assistant in a large lumber yard or buyer for a good firm. United States or Canada. Apply to Box 703, Canada Lumberman, Board of Trade Bldg., Montreal. 6-6

LADY STENOGRAPHER and Assistant Bookkeeper with ten years' experience, wishes position with a lumber firm in Montreal. Six years' experience in lumber business. References. Box 706, Canada Lumberman, Toronto. 6-6

BAND SAWYER—Owing to present employers curtailing operations, am open for a position. First class grader and fast man. References that cover years of good work. Box 684, Canada Lumberman, Toronto. 4-9

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

WANTED — POSITION AS SUPERINTENDENT in good planing mill, hardwood flooring or box factory. Am thoroughly experienced in all lines of wood manufacturing. Am efficient and can get results that will reduce costs. Apply Box 704, Canada Lumberman, Toronto. 6-7

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

SALESMAN FOR CITY OF MONTREAL.
Must speak English and French.

McLennan Lumber Company, Ltd.,
Montreal, Que.

WANTED MAN TO TAKE CHARGE OF SAW MILL containing two double cut bands, in Manitoba. Must be good smart young man, capable of handling men, and experienced in the business. For particulars apply to Box 705, Canada Lumberman, Toronto, or address Waterous Engine Works, Winnipeg, Manitoba.

6-7

Business Chances

Timber Limits For Sale

Township of Mills, Berth No. 2.
Township of Pringle, Berth No. 3.
Township of Pringle, Berth No. 4.
Township of Lount, Berth No. 1.
Township of Lount, Berth No. 2.

Apply, A. LESLIE,
P. O. Box 763, Barrie, Ont.

6-9

Saw Mill For Sale

FOR SALE—Saw Mill in a thriving country village, close to C. P. R. Station, in a good farming community, with planer, shingle machinery, lath machinery and grain chopper in connection, all in good running condition. Owner has good reasons for selling. Apply Box 252, Shelburne, Ont.

6-9

Mill and Limits For Sale

Double cut Band Mill, capacity 40,000 to 50,000 feet per day, in first-class condition, on good drivable stream with plenty of available timber.

This is a money-making proposition and is being sold owing to the owners having other interests which claim all their attention. Box 700, Canada Lumberman, Toronto, 6-7

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
Montreal, Que.

8-t.f.

Timber Limits For Sale

FOR SALE—The actual owners wish to get into touch with actual buyers. Virgin timber; average 27 M. to the acre; on a river; close to tire water; inside Vancouver Island. Fir, spruce, yellow cedar, red cedar. Coast hemlock, balsam. Exceptionally good logging. Held under perpetual licenses. Price on basis of one dollar per M. Address: The Sunset Mills, Limited, Nelson, British Columbia. 6-10

TOWNSHIP OF FOSTER

36 square miles splendid body mixed timber; pine, hemlock, birch, spruce, elm, ash, maple, pulpwood, cedar poles and ties, cordwood. Roads cut, streams improved. One of cheapest operations on North Shore. Supplies landed on limit from Algoma Eastern Railway and C. P. R. within hauling distance. Ideal portable mill operation. Suitable for furniture manufacturers. Cheap railway rate to Little Current for water shipment. No time limit for cutting all classes of timber. Apply, R. B., Box 682, Canada Lumberman, Toronto. 4-8

Efficiency in Handling Lumber

One of the last departments to take up efficiency methods is the yard department; the internal movement of the lumber from the chains to yard and finally to cars for shipping. The most common method is the mule or man power, which is expensive, slow, inconvenient, and uncertain.

These methods are slowly giving way to more modern methods, principally to the industrial electric tractor. Lumber tractors of this type have been used in the movement of freight at railroad stations, factories, mines, United States Government, etc. They are no experiment, having been tried out for many years.

The handling of lumber lends itself better to the installation of this apparatus than any other class of freight, for the reason that there are large loads to move, uniform units, quick loading and unloading, good hard runways, etc.

The cost of handling lumber varies at different plants. It is reasonable to assume that one tractor will displace three mules and two men and effect a saving of \$7.25 per day on a \$2,500 investment.

It would be well for the progressive lumberman to analyze his yard costs so that when he does figure on motorizing, he will have the facts to go by. He should know the cost of maintaining his mules, what their average life is, what they cost, what he can feed a mule on now and the cost per 1,000 feet of lumber moved. Separate your mule costs from your other costs. Do not include the loading of the dollies, the stacking, etc., as these are items that remain the same whether mules or tractors are used.

Tram costs will be less with electric tractors and rubber tires.—The Southern Lumberman.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

We offer the following dry stock for immediate shipment:

1 car 3 in. Soft Elm, No. 1 C. & B.
1 car 1 in. Soft Elm, No. 1 C. & B.
1 car 1½ in. Birch, No. 1 C. & B.
1 car 2 in. Beech, No. 2 C. & B.
1 car 1 in. Beech, No. 2 C. & B.
1 car 1 in. Soft Maple, No. 2 C. & B.
1 car 1 x 4 Birch, No. 2 & 3 Com.
1 car Cedar Posts, 8 & 9 ft., 5 in. & up

Will be pleased to quote prices.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

Union Lumber Co.

Limited

White Pine

Red Pine

Spruce

Red and Jack Pine

Lath

Union Lumber Co., Limited

701 Dominion Bank Building

TORONTO, CANADA

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

Write for Quotations.

LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK OFFICE, COURT HOUSE & JOB STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.
SEND FOR CATALOGUE

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UNION STOCK YARDS

OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

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WALTER HARLAND SMITH
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PRESSES

Hydraulic and Screw

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VENEER

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Special machinery made to order

WILLIAM R. PERRIN

TORONTO, CANADA Limited

Review of Current Trade Conditions

Ontario

The transportation problem is improving somewhat according to advices received by the various lumber companies. The embargo on the C.P.R. from Smith's Falls and points west to Toronto has been lifted, while one on the G.T.R. at the frontier in Ontario has been removed. With the advent of warmer days, shipments of carloads are going forward a little more satisfactorily. A leading member of the trade stated that, in the Parry Sound district, he did not think woods operations would result this season in more than 50 per cent. of the cut last year, while 1917 was considerably behind that of the previous year.

Recent advices from Buffalo and other border points say that embargoes are still on to quite an extent in that territory, but weather conditions are improving, and firms look for some of these embargoes to be lifted very soon.

Building prospects do not materially strengthen, but all retail lumbermen look forward to a very fair business. Last year there were no indications of any great volume of trade, and yet most concerns report that results on the whole were ahead of 1916.

There is still considerable difficulty getting out shipments and making deliveries at many points. Late March storms have not tended to improve the situation to any material extent. The trend of prices in every line is upwards, and the contributing causes are so well understood that no extended reference is necessary. Wholesalers are looking into the figures they will have to pay for the 1918 cut of the mills, which will soon be in operation. No large transactions are reported, owing to the desire to await more settled conditions and to ascertain more accurately the market values and the shaping up of events.

Stocks in many instances are low and marketing operations have in not a few cases been curtailed, for, as a leading member of the trade expressed it, "What is the use of taking orders when you cannot guarantee deliveries under any circumstances? We did not during February get more than one-tenth of the cars that should have been placed at our disposal. Labor and other hampering conditions have made the trade anything but a paradise on earth during the past winter. We thought that the congestion of 1917 was bad enough, but the present tie-up had it beaten to a standstill."

It is hard to speak with respect to values, and the demand in many lines is spasmodic. The requisitions for crating and commercial uses are very satisfactory, and a large amount of repair work and necessary alterations will be carried on, but, so far as new buildings and other undertakings are concerned, it is too early yet to speak with any degree of assuredness, and, in the meantime, builders and contractors are feeling their way. In the Eastern States business also continues quiet in all building lines, but there is a fair demand for white pine for manufacturing purposes.

Eastern Canada

There is little new to report in the Eastern situation. Conditions on the whole remain unchanged, and, while some embargoes have been removed and shipments are going ahead a little faster, March storms occurred to tie up traffic again. The return of Canadian cars from the United States is slow, and the principal topic of discussion is the congestion of traffic. All kinds of cars are being used to haul lumber, and routing is a matter of great difficulty, as where one road may be able to handle a shipment to a certain point, there is no assurance that another line will be able to carry it on. It is hoped from this out that conditions will improve and, with the movement coincident to spring, one of the greatest drawbacks of the trade will be gradually overcome.

Mills are getting ready to start operations next month, and another point of interest is that regarding prices. It is expected that quotations on all lines will go higher, owing to the decimated woods operations, the shortage of labor, and the high cost of operation and maintenance. Larger figures must be obtained or there will be no profit on cutting during the present season. If shipping facilities could only be provided there would be lively business in the English market, where stocks are low.

There is not much demand for building material as yet, and conditions point to a rather slow opening up of trade in this line. Builders and contractors are inclined to hang back and carefully weigh matters before launching out. The high cost of materials and labor is the chief deterrent. One firm reports that so long as the war continues there is every indication of a steady advance on many kinds of lumber, but that there is a lack of uniformity in prices, and producers are several dollars a thousand apart in their ideas of values. It is rumored that, while buyers have been out canvassing the situation regarding

the sale of 1918 cuts, there is no inclination to sell. Manufacturers prefer to wait a while yet until things assume a more settled basis. Several woodworking plants in the East have secured large contracts recently for shell boxes, which will keep them employed steadily until June. It is reported that no further contracts will be awarded for some weeks. Sash and door factories are only fairly busy, and many are making up stock goods.

United States

The hardwood market is, on the whole, brisk, and very good prices are being obtained. The number of embargoes in the East is being slowly removed, and those at other points are being lifted. This has resulted in more enquiries. Firmness characterizes the white pine market, but it is announced that shipments from Canada are not coming forward either promptly or in the customary volume. This is caused by the fact that cars from the Dominion cannot be sent into the United States, all deliveries having to be made in United States cars. This, of course, retards the movement considerably. Yard trade is below normal, but industrial demand is good.

There is a ready requisition for spruce for many purposes, but the chief trouble is in the matter of deliveries. It is also reported that there is difficulty in getting spruce from Canada, due to the car regulations. The one important event of the past few days has been the inauguration of the eight-hour movement in the camps and also the mills producing cedar, hemlock, spruce, and Douglas fir in Western Washington and Western Oregon. The natural question is, How will it affect production? Will output be speeded up to maximum? It is certain, however, that the cost will increase. The market for Douglas fir is firm, and the government is rushing train loads to Eastern and Southern shipyards. Cypress is in fair requisition wherever it is possible to make shipments.

The government is using a large quantity of hemlock. Shipping conditions have improved, and the price situation helps to move stocks. The normal production level in Southern yellow pine has been passed, and the export trade, especially with South Africa, shows improvement. Prices are well maintained. In Western pines quotations are normal, and every effort is being put forth to increase production. Speaking of the new eight-hour day regulation with Western white pine producers in Eastern Oregon and Southern Idaho the "American Lumberman" says: "Of even more importance is the agreement that no mill or logging camp shall work any shift more than eight hours in one day nor more than six days in one week until further notice. As many shifts as possible can be worked, of course. The point of most immediate concern to all is whether this will make possible the speeding up of production. A sawmill cannot cut as much in eight hours as it can in ten hours when the men are really working, but two eight-hour shifts certainly will cut more than one ten-hour shift. Some of the mills may try three shifts if labor enough is available, though their practicability is doubtful. This leaves only California and Montana with the ten-hour day—for how long remains to be seen. In all the producing sections demand is keen enough, but sales are limited because the stock is not on hand to be sold."

Great Britain

Reports from various centres show no decided changes in the general situation. In native timber the trade is enjoying a fair measure of prosperity, although conditions are far from normal. There is a fair demand for all home-grown woods, but the great trouble is to get delivery owing to the scarcity of labor for felling and transportation. According to advices from Liverpool, a number of timber merchants, who in the past dealt exclusively in imported woods, are going to confine their attention to the cultivation of business at home, so that when trading resumes its ordinary course the probability is that native production will be largely used in conjunction with imported woods for the making of numerous articles in common use, which, in former times, were created entirely of imported stock. The trade in the mahogany market is limited, as supplies are very short. An exchange says that the great effort the United States of America is putting forth to extend her shipbuilding program in order to secure more tonnage for herself and her allies is hardly understood yet by the majority of people. The fact that some 3,000 to 4,000 skilled lumbermen have been sent into the vast forests on the other side of the Atlantic to convert something like 40,000,000 feet of Douglas fir for the construction of wooden ships is a sum total so huge that the ordinary intelligent mind can scarcely comprehend the tremendous amount of shipbuilding work now in progress; but this fact will eventually be seen and



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

fully appreciated when modern equipped vessels are turned out daily from the large shipbuilding yards in America, which are now undertaking this enterprise in the interests of humanity, and with the supreme object of defeating the submarine menace; also to replace the lost tonnage by a larger volume than the world has ever known. When this important factor penetrates the mind of the enemy it will be seen how elusive are his dreams of conquest of this planet and the utter futility of attempting to starve us into submission. Incidentally it will reflect to the credit of the United States lumbermen, as being one of the means in providing the material for the defeat of enemy designs.

The trade in American hardwoods maintains its popularity, in spite of adverse conditions surrounding the delivery of such small quantities of oak, gum lumber, poplar, etc., which continue to arrive here spasmodically, notwithstanding the difficulties in obtaining freight room, shortage of labor, and curtailment of transport. In other words, these woods, although in general use, and in ordinary times quite indispensable in their employment in the manufacture of the arts

and crafts, are in these strenuous times considered to be connected with the term of "luxuries," and their importation is only allowed when opportunity permits.

From Glasgow comes the report that trade in imported timbers is still much restricted, and the prospects for any immediate improvement are not particularly bright. The one source of satisfaction is that any alteration must be for the better. Forward business is only possible under license, and contracting is, in consequence, limited to the more urgent requirements for ammunition cases, shipbuilding, etc. A little more activity has centered round American hardwoods during the week, quite a few sales of oak, poplar, and gum having transpired, chiefly from stocks held in merchants' hands. A few lots of dunnage wood, recently arrived, were also disposed of, prices in every instance ruling firm. Home-grown oak timber of good quality and dimensions is in active request from railway carriage and wagon builders, and also from cabinetmakers, and suitable specifications are commanding high prices.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

General Conditions Show Improvement

Ottawa, March 11.—(Special to the "Canada Lumberman.")—Firm prices and a good demand featured the Ottawa lumber market during the opening period of March. As compared with February the general situation showed improvement; and, compared with a corresponding period a year ago, it exhibited more hopeful indications than in 1917.

The car situation showed some betterment over last month. Embargoes, while they continued to cause much inconvenience to shippers, were easier than five or six weeks ago. Open weather during the end of February and the first week of March helped transportation considerably, with the result that stocks began to move more freely when cars could be secured. The shortage of cars is still the chief concern of most of the lumbering companies.

Only about 15 per cent. of the cars required were available, and much uncertainty existed with shippers as to when they could have them for loading. One company had orders on its books for six months and the stock still awaits shipment. Lumber shippers have hopes that when the Western grain crop is all moved that the car situation will become easier and a more definite basis as regards transportation can be expected.

Aside from the car and embargo situations several members of the trade are doing considerable speculating as to what the manufacturers will charge for their 1918 mill cut. The correspondent of the "Canada Lumberman" was told that some American buyers had exhibited a tendency of delay in placing their orders until they had an indication as to how much the advance would be over the 1917 prices.

There is almost no hope or belief at all that lumber will decline in price. Everybody, from the manufacturer to the retailer, is looking for an advance and wondering how much it is going to be. Prices are almost certain to substantially advance before midsummer. Lumber, dealers says, was one of the last commodities to advance in price, and it is taken that it will be about one of the last to decrease. On the woods operations in the Ottawa Valley for 1917-18 there are no indications that prices should not go higher. The cut of the valley is below that of last year. Labor increased around 100 per cent. and food around 60 per cent. These are the two chief elements in the cost of logging, and it appears that if the manufacturers do not advance their prices considerably for the mill cut this year that they will lose heavily.

Stocks for shell box manufacture continue to grow scarce. The market, from seconds to the lower grades, is not overstocked, nor is there any great surplus of first quality lumber. The principal demand for some time past has been middle and the lower grades, with the result that the stocks were used up and supply and demand caused the prices to advance accordingly. With the middle and lower grades advancing, the prices approached those of the higher grade in undue proportion to quality. This necessitated an advance in the figure for high-grade stock.

Though definite announcement was not made by the Imperial Munitions Board regarding the aggregate number of shell boxes contracted for in the last placing of orders, the "Canada Lumberman" understands the number was in the vicinity of eight hundred thousand. Four Ottawa woodworking plants secured orders aggregating about 250,000 boxes. The new issue of orders by the board should take three or four months, or perhaps longer, for the plants to complete. A former issue of orders around 500,000 boxes took the trade some four months to fill. Mr. Woodhouse, of the Imperial Munitions Board,

stated that the board would not be in the market for further boxes till April or May.

W. C. Edwards classified the early March business as good. Orders and enquiries continued favorable. The chief difficulty was getting cars for shipment. The car situation, while reported by this company to have shown improvement over February, is not yet entirely satisfactory. Many carloads on order are still awaiting shipment from both the Rockland and Ottawa mills. The company was successful in its tender for shell boxes and received an order for 70,000 two-round six inch boxes, which will take about six weeks to complete. The price was so low that Mr. Gordon Edwards said: "It is almost a sin to make boxes at this figure." The woods camps have begun to wind up the season's operations.

The McAuliffe-Davis Lumber Company reported business as being only fair. The demand for building stocks was light. Shipments were reported to be moving more freely. An order for a considerable number of two-round six-inch shell boxes was secured by the McAuliffe-Davis Company. The amount of the order was not announced for publication.

Gilmour & Co. reported the market as being very firm and the demand good. They are of the opinion that manufacturers are not booking orders at present on account of the anticipated big increase in price which, it is believed, will certainly follow the decreased log production in the Ottawa Valley this winter and the enhanced cost of logging operations. Orders increased over February, and, with the improvement in the car situation, Mr. Gilmour looks for a brisk spring market, accompanied by higher prices.

Mr. C. Jackson Booth, sales manager of John R. Booth, stated that the outlook, judging from present conditions, was very unsettled. The woods operations of John R. Booth had been unsatisfactory. The log output, though definite figures are not available, will be considerably below that of last season. The shortage of cars and the intermittent applying and lifting of embargoes caused considerable difficulty in shipments. Carloads of pulpwood en route for the paper mill did not move for days, and consequently the mill only operated at intervals.

The majority of the men in the woods for the Hawkesbury Lumber Company came out before March 10, and it was expected that the remainder would follow shortly. Mr. R. L. Blackburn reported the car shortage had greatly handicapped shipments with the Hawkesbury Company. Some orders on the company's books six months ago still awaited shipment. Mr. Blackburn reported a shortage of 10-inch stock of practically all woods, and also said 8 x 2 was scarce.

The M. C. Neate Lumber Company asserted that the retail trade was quiet, with little activity showing in building lines. This company secured a shell box order for 35,000 two-round six-inch, which will keep the plant busy for six weeks or more.

J. Oliver & Son secured a contract for 60,000 two-round six-inch shell boxes. The mill labor situation was reported as satisfactory.

The Rideau Lumber Company reported very little business, chiefly due to shortage of cars and embargoes against many shipping points in Northern New York State. A shortage of stocks of the lower grade was also reported.

Estate of James Davidson completed its woods operations around March 15. About 150 men were affected. Mill labor is reported good. An order for a carload of moulding for Halifax was received. Mr. Grant Davidson said that it was expected the plant would complete

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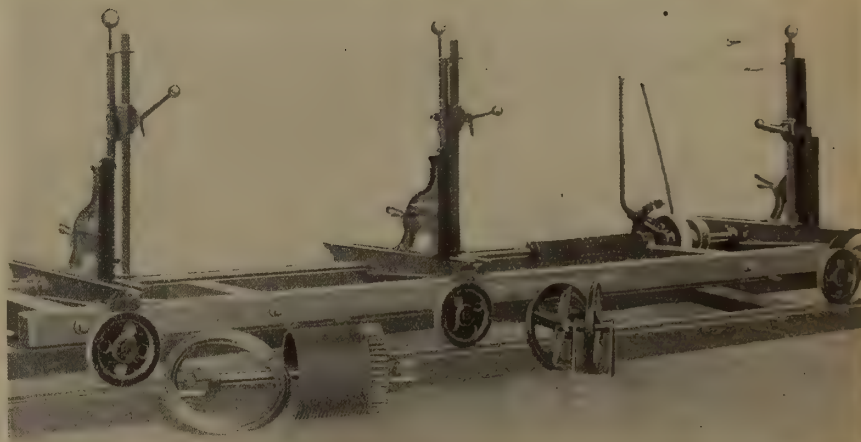
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CARRIAGE.—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS.—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS.—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



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the old 128,000 shell box contract before the end of March. This plant was not successful in its tender on the new shell box contracts. The sash and door trade continued slow.

Shepard & Morse Lumber Company say business is good and orders plentiful. The rail situation has shown some improvement since February. Enquiries are continuing satisfactory, and Mr. P. C. Walker is of the opinion that if cars are available that a good spring business will be done. The principal demand was for export to the United States.

Shipping Situation is Still Trying

Montreal, March 11.—(Special to the "Canada Lumberman.")—The transportation problem continues to be the dominant feature of the market. Enquiries and orders are fairly satisfactory, but, as the head of one firm remarked, "What is the use of booking orders when we cannot deliver the lumber?" On the top of the car shortage comes the embargoes in the United States. Even in instances where the orders are for the United States Government and licenses for shipment to embargoed points have been given, it is almost impossible to get a sufficient number of cars. Canadian shippers to domestic buyers are in the same boat as regards cars. The situation has resulted in firms being unable to fill their orders with anything like promptitude.

The question of prices for the new cut is again discussed. Manufacturers are, in many cases, still unwilling to talk firm prices, although naturally are prepared to do business on a basis which some wholesalers regard as out of the question. One firm has been looking over the ground east of Quebec and found practically no disposition on the part of manufacturers to sell cuts, preferring to wait events. In instances where quotations were named the figure was around \$35 per 1,000 feet, log run, culls out, for spruce. In these times of advancing prices, buyer and seller find it more difficult to get together, particularly as there seems to be an impression that prices will go still higher.

The paucity of the demand for local building may be judged from the following figures of the building permits: For February, \$77,045, a decrease of \$325,520; and for the two months of the present year \$190,155, a decline of \$462,305. The building season will, in all probability, be a poor one, as there are no outstanding projects in sight, and any building will be largely confined to work which cannot be postponed. The high cost is a deterrent to extensive building being undertaken. Stocks in the yards are reported to be low.

There is a better enquiry for hardwoods, especially those for piano and furniture factories. Veneers have also been in good demand, but stocks are not large, and the embargoes in the States have acted against free shipments to this side.

The pulp markets are a trifle firmer. Sulphite is selling more freely, while ground wood keeps steady. The car situation is affecting practically all the mills, and shipments are comparatively slow. The price of pulpwood continues high, other raw materials being on a firm basis.

Waiting for the Turn of the Tide

St. John, N.B., March 11.—(Special to "Canada Lumberman.")—Conditions in the timber trade in St. John are more quiet than they have been for some years, and are almost at a standstill. Little, if any, shipping is being done by water, and not much more by rail. Only those who have bona fide United States Government orders are able to get anything over the border. Matters do not seem to improve any, and the trade is now waiting for the turn of the tide. Inactivity characterizes the movement of stocks.

The general opinion is that prices will have to advance or millmen will have no profit on their 1918 sawing. This matter has been so thoroughly discussed in previous references to the subject that it needs no extended comment at this particular time. The local manufacturers have about come to the conclusion that they will have to saw their logs and pile their lumber, selling such stocks from time to time as will realize a profit. Those who can will hold the sawn material pile as long as yard room is available and then cease operations. Some enquiries from Liverpool have been coming to this side of late, and offers, f.o.b., have been made at \$35 per M. for the usual specifications, with ends fourth, and scantlings at about \$2 less, including a certain amount of boards. If boats were available there would certainly be a good movement of lumber, as the stocks at Liverpool and Manchester have never been so depleted. The only lumber that these cities have been able to get is that sawn in England and Scotland by the government. It is reported that some sales of Quebec two-inch have taken place during the last three weeks, log run, at \$35 per M. at the mill. It is rumored that some twenty million feet changed hands at this figure. Other mill cuts are under offer at or around this quotation. If the logger and mill man hold a good, stiff upper lip they should be able to get a purchaser for their product.

Bank logs on the River St. John and its tributaries are bringing unheard-of prices, anywhere around \$16 to \$17 being paid for logs, and

these all running five, six, seven, and eight inch at top, and for eleven-inch logs, which are very scarce, extreme prices are asked.

Local conditions have shown no improvement, and doubtless will not do so until the weather changes. Halifax is not buying much from St. John—in fact, very little restoration work has yet begun, and will not until a definite decision regarding what the government is going to do is given out.

Logging conditions do not show much improvement, and the heavy falls of snow have hindered the work of hauling during the past month. Rain came, but it was followed by snow again, and now it is a question whether the logging operator can get his logs to the streams before the break-up comes. Men are leaving, and those who are not leaving are being drafted for military purposes. The mills in St. John will start up in about four weeks, and are now preparing for the summer work. The usual repairs are being carried on and no extensive changes are being made.

Enough Hardwood to Last Fifty Years

H. T. Flynn, who is a well-known lumberman, and ex-Mayor of Maniwaki, Que., stated recently there was enough hardwood within a radius of twelve miles of Ottawa to take care of the needs of that city for the next fifty years. The wood could be tapped from every station on the Gatineau railway line, commencing from Wakefield, within five miles of the railway station, and could be laid on the rails at four dollars per cord at the most. He added that all over the Gatineau district within a few miles of the railway there were inexhaustible supplies owned by farmers who would be only too glad to have their timber cut and taken away for next to nothing as an aid in clearing the land. Some concerted action should be taken by the government or municipal authorities to obtain the wood and thus avert a fuel famine.

Interested in Large Lumber Concern

In his evidence before the Canadian Northern Railway Arbitration Board in Toronto lately, Sir Donald Mann placed the value of C.N.R. shares at 60 cents on the dollar. He said that the owners would take \$20,000,000 for the \$60,000,000 worth of stock. It appears that the federal government has limited the award of the arbitrators to a maximum of \$10,000,000. Continuing, Sir Donald said that both the Grand Trunk Railway and the Canadian Pacific Railway wanted to buy the C.N.R. Neither of these roads was friendly. Conferences were held at Ottawa with officials of the Grand Trunk Pacific, who also sought to take over the line, but nothing came out of the conferences. The British Columbia Government asked Mackenzie & Mann to extend their lines to the Pacific Coast. The witness added: "We were interested in one of the largest lumber mills in Canada, which paid \$4,000,000 in freight a year. That was the Fraser River Lumber Company, which has a cutting capacity of 800,000 feet a day."

Production of Lumber in France

A report on the operations of the Canadian Forestry Corps in France for the month of December, says: "the companies are all considerably under strength owing to the difficulty in getting reinforcements." Production, however, greatly increased in spite of the lack of reinforcements. The corps was engaged on the production of sawn lumber to be used in the construction of huts for the British, French and American armies.

The work of producing fuel wood for the men in the forward areas was also undertaken by the Forestry Corps and their operations added not a little to the comfort of the troops. This wood is taken to the fighting units by motor lorries.

During the month the good work of the officers and men of the Canadian Forestry Corps operating in the French army area was recognized by the bestowal upon five officers, one sergeant and two privates of the Croix de Guerre, for devotion to duty and bravery under fire. Two officers were awarded the D.S.O. by Sir Douglas Haig, while seven other officers, one n.c.o. and one man were mentioned in despatches.

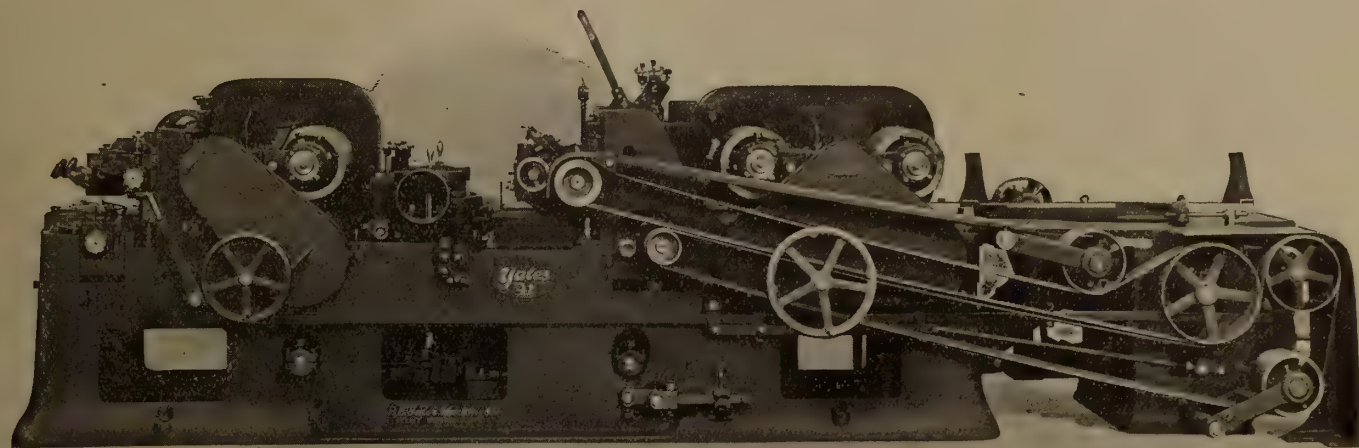
Make a Bridge of Ships

"Make a bridge of ships" to France was the message from General Pershing and every man of his command, delivered to the American people recently by Major Frederick Palmer, Chief Censor on General Pershing's staff, in an address at the National Press Club, Washington.

"Build ships and let every woman and child in the land think ships," said he. "We ought to be wearing little metal ships in our button-holes. Children ought to play with toy ships. The woman who turns from knitting to encouraging a ship's riveter to do more rivets a day is serving her country."

"Toward our shipyards for the power they mean during and after the war the German General Staff strains its vision. Build, build and continue to build ships. Make a bridge of ships to Pershing."

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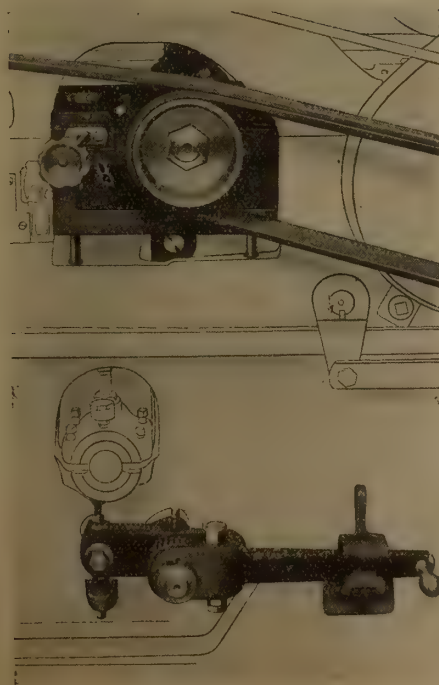
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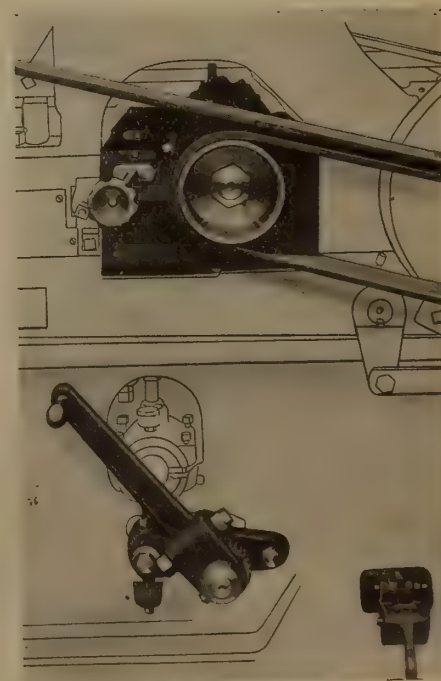
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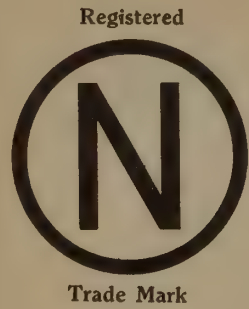
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When single surfacing is to be done, bottom head may be easily and quickly dropped below bed line. Cut at left shows bottom head in position for double surfacing. By disengaging lever bottom head is dropped, as shown in cut at right.





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4	"	8/4	No. 1 Common
5	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
3	Cars	12/4	Firsts and Seconds
2	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
6	Cars	12/4	All 6/7" wide. Merchantable quality
3	"	12/4	Sound Boxed Hearts
5	"	16/4	" " "

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Much Shipbuilding Carried On in Canada

The biggest year in shipbuilding in the history of the Dominion was in 1917. According to figures recently given out by the Imperial Munitions Board, at Ottawa, contracts have been awarded during the past twelve months for 47 wooden ships, with a tonnage of 128,000, representing an expenditure of \$24,500,000, and for 43 steel ships, totaling 211,300 tons, worth \$40,000,000, or a grand total of \$64,500,000.

In British Columbia contracts were let for 27 wooden ships, valued at \$14,100,000; in Ontario, 4 wooden ships, totalling 11,200 tons, worth \$2,000,000; in Quebec, 12 wooden ships, of 2,000 tons each, worth \$6,000,000; in New Brunswick, 2 wooden ships, of 2,800 tons each, worth \$1,000,000, and in Nova Scotia, 1 wooden ship, at \$500,000.

According to a report of the Imperial Munitions Board, it is reasonable to suppose that the approximate total tonnage for 1918 will be about 400,000. The approximate tonnage of wooden vessels being built by the Imperial Board on the two coasts, the Great Lakes, and the St. Lawrence River is about 146,000. Figures as to the exact number of men employed in this program are not available, but assuming an average labor cost per ton, it is stated it will not be far from the equivalent of 25,000 men continuously employed.

In view of the foregoing, the figures with respect to the tonnage constructed in Canada in past years are of interest. For instance, 190,756 tons were constructed in 1874, when wooden ship construction was at its height, and each year since then has shown less activity until the war years. In 1880 the average constructed was 65,441; in 1885, 41,179; in 1890, 52,378; in 1895, 16,270; in 1900, 22,326; in 1905, 19,781; in 1910, 22,283, and in 1914, 43,346.

Lumber Dues on B. C. Farm Lands

At the present session of the British Columbia Legislature it is expected that land legislation will be introduced to include a measure giving the government authority to go upon private properties bought from the crown as agricultural lands and to exact stumpage if it is found that timber on the lands is present in greater quantities than permitted in the Agricultural Land Act, which is about 8,000 feet per acre. The government takes the view that a good deal of land property within the timber classification has in the past been sold as agricultural land at two dollars and a half and five dollars per acre. It is likely that all these private holdings will be examined by departmental experts and if the timber existing on them is over the limit the usual stumpage dues charges will be levied.

Dropped Two Million Dollars in Timber Deal

Another of the ill-starred ventures of Alvo von Alvensleben came to an end recently, when Registrar A. B. Pottenger sold 21,117 acres of valuable timber lands on Vancouver Island to the Red Cliff Lumber Company, of Duluth, for \$524,726, to satisfy a judgment which that company held against Alvensleben for that amount. The Red Cliff Lumber Company was the vendor of the property to Alvensleben and his associates some years ago, and managed to obtain about two million dollars in payments on the deal. Before the war broke, Alvensleben made a hurried trip to Berlin and hurried back again, but did not risk crossing the border at Seattle. Further payments fell due, but were not met, and the Red Cliff Lumber Company obtained judgment for \$524,726, on which execution was sought. By buying under their own execution the Red Cliff Lumber Company now obtain repossession of the property.

Demand for Hemlock Bark Makes Fishing Better

The Highlands of Ontario and the Muskoka Lakes are rapidly resuming their former lead as the fishermen's paradise, according to a statement recently made by an official of the Department of Lands, Forests, and Mines for Ontario. It appears that, owing to the recent great demand for hemlock bark for tanning purposes brought about by the war, this bark is removed in the woods, with the result that the waters of the lakes are not tainted with the bitter bark, causing destruction of the fish. This circumstance, assisted by the frequent stocking of the waters with fry obtained from the government hatcheries, is rapidly filling up the lakes. It is said that there were a number of inland lakes which were "fished out" by the lumbermen and others, but since much of the valuable timber has been removed and the "squatters" gone, many districts are rapidly returning to nature, and the members of the finny tribe again abound.

During the latter half of 1917 Newfoundland exported about 30,000 tons of pulp and paper to the United States and a still larger volume of business is looked for next year. The bulk of this product had formerly been shipped to England, but owing to shortage of trans-Atlantic shipping a market was sought in the United States.

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Owens Half World's Available Timber

In 1913, that is, just before the war, the Russian timber industry imported machinery to the value of over two million roubles, some 90 per cent. of saws, knives, etc., used by woodworking concerns coming from abroad. According to the industrial census, only 956 sawmills and other woodworking establishments were working at the time of census, and particularly in five northern governments of Russia the existing concerns could satisfy but two-thirds of the demand on the home market. Therefore, the proposed development of the timber industry will most certainly create a new and enlarged market for every kind of woodworking machinery, the capacity of which will greatly exceed that of the pre-war market. Again, in this case, as in the case of home production of iron and steel, the metallurgical industry in Russia will be unable to cope successfully with the new demands. This is frankly recognized by those who are interested in the Russian timber trade. Russia possesses nearly one-half of the world's available timber, having two million square miles of territory under forest, with a great variety of hard and soft woods suitable for constructional work, wood-pulp and chemical treatment. Owing to the geographical position of the forests the dormant type is the coniferous. In the matter of numbers, the spruce is the most plentiful, but the pine forests are also very extensive. The Archangel and Onega deals are well known on the British market. Among other coniferous species abundant in Russia, fir and larch may be mentioned, but there are other valuable timbers in Siberia, which will be able to compete with the European sorts owing to the higher prices prevalent in the timber market, such as the stone pine, Ayan pine, etc. There are also many kinds of hardwood—oak, birch, beech, hornbeam, ash, maple, elm, etc. With this enormous variety and quantity of timber it is obvious that Russia will prove a vast market for the different classes of woodworking machinery.

Newsy Briefs From Pacific Coast

The Queen Charlotte Islands are contributing materially in good clear airplane spruce to the 29,000,000-foot contract let recently in B. C. by the representative of the British Government. Two hundred cars of selected spruce with an approximate cost of \$140 per thousand feet, will be hurried forward every month from local forests.

Recent heavy southwest gales broke a number of booms of logs in the Gulf of Georgia. The logs were scattered all over the gulf and the seas were

too rough for some time to permit of the logs being rounded up. It was estimated that the quantity adrift amounted to two million feet. Big masses of the timbers floated off the Ballenas Islands.

The Crowley Logging Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$10,000, to purchase and otherwise acquire timber licenses, timber leases, and timber lands; to carry on the business of cutting and getting out saw logs and other forest products, and manufacturing same into lumber and finished products, also to carry on business as timber merchants, sawmill, shingle mill, pulp mill and paper mill owners, etc.

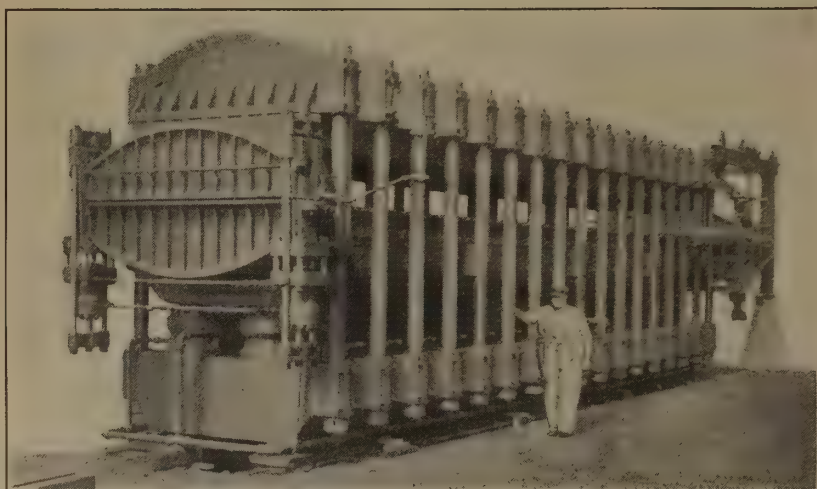
An arrangement has been sanctioned by the courts in British Columbia, whereby a sixteen thousand dollar burner is to be erected at the British Canadian Lumber Company's mill at Port Alberni by the lessee. The mill is leased on a rental of so much per thousand feet of lumber cut. Under the arrangement if the rental averages nineteen hundred dollars per month during the term of the lease the lessor is to allow the lessee six thousand dollars off the cost of the burner.

Victoria, B.C., has entered upon her second year as a shipbuilding port. The city has two big yards which are kept very busy. A recapitulation of the shipbuilding in British Columbia shows that wooden schooners built in that province move a vast quantity of the splendid lumber of the forests of the Coast to the markets of the world. The total lumber export of 1916, including all shipments sent outside of the province by sea, and rail to foreign points, and by rail to the prairies and east, was about 106,000,000 feet.

The British Columbia Mills, Timber & Trading Company, of Vancouver, B.C., which was founded in 1865, recently carried a splendidly illustrated advertisement in the Vancouver papers. A large view was presented of loading timbers on Hastings sawmill wharves, a large proportion of the timbers being from 65 to 110 feet long and from 12 x 12 inches to 24 x 24 inches square. The cargo was over 4,000,000 feet b.m., and as far as is known is the biggest cargo of any one vessel cut and shipped by any one mill on the Pacific Coast.

McDonnell & Burke, Limited, have been incorporated with head office at Fanny Bay, B.C., and capital stock of \$30,000, to purchase, acquire and take over from John W. McDonnell and Lyman H. Burke the mill property and business now owned by them at or near Fanny Bay, B.C., including a shingle mill and equipment. The new company will carry on business as timber merchants, sawmill, shingle mill and pulp mill owners, loggers, lumbermen, and will manufacture and deal in saw logs, timber, lumber, piles, poles, and wood of all kinds.

One Reason Why CONDOR BELT shows the greatest ultimate economy of any belt on the market today.



This giant press weighing 550,000 pounds is used for vulcanizing Condor Belts and is one step towards the perfection of this belt, which is universally adapted to severe power conditions.

Equipped with immense clamps on either end, which move by the operation of hydraulic pressure, it stretches the belt uniformly at all points, exerting a pull powerful enough to break an ordinary belt, yet in Condor it simply removes the stretch so that it will not elongate in use.

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Sole Canadian Agents

The General Supply Company of Canada, Limited

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Large Stocks Carried in Canada

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

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**Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.**



Chapman Double Ball Bearings

decreases the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You *pay* for Chapman bearings
whether you *buy* them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

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Transmission Ball Bearing Co., Inc.
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TRADE MARK



"GALBADUK" on your Horse Covers, Tarpaulins, Tents, etc., is your guarantee of a "watertite" canvas of highest quality. A canvas absolutely waterproof and protected from mildew and decay by a special process, machine applied, that penetrates every fibre of the canvas, strengthens every thread, and suitable for every purpose where a "watertite" duck is required. Made in Green and Brown—the color won't rub out and the longer in use the more solid it becomes.



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EDGINGS

Ontario

S. L. Lambert, of Welland, Ont., is in the market for a double cutting band sawmill.

It is reported that the York Lumber Company at Bigwood, Ont., will move to Bannerman's Siding, just north of Cartier, Ont.

According to the estimates for the coming year, as submitted to the Ontario Legislature, the expenditure for lands, forests and mines is put down at \$1,047,000.

Under the provisions of the Ontario Companies Act the corporate name of Marsh & Henthorn, Limited, Belleville, Ont., has been changed to Marsh Engineering Works, Limited.

Francis P. Brazil died recently in Toronto, after several months' illness. He was born in Bond Head, Ont., and for the past few years had been engaged in the retail lumber business.

Cherette & Cherette formerly of Chelmsford, Ont., recently erected a new double cut band mill at Caipha, Ont., on the C. N. O. They will cut logs for Clements and DeForest, of Sudbury, Ont.

The London & Petrolea Barrel Company, Simcoe Street, East London, Ont., are contemplating the erection of a dry kiln to cost \$5,000. The building will be one storey and of red brick construction.

Greig, Morris & Blair, Limited, have been incorporated with head office at Toronto, Ont., and a capital stock of \$50,000, to carry on business as manufacturers of and dealers in timber, lumber, logs and paper mills, etc. The provisional directors are A. Greig, A. R. Cochrane and G. N. Shaver.

According to advices received in Ottawa from the Department of Fisheries, Toronto, the Ontario Government proposes to kill six hundred beaver at Algonquin Park during the month of April to be used for food purposes. It is further reported that the carcasses will be placed in cold storage. Beaver flesh is said to taste something like young pork. Whale meat and beaver meat are now among the new war diets.

The Consolidated Lumber Company, Limited, has been incorporated with head office at Toronto, Ont., and capital stock of \$500,000, to carry on business as lumber and timber merchants, and to deal in logs, pulpwood, poles, ties, etc. The company will take over all the property and assets of the W. C. Charters Lumber Company, Limited, as a going concern. The provisional directors are A. J. R. Snow, C. B. Nasmith, F. E. Earl, and J. W. McFadden.

Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines for Ontario, has announced that young men under military age and students, who have secured exemption in order to complete their courses, are the only applicants who will be able to secure appointments to the fire ranging staff of the province this summer. In view of the great demand for farm help the Department in selecting its rangers will keep before it constantly the necessity for leaving for farm work all men whose services can be of more use in agricultural pursuits than in ranging.

The Pine Lake Lumber Company, Limited, with offices at 201 Eastern Townships Building, Montreal, P.Q., have bought out the old Ontario Lumber Company at Pickerel, Ont., and will build a sawmill. The plans have already been prepared. The company have an Ontario charter and recently took out a license to do business in Quebec. An item in a recent edition of the "Canada Lumberman" referring to the fact that a company of the same name had dissolved was somewhat misleading. It appears that the name was assumed unjustifiably and steps were taken to dissolve the latter organization.

It is announced by Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines, that another five million dollars will be sent in northern and north-western Ontario during the next few years. Of the appropriation of five million dollars that was made five years ago, only about half a million remain. Mr. Ferguson explains that with the reconstructive period which will come after the war, and with the plans which are to be carried out in the development of the northland, it has been thought advisable to take time by the forelock and be ready for the hinterland expansion and settlement.

Eastern Canada

W. K. Smith is preparing to lay the keel of a three-masted schooner at Plymouth, N.S.

Capt. Kenneth Iverson, Lunenburg, N.S., is planning for the construction of a large tern schooner at Chester Basin, N.S.

The sawmill belonging to R. M. Baxter, River Philip, N.S., was recently completely destroyed by fire. No insurance was carried.

The Piercey Supply Company, Limited, Davidson Street, Halifax, N.S., will equip their woodworking plant with 1 heavy band resaw, carrying 8-inch blade; 1 large fast-feed planer and matcher; 1 large double surface planer; and later the company will equip the plant with a complete woodworking outfit;

also their hardwood flooring plant will be equipped with a dry kiln, shaving exhaust system, etc.

Mr. Harry Warner, M.P.P., Digby, N.S., proposes going into the shipbuilding business. He already has the keels laid at Plympton Shipyard for two schooners.

Price Bros. & Company, Limited, Quebec, P.Q., state that it is not their intention at the present time to add to their present mills, or to construct a new mill, either at Batiscan or elsewhere.

The Mullen Pulp Company are constructing at Gaspé Bay, P.Q., a pulp mill with a capacity of 100 tons of ground wood. It is expected that the plant will be operating during the coming summer.

The Laurentide Company, Limited, McGibbon and Third Avenue, Grand-Mère, P.Q., are contemplating an extension to their plant to cost approximately \$150,000, as soon as the weather is permissible.

The Westport Shipbuilding Company has been formed by Capt. Fred Barkhouse, and the company has started a shipyard at White's Cove, Digby Neck, N.S., and will shortly have keel started for a large three-masted schooner.

The city council of Quebec is taking steps to induce the Federal Government to continue its shipbuilding programme in that city for the duration of the war, at least. Six wooden ships are now being built in Quebec City, giving employment to a large number of men.

Shipbuilding is being revived in Cardigan Ridge, P.E.I., where a three hundred ton, three-masted schooner is being built at a cost of forty thousand dollars by J. A. McDonald, of Cardigan, G. A. Thompson, of Montague, and Charles Lyons, of Charlottetown. Mr. McDonald has purchased the plant of the Annandale Lumber Company, which he is removing to Cardigan, where the lumber for the ship's frame will be sawn.

The International Shipbuilding Company have started at their plant in Nordin, N.B., the building of a four-masted schooner. The length will be 168 feet, beam 37 feet, and gross tonnage 575 tons. The vessel, which will be the largest on the Miramichi River, in the last fifty years, will be fitted for auxiliary oil engines. It will be a splendid boat, well built, of native woods and Douglas fir. Her bowsprit is a single stick 62 feet long and 24 inches square. The stem and stern posts are 14 x 16 inch southern oak.

The Riordon Pulp and Paper Company, Limited, Montreal, had an exceptionally good year. The profits totalled \$1,943,651, an increase of \$417,036. After providing for charges, including an allowance of \$766,055 for provision for exhaustion of timber limits, depreciation of plant, etc., the net profit is \$1,032,942, compared with \$1,235,736, the decrease being due to the heavier charges for timber limits, depreciation, etc. The preferred and common dividends absorb \$520,000, leaving a balance of \$512,942. The surplus now stands at \$1,851,812. The inventories have risen by over \$600,000 to \$1,940,204, and the total assets amount to \$10,434,071 compared with \$9,932,131 in the preceding statement.

Western Canada

The Dempsey Logging Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$50,000, to carry on business as sawmill and planing mill operators, and as manufacturers of and dealers in timber, lumber, sash, doors, etc.

A new vessel, the Jean Steadman, which was built at Victoria, recently started on her maiden trip. She is owned by the Canada West Coast Navigation Company and her first cargo was 1,567,000 feet of lumber from the Fraser River Mills, New Westminster, bound for Melbourne, Australia.

J. A. Keating, of Seattle, Wash., who is President of the Lumbermen's Trust Company, as well as a large financial corporation, recently paid a visit to Vancouver and stated that Americans had such faith in the future of Canada and in the result of the war that there was a keen demand for Canadian war bonds down south.

There will be no further sales of timber limits in British Columbia until August 1st next. Shortly after that date there will be a large sale. This will be due to the fact that five years ago all holders of limits were given the option of renewing their leases until 1933, the leases to run for twenty years. Many did take advantage of the opportunity but others did not. The leases not sold then will be put up in August.

A recent despatch from Victoria, B.C., says: If Mr. W. R. Ross, Conservative lieutenant and member for Fort George has his way, Bill No. 4, which is the proposed measure before the legislative assembly providing for the cutting of aeroplane spruce, will be changed in its wording so that the extensive powers therein contained will be relegated to the Lieutenant-Governor-in-Council, instead of being left solely in the hands of Hon. T. D. Pattullo, Minister of Lands. When the bill came up for debate Mr. Ross expressed himself heartily in accord with the principle of the measure, which is of the Win-the-War variety, but thought that the right to invade private holdings on the part of the Minister of Lands, remove spruce for allied aeroplanes and create a price for the material secured, is altogether too much power in the hands of the Minister. The present wording also allows the Minister to depute whom he will to do likewise, and this was characterized as dangerous legislation. Mr. Ross said there was no telling what would result if the Minister deputed one timber concern or logger to invade the holdings of another, remove timber therefrom and create a price for that taken.

3" Dry Spruce

3 x 7" — 100 M ft.
3 x 8" — 300 M ft.
3 x 9" — 200 M ft.
3 x 10" — 90 M ft.
3 x 11" — 50 M ft.
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Full Thickness

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We also have a large quantity of scant 2", 5/10" wide-widths and lengths piled separate, and 1 1/4" x 4 to 8" widths and lengths piled separate.

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Spruce, Pine and Birch

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Dressed and Rough

**White and Red Pine, Spruce, Hemlock,
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Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

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Our "By-Pass" Exhaust systems save your power and give better service. They handle green sawdust or wet, stringy material that usually clogs up an ordinary Blower system. The fan wheel is not overhung. No heating, clogging, or shaking. Three bearings.

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The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

For Sale

- 1 Burner, 96 feet high by 24 feet in diameter.
- 1 Right hand 3 block E. E. Long carriage, 40 inch, fitted with Payette patent set works; everything new except set works, which have been thoroughly refitted.
- 2 pneumatic air bumpers, 16 x 24. never been used. Track.
- 1 Steam feed, 10 inch in diameter, 36 feet long.
- 1 gang saw made by Wm. Hamilton Co.
- 1 Right hand edger made by Wm. Hamilton Co.
- 1 left hand edger made by Waterous Co.
- 3 engines.
- 8 boilers.
- Log haul, slashers, trimmers, etc., etc., all in A.1 working condition.

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For Heavy Pulls and Terrific Strains

This two-piece double strength Dreadnaught Steel Hame, reinforced at each point of greatest strain, will not buckle or bend. It is the strongest hame on the market. In every detail it represents the highest mechanical perfection.

15 Per Cent. Stronger Than Any Other Hame

Draft studs forged steel. Rings electrically welded—will not break; will not buckle or bend; anti-rust treated. Guaranteed to give perfect satisfaction. Correct design, fits collar snugly—no sore shoulders.

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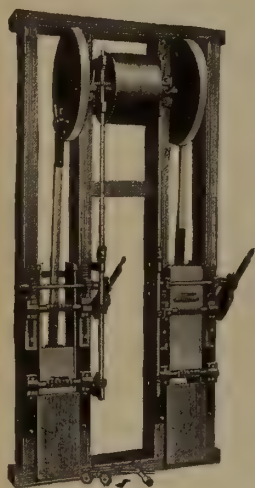
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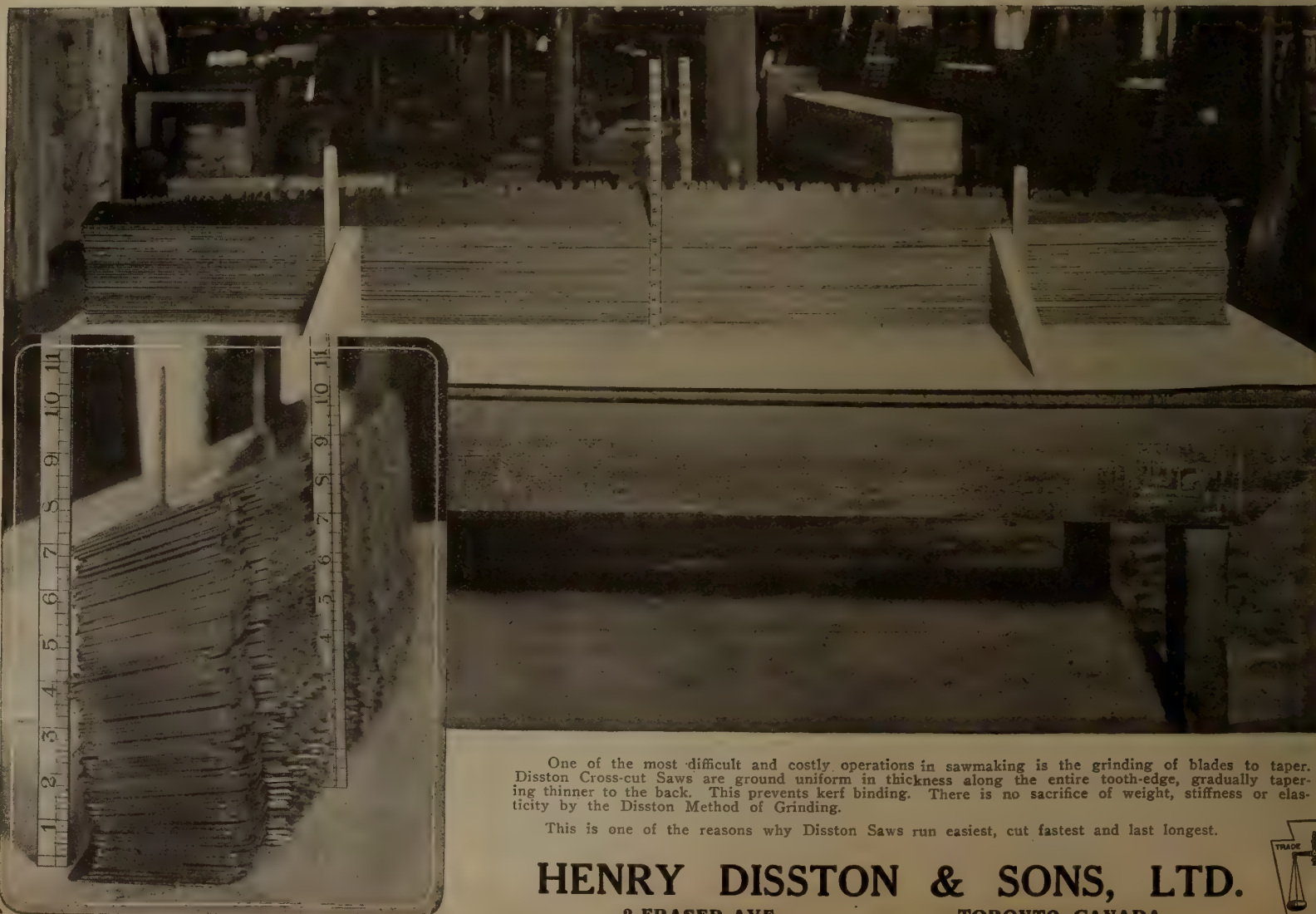
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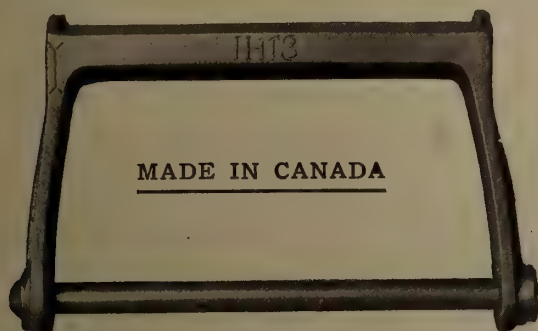


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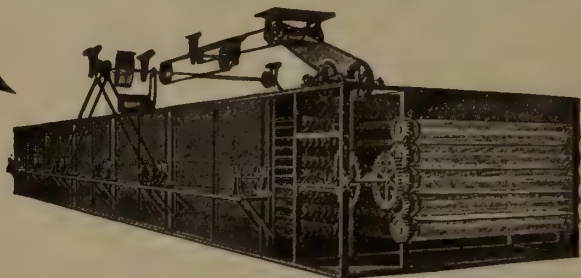
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*Full specifications and prices promptly submitted***HYDRAULIC MACHINERY CO., LIMITED**

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For cutting up that hardwood bush install one of our heavy, well-built Drag-Saws

These machines will do the work required without trouble or expense. The frames are of heavy timber fastened together with long bolts. The shear, pitman and standard are of the very best hardwood, and the saw is fastened to the shear by one key—making a very simple, quick and strong device.

We make these machines in two sizes, as follows:

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A 10 H.P. engine will easily drive either machine.

We are prepared to give prompt delivery on these machines and will be pleased to quote prices and delivery on request.

**Begin now to get ready for next winter's need for
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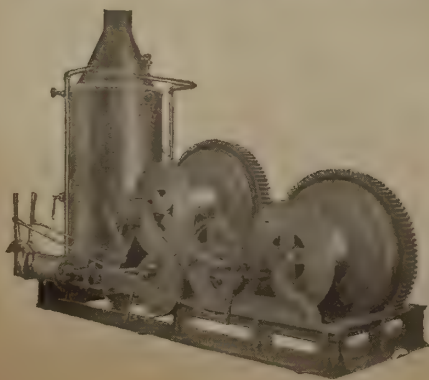
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Economical Log Loading

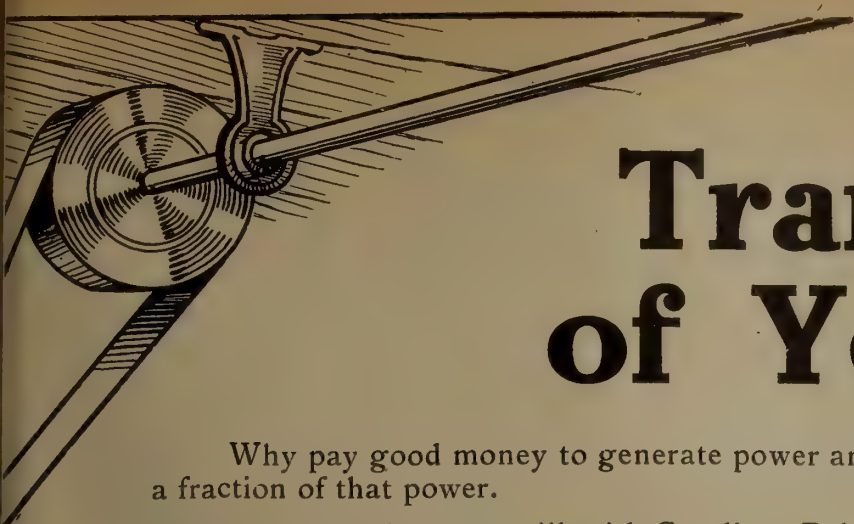


With prices of everything on the increase, Loading Machinery naturally costs more than it did five years ago, but nevertheless, we are studying the customer's interest to assist him to handle his logs with the greatest speed and at the lowest cost.

For instance, the machine illustrated herewith is a sample of a type of Loading Engine designed by us for use on a Loading Car supported over the track. One drum of this machine loads the logs on the car next in front of it. The other drum pulls the train along till the next car is in position for loading. It takes much more power to move the train than to load the logs. Consequently, we put a compound gearing on the car-pulling drum, thereby developing sufficient power from a machine of just the right size to handle the logs. This smaller machine costs much less than the high power machine usually used for this purpose, but will do the work effectively.

Let us figure on your needs in Logging Machinery.

MARSH ENGINEERING WORKS LIMITED, - Belleville, Ont.
(Formerly Marsh & Henthorn, Limited, Note New Name)



Transmit 100% of Your Power

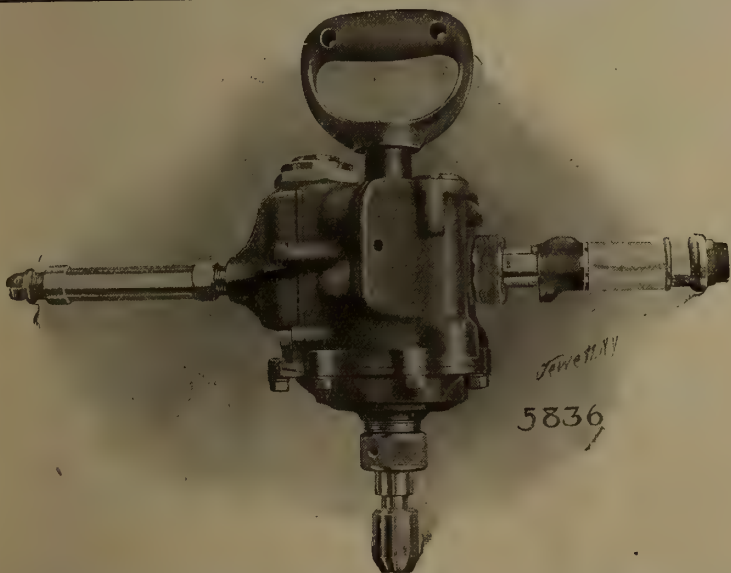
Why pay good money to generate power and then employ a poor belt that will only transmit a fraction of that power.

If you equip your mill with Goodhue Belts you can transmit 100% of the power generated. Goodhue Belts stretch 15% to 25% less than other belts and have just the right amount of "cling" on the pulley.

Write us for particulars and prices

YOU CAN DO IT WITH A— GOODHUE BELT

Winnipeg Agents: Bissett & Webb, Limited, 151 Notre Dame Ave. East, Winnipeg, Man.
Vancouver Agents: Fleck Bros., Limited, 1142 Homer St., Vancouver, B.C.



"Little David" Wood Borer

This tool is made in three sizes covering a range of holes from one to four inches in diameter, and is light, speedy and powerful. This tool is also furnished mounted on a pedestal for general purposes. See Bulletin 404I.

Bulletin 8507 tells more about it.

We supply the complete equipment for applying compressed air to construction work, including Air Compressors, Air Hose, Pneumatic Tools, Hoists, Motors, etc. Any of our branch offices will be pleased to submit estimates and specify the equipment best suited to your work.



"Little David" Grinder

This grinder is light and convenient. A 21 inch extension spindle is furnished for some classes of work and adds greatly to the usefulness of the tool.

Complete set of pneumatic tool bulletins furnished on request

Canadian Ingersoll-Rand Co., Limited

General Offices:
MONTREAL, Que.

Branch Offices:—Sydney, N.S.; Sherbrooke, Que.; Montreal, Que.; Toronto, Ont.; Cobalt, Ont.; Timmins, Ont.; Winnipeg, Man.; Nelson, B.C.; Vancouver, B.C.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:

1 x 4/7 Good Strips	\$55 00	\$57 00
1 1/4 and 1 1/2 x 4/7 Good Strips	57 00	59 00
2 x 4/7 Good Strips	57 00	59 00
1 x 8 and up Good Sides	60 00	62 00

Sides

2 x 8 and wider Good Sides	77 00	79 00
1 in. No. 1, 2 and 3 Cuts	48 00	50 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	55 00	57 00
2 in. No. 1, 2 and 3 Cuts	57 00	59 00
1 x 4 and 5 Mill Run	42 00	44 00
1 x 6 Mill Run	44 00	46 00
1 x 7, 9 and 11 Mill Run	42 00	44 00
1 x 8 Mill Run	44 00	46 00
1 x 10 Mill Run	48 00	49 00
1 x 12 Mill Run	49 00	50 00
5/4 and 6/4 x 4 Mill Run	43 00	45 00
5/4 and 6/4 x 5 Mill Run	43 00	45 00
2 x 4 Mill Run	41 00	43 00
2 x 6 Mill Run	44 00	46 00
2 x 8 Mill Run	44 00	46 00
2 x 10 Mill Run	48 00	49 00
2 x 12 Mill Run	49 00	50 00
1 in. Mill Run Shorts	34 00	36 00

Red Pine:

1 x 4 and 5 Mill Run	36 00	38 00
1 x 6 Mill Run	38 00	40 00
1 x 8 Mill Run	38 00	40 00
1 x 10 Mill Run	42 00	44 00
2 x 4 Mill Run	36 00	38 00
2 x 6 Mill Run	40 00	42 00
2 x 8 Mill Run	40 00	42 00
2 x 10 Mill Run	42 00	44 00
1 in. Clear and Clear Face	43 00	45 00
2 in. Clear and Clear Face	43 00	45 00

Spruce:

1 x 3 Mill Run	37 00	38 00
1 x 4 Mill Run	38 00	39 00
1 x 6 Mill Run	40 00	41 00
1 x 8 Mill Run	43 00	44 00
1 x 10 Mill Run	45 00	46 00
Mill Culls	29 00	31 00

Hemlock, No. 1:

1 x 4 and 5 in. x 9 to 16 ft.	29 00	30 00
1 x 6 in. x 9 to 16 ft.	32 00	33 00
1 x 8 in. x 9 to 16 ft.	34 00	35 00
1 x 10 and 12 in. x 9 to 16 ft.	34 00	36 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	32 00	33 00
2 x 4 to 12, 10 and 16 ft.	33 00	34 00
2 x 4 to 12 ft., 12 and 14 ft.	32 00	33 00
2 x 4 to 12 in., 18 ft.	34 00	35 00
2 x 4 to 12 in., 20 ft.	35 00	36 00
1 in. No. 2, 6 ft. to 16 ft.	26 00	27 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	25 00	26 00

Douglas Fir:

Dimension Timber up to 32 feet:		
6x6 and 8, 8x10, 10x10 and 12, 12x12	\$48 50	
6x10, 8x10, 10x14, 12x14, 14x14	49 00	
6x12, 8x12	49 50	
14x16, 16x16	50 00	
6x14, 8x14, 10x16, 12x16	50 50	
14x18	51 00	
8x16, 10x18, 12x18	51 50	
18x18, 20x20	52 00	
12x20, 24x24	52 50	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain..	46 00	50 00
Fir flooring, 1 x 4, edge grain..	47 00	52 00
Fir flooring, 1 x 4, flat grain..	40 00	
No. 1 and 2, 1-in. clear Fir rough	47 00	62 00

(Depending upon widths).

No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough	50 00	65 00
No. 1 and 2, 2-in. clear Fir rough	50 00	63 00
1 1/2 in. No. 1, 4-ft. pine lath..	6 00	
1 1/2 in. No. 2, 4-ft. lath	5 70	
1 1/2 in. 32-in. pine lath	2 50	
1 1/2 in. No. 1, 4-ft. hemlock lath	5 00	
1 1/2 in. mill run hemlock lath..	4 75	
XX B. C. cedar shingles	3 15	
XXX 6 butts to 2 in.	4 20	
XXXXX	4 80	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$75.00	\$50.00	\$40.00	\$25.00
5/4 & 6/4	85.00	60.00	40.00	30.00
8/4	105.00	75.00	45.00	30.00
10/4 & 12/4	135.00	105.00	65.00	
16/4	145.00	125.00	65.00	

Ash, Brown

	1s & 2s	No. 1	No. 2	No. 3
4/4	60 62	42 45	32 35	
5/4 and 6/4	65 68	48 50	38 40	
8/4	68 70	50 52	40 42	
10/4 and 12/4	80 82	65 67	50 55	
16/4	90 92	75 78	60 65	

Basswood, dry weight 2500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$80.00	\$47.00	\$38.00	\$30.00
5/4 & 6/4	68.00	52.00	45.00	32.00
8/4	68.00	52.00	45.00	35.00

Chestnut, dry weight 2800 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$65.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	56.00	48.00	
8/4	72.00	56.00	48.00	

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$54.00	\$42.00	\$35.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00	28.00
12/4	70.00	57.00	45.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$57.00	\$60.00	\$47.00	
5/4 & 6/4	65.00		55.00	
8/4	65.00		55.00	

Gum, Sap

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$49.00	\$42.00		
5/4 & 6/4	52.00	45.00		
8/4	52.00	45.00		

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$65.00	\$45.00	\$30.00	
6/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$35.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	65.00	50.00	42.00	32.00
12/4	80.00	62.00	52.00	35.00
16/4	90.00	75.00	60.00	35.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$35.00
No. 2 and better	42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$80.00	\$55.00		
5/4 & 6/4	87.00	60.00		
8/4	95.00	65.00		
10/4	120.00	90.00		
12/4	120.00	90.00		
16/4	120.00	90.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$100.00	\$66.00	\$70.00	
5/4 & 6/4	105.00	68.00	72.00	
8/4	108.00	68.00	72.00	

Red Oak, quarter cut.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$90.00	\$65.00		
5/4 & 6/4	100.00	70.00		
8/4	105.00	75.00		

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 1/2-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:		
1-in.	50 00	
1 1/2-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings

Pine, No. 1 dressing strips

Pine, No. 1 dressing shorts

Pine, 1-in. x 4-in. s.c. strips

Pine, 1-in. x 5-in. s.c. strips

Pine, 1-in. x 6-in. s.c. strips

Pine, 1-in. x 7-in. s.c. strips

Pine, 1 x 8-in. s.c., 12 to 16 ft.

Pine, 1-in. x 10-in. M.R.

Pine, s.c. sidings, 1 1/2 and 2-in.

Pine, s.c. strips 1-in.

Pine, 1 1/2 and 2-in.

Pine, s.c. shorts, 1 x 4 to 6 in.

Pine, s.c. and bet. shorts 1 x 5

Pine, s.c. shorts, 6'-11', 1"x10"

Pine box boards:

1"x4" and up, 6'-11'

1"x3", 12'-16'

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.

O. culls r & w p

Red Pine, log run:

mill culls out, 1-in.

mill culls out, 1 1/2-in.

mill culls out, 1 1/2-in.

mill culls out, 2-in.

mill culls, white pine, 1"x7"

and up

Mill run Spruce:

1"x4" and up, 6'-11'

1"x4" and up, 12'-16'

1"x8" and up, 12'-16'

1"x7" and up, 12'-16'

1"x10" and up, 12'-16'

1"x12" and up, 12'-16'

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	16 00	18 00
Hemlock, 1-in. log run	23 00	24 00
Hemlock, 2x4, 6, 8, 10, 12/16'	26 00	28 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft.

No. 2 white pine

Mill run white pine

Spruce, mill run 1 1/2-in.

Red pine, mill run

Hemlock, mill run

32-in. lath

White Cedar Shingles:

xxxx, 18-in.

Clear butt, 18-in.

18-in. xx

Spruce logs (pulp)

QUEBEC, QUE.

Cts. Per Cubic Foot

White Pine

First class Ottawa waney, 18-in. average, according to lineal.

19 in. and up average

Spruce Deals

3 in. unsorted, Quebec, 4 in. to 6 in. thick, per M. ft.

3 in. unsorted, Quebec, 7 in. to 8 in. thick, per M. ft.

3 in. unsorted, Quebec, 9 in. thick, per M. ft.

Oak

According to average and quality

55 ft. cube

Elm

According to average and quality, 40 to 45 feet, cube

According to average and quality, 30 to 35 feet

Ash

13 inches and up, according to average and quality, per cu. ft.

Average 16 inch

Birch

14 inch, average

15 inch, average

16 inch, average

18 inch, average

Birch Planks

1 to 4 in. thick, per M. ft.

SARNIA, ONT.

Fine, Common and Better

1 x 6 and 8 in.

1 in., 8 in. and up wide

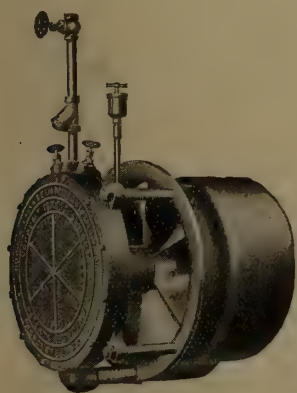
1 1/2 and 1 1/2 in. and up wide

2 in. and up wide

Cuts and Better

This Blower— **DOUBLES**

The Capacity of a Boiler



The Coppus Turbo Blower is compact, simple and thoroughly efficient in use with boilers where moist refuse is burned, and proves highly satisfactory under the grates of Dutch Ovens. Increase the efficiency of your boilers. Send us the plan of boiler house, particulars of boiler sizes, steam pressure desired and nature of fuel, and we will submit a proposition for your consideration.

Do You Know The Most Reliable Feed Water Heater?

IT IS

The Reilly Multicoil



Most compact on the market. Fifty years' faithful service, both on sea and land, has proved the reliability of the Reilly. It is undoubtedly the heater for you—Easily accessible—Non-Scaling and readily repaired in an emergency. Bulletins sent on request and prices on receipt of details of requirements.

We also furnish ASHTON GAUGES, MASON REDUCING VALVES and a general line of highest class Power Plant equipment.

The Mason Regulator & Engineering Co.

Limited

380 St. James St., MONTREAL

506 Kent Building, TORONTO

Works—960 St. Paul St. West, MONTREAL

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	33 - 35	17 - 19
5/4 to 8/4	56 - 58	29 - 31	19 - 21
ASH, WHITE AND BROWN			
4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	75 - 88	41 - 49	23 - 25

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	124 00
White pine uppers, 2½ and 3 in.	139 00
White pine uppers, 4 in.	149 00
Selects, 1 to 2 in.	110 00
Selects, 2½ and 3 in.	129 00
Selects, 4 in.	139 00
Fine common, 1 in., 30 per cent.	80 00
12 in. and up	77 00
Fine common, 1 x 8 to 11 in.	91 00
Fine common, 1½ to 2 in.	94 00
Fine common, 2½ and 3 in.	124 00
Fine common, 4 in.	125 00
1 in. shaky clear	65 00
1¼ to 2 in. shaky clear	69 00
1 in. No. 2 dressing	57 00
1¼ to 2 in. No. 2 dressing	62 00
No. 1 Cuts, 1 in.	62 00
No. 1 Cuts, 1½ to 2 in.	79 00
No. 1 Cuts, 2½ and 3 in.	104 00
No. 2 Cuts, 1 in.	54 00

No. 2 Cuts, 1½ to 2 in.	66 00	67 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	34 00
Barn Boards, No. 1, 1 x 12	65 00	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 10	59 00	59 00	2 x 8 in.	38 00
No. 1, 1 x 8	56 00	56 00	All other random lengths, 7-in.	
No. 2, 1 x 12	60 00	60 00	and under, 8 ft. and up	34 00
No. 2, 1 x 10	57 00	57 00	5-inch and up merchantable	
No. 2, 1 x 8	54 00	54 00	boards, 8 ft. and up, p 1s	34 00
No. 3, 1 x 12	53 00	53 00	1 x 3	34 00
No. 3, 1 x 10	53 00	53 00	1 x 3	32 00
No. 3, 1 x 8	51 00	51 00	1½ in. spruce lath	4 50
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 25
1 x 10 in.	52 00	52 00	New Brunswick Cedar Shingles	
No. 1 1 x 4 to 7 in.	55 00	55 00	Extras	4 75
No. 1 1 x 8 & 9 in.	56 00	56 00	Clears	4 40
No. 1 1 x 10 in.	57 00	57 00	Second Clears	3 50
No. 2 1 x 4 & 5 in.	38 00	38 00	Clear Whites	3 00
No. 2 1 x 6 & 7 in.	40 00	42 00	Extra 1s (Clear whites in)	1 75
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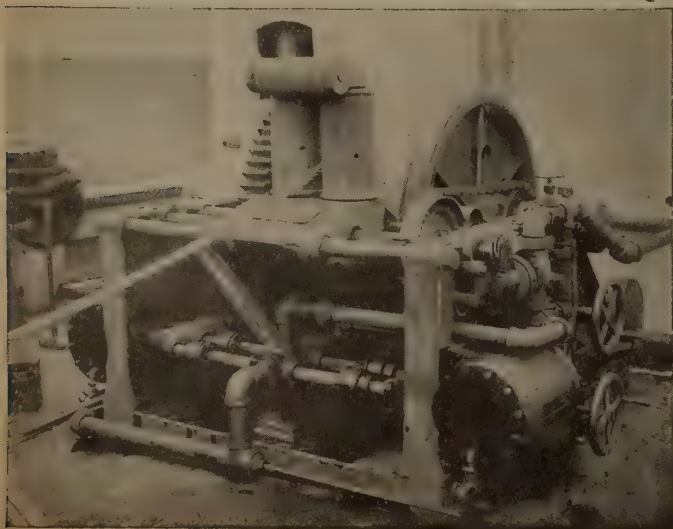


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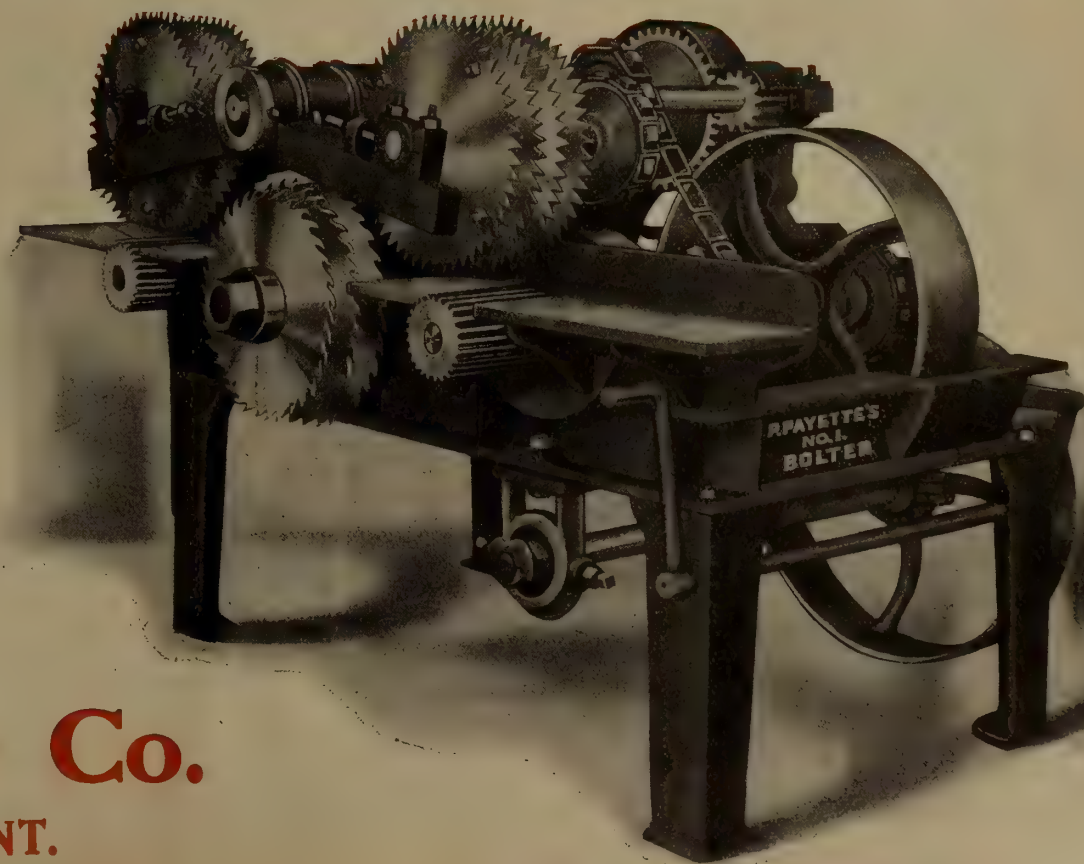
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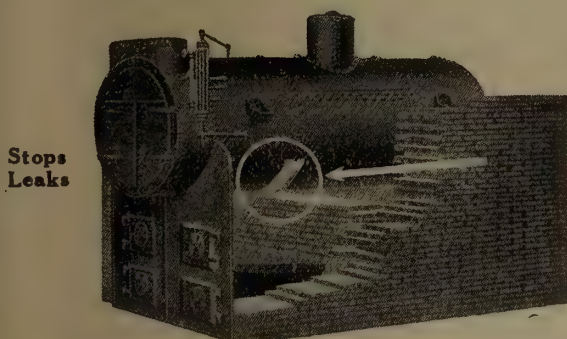
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Inserted Tooth Saws, Bits and Holders are reducing the expenses and increasing the output in hundreds of Canadian mills.

The excellence of Sterling Steel and our improved methods of manufacture make this possible.

Write for our free book "C.L." Full details of our entire line of "Saws for all Purposes."
Let your next order specify ATKINS—We'll do the rest.

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Branch: 109 Powell St., VANCOUVER

LOCOMOTIVE BARGAINS

Immediate Delivery

- 1—45 ton standard gauge Switcher, cylinders 17 x 24, 135 lb. steam pressure; haulage capacity 2741 tons.

2—40 ton standard gauge Switchers, cylinders 18 x 26, 140 lb. working pressure; haulage capacity 2500 tons.

1—30 ton standard gauge Switcher, cylinders 14 x 24, 135 lb. steam pressure; haulage capacity 1898 tons.

1—35 ton standard gauge Switcher, cylinders 14 x 24, 140 lb. steam pressure; haulage capacity 1982 tons.

1—38 ton standard gauge Road Engine, cylinders 16 x 24, 140 lb. steam pressure; haulage capacity 1443 tons.
- 2—50 ton standard gauge Road Engine, cylinders 17 x 24, 150 lb. steam pressure; haulage capacity 1812 tons.

1—28 ton standard gauge Road Engine, cylinders 17 x 24, 150 lb. steam pressure; haulage capacity 980 tons.

1—45 ton standard gauge Road Engine, cylinders 17 x 24, 140 lb. steam pressure; haulage capacity 1521 tons.

1—45 ton standard gauge Mogul, cylinders 17 x 26, 140 lb. steam pressure; haulage capacity 2313 tons.

All above Locomotives in first class operating condition and for immediate shipment. Write us for fuller specifications and prices. These are the lowest offerings in the market to-day.

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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD AND IRON RAILS



A 62-ton Climax Locomotive Designed Especially for Heavy Logging Work.

Climax Locomotives are successfully operated on steep grades and sharp curves. Any weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."

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VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B.C.

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Long Wear—that's one of the important features of "ASBESTOL" Gloves and Mittens that has meant so much to workers in lumber camps everywhere.

"ASBESTOL" is the favorite glove of every Lumber Jack who wants perfect hand protection.

Always insist upon having "ASBESTOL." Don't take any other kind because none other will serve you like "ASBESTOL."

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Wear Like Iron*

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Locomotives on trunk line railroads have the advantage of the best facilities for inspection and repairs.

Logging locomotives face different conditions. They must work day after day in the hardest service, and often in localities where repairs cannot be made without great inconvenience. That is why we build our logging locomotives from interchangeable stock parts. With this

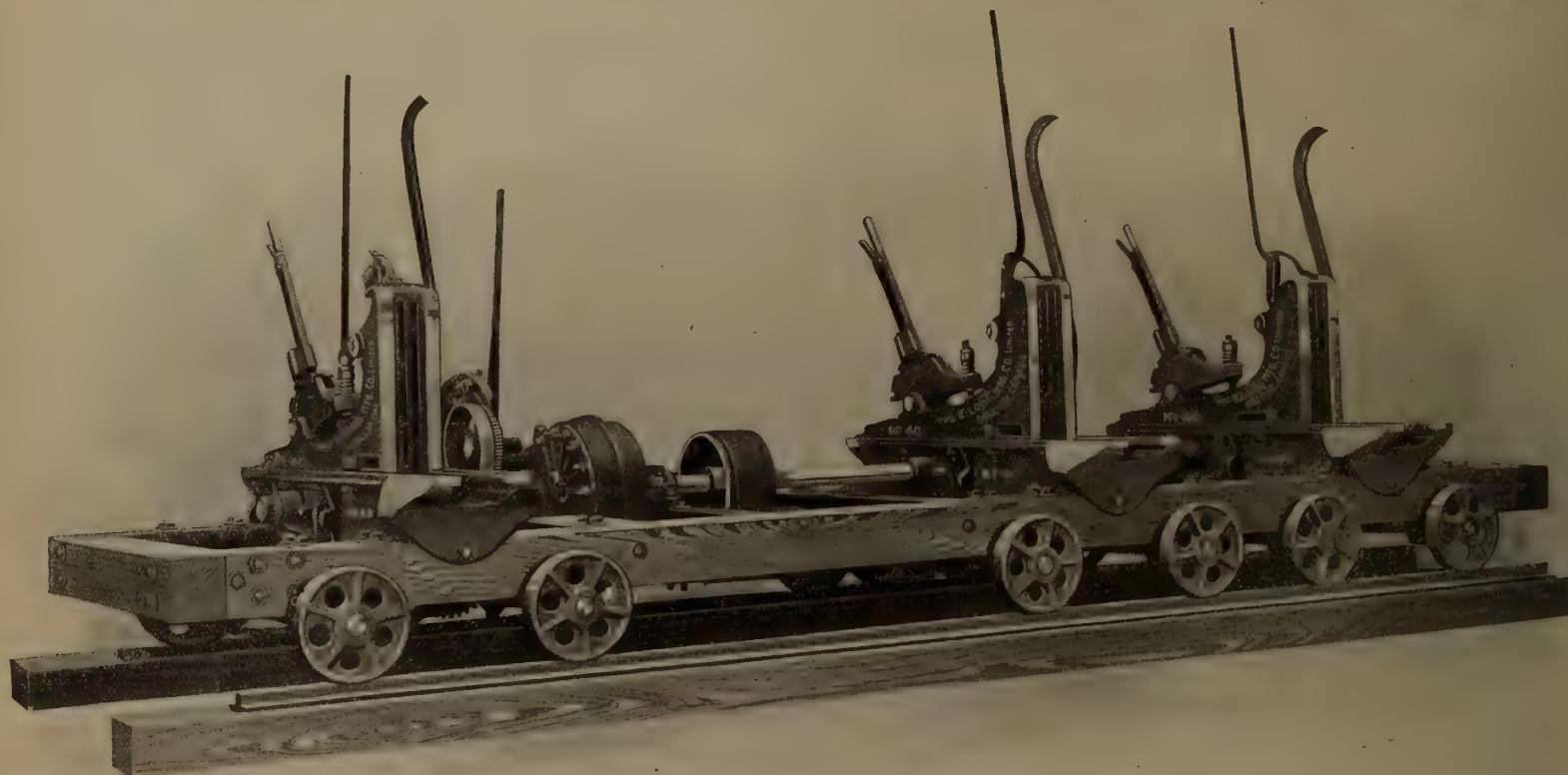
system every part must fit every other locomotive of the same size and design, and long delays waiting for duplicate parts are avoided. Interchangeable parts kept on hand at our Works for prompt shipment

MONTREAL LOCOMOTIVE WORKS, LIMITED,

DOMINION EXPRESS BUILDING,

MONTREAL, CANADA.

No. 40 Heavy Duty Steel Saw Carriage



Long's "Quality" Carriages were the first saw mill machines built by the company. They were the machines that earned the reputation for dependability in service, that has placed "Long" Machinery in its present enviable position, at the head of its class. There is a "Long" carriage, in a weight, and at a price, to suit every purchaser. Catalogue on application.

The carriage illustrated is our heavy duty 3 block No. 40, the knees of which recede 40" from saw line. The carriage can be furnished in any number of head blocks or axles.

**We have the following on hand
ready for shipment**

one Portable Saw Mill outfit with Right hand Saw Frame and Carriage—set of track timbers, also the following items:

No. 1 Log Jack with foot wheel and idlers.

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10 inch by 36 ft. Steam Feed.

10 inch by 42 ft. Steam Feed—Either feed can be furnished with vertical or horizontal valves.

Double acting set works in No. 1, 2 and 3 sizes.

We have one second hand plain slide valve engine, right hand, side crank, 9 x 13, suitable for a small saw mill plant.

Write at once for information regarding the above
or any other machinery you may need

The E. Long Manufacturing Co., Ltd.

ORILLIA **CANADA**

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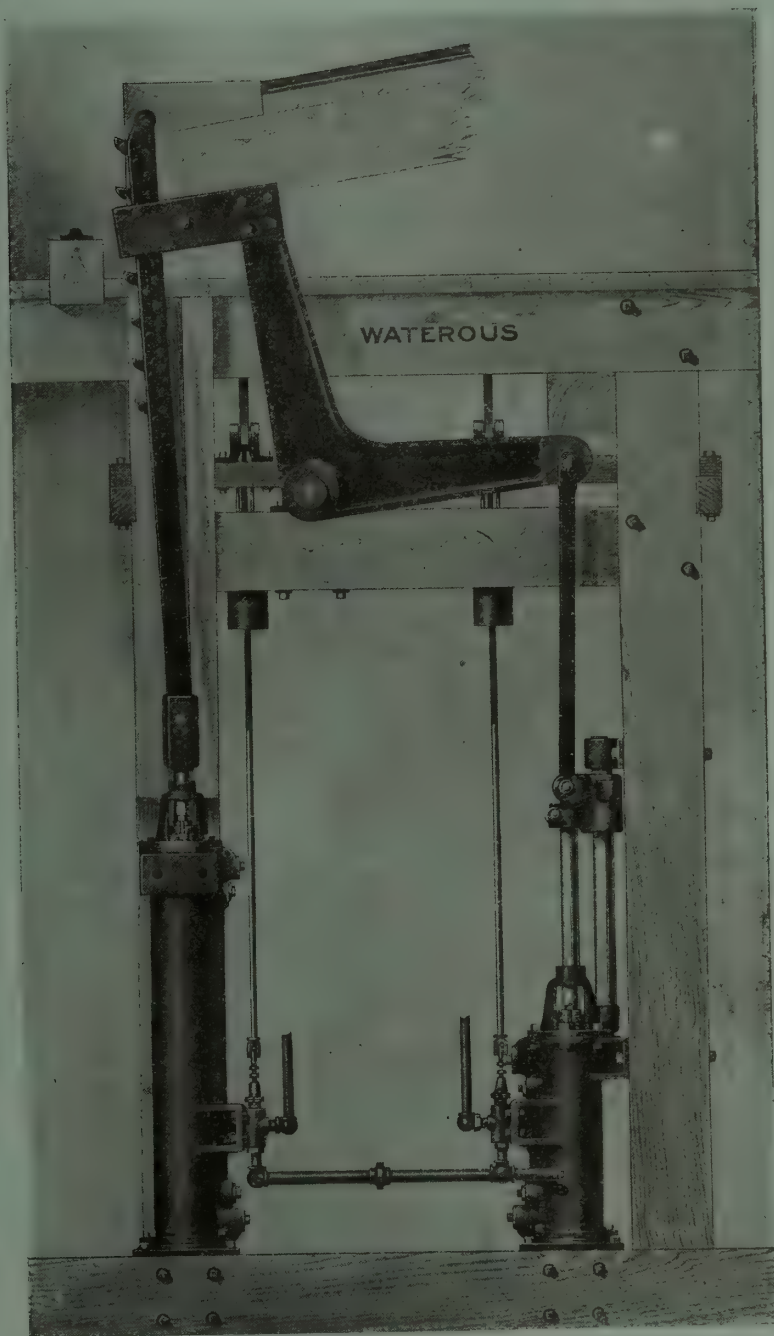


The Stuart Machinery Co., Ltd., Winnipeg
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New Mill Machinery

Handmills—new design, Single
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Steel and Girder Carriages,
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KENDALL NIGGER

This is a simple and improved machine for medium mills, which with a comparatively inexperienced operator will give the speed and precision of the heavier type.

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Our thirty-five years experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 30c per lb., Fort William and East; West of Fort William 35c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

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HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

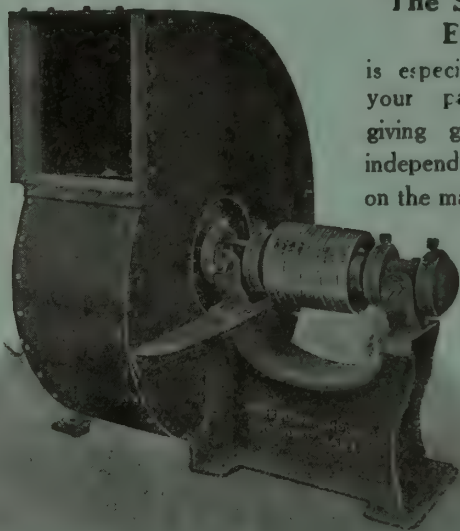
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Every Manufacturer in the Lumber Industry realizes that to be "up-to-date" their Factory should be installed with Shaving Exhaust Fans.



The Sheldon Shaving Exhaust Fan

is especially designed to suit your particular requirements giving greater efficiency and independence than any other on the market.

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LEATHER
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THAT'S
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The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

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Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

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It's a Pink
anyway, you
take it, and
it's the best
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Canada Lumberman

& Wood Worker

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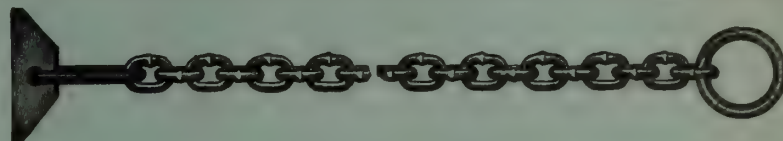
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The freshness of the leaf means more cups to the pound. Why use old, dusty, 'dried-out' bulk teas when you can get 'real satisfaction' for less money? Write for particulars.

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Made in all styles

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We also specialize

Log Chains and "Dreadnaught" Loading Chain

Made in Canada

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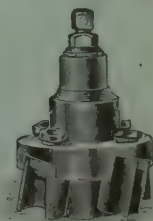
McKinnon Columbus Chain Co., Limited

ST. CATHARINES, ONT

Shimer Circular Bit Jointing Heads



A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.



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SHIMER CUTTER HEAD CO. OF CANADA, LTD., GALT, ONTARIO

Successors to Samuel J. Shimer & Sons

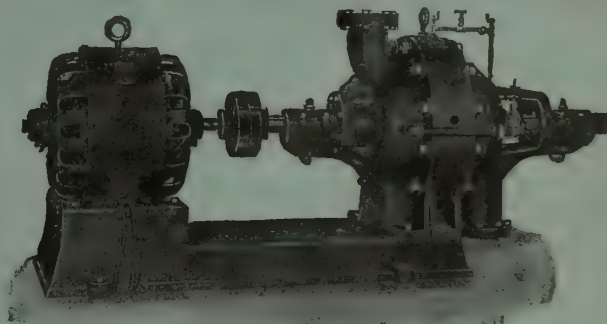
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We manufacture practically every article that can be made of Asbestos—including

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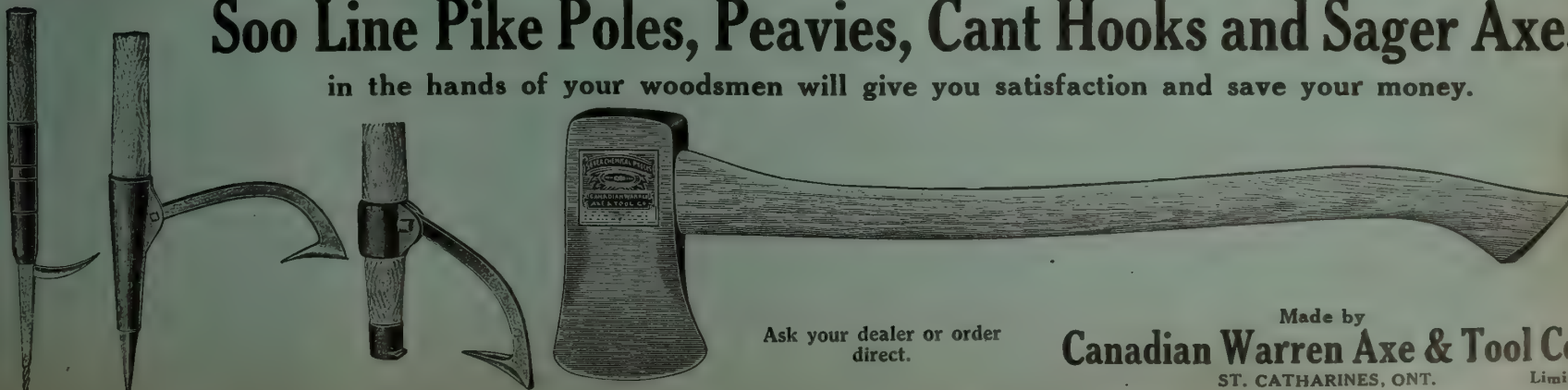
PUMPING MACHINERY FOR EVERY SERVICE



The Smart-Turner Machine Co., Limited, Hamilton Can.

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



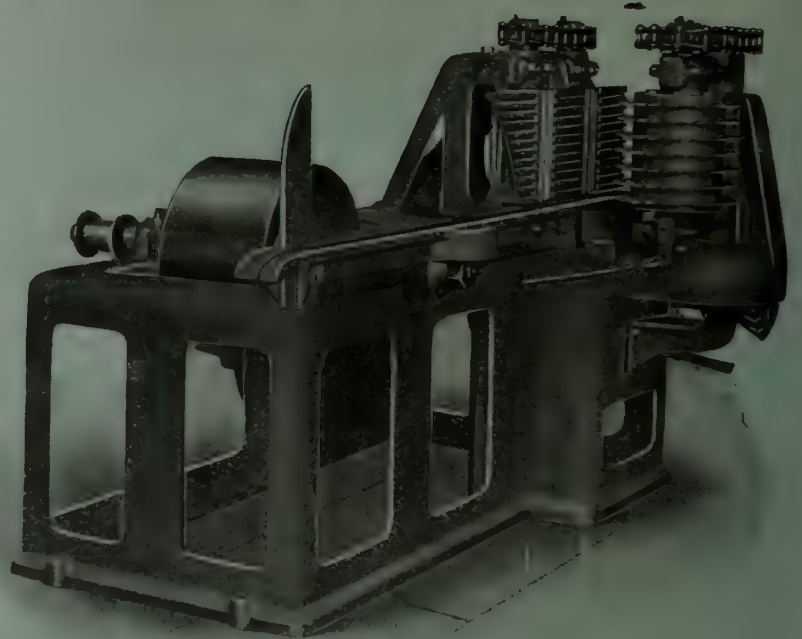
Ask your dealer or order direct.

Made by
Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT. Limited

"HAMILTON" CIRCULAR RE-SAWS

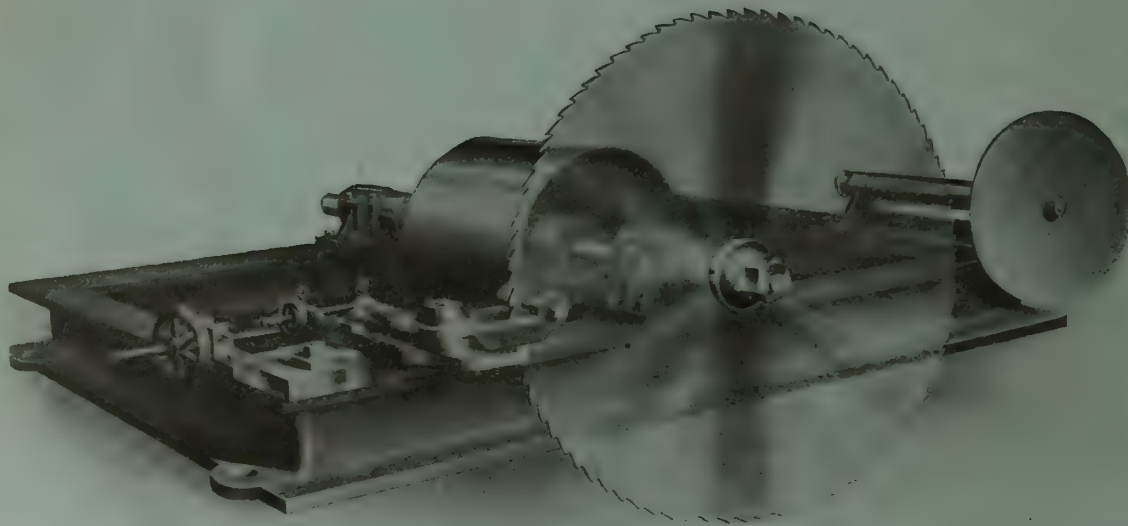
Here is a strong, rigid well designed machine, specially gotten up for resawing slabs. The feed rolls are carried on a sliding frame that is easily adjustable to cut lumber any desired thickness. The binding or press roll is 13 in. diam., fitted with saw discs and power driven. The saw used is 42 in. diam., driving pulley 18 in. diam. x 12 in. face. Cut shows Left Hand Machine.

We also make this machine with wooden frame, having the mandrel and saw carried on an adjustable sliding frame.



Descriptive circular sent upon request.

"HAMILTON" HUSK FRAMES



Made in different sizes to suit all requirements. Frames are all of cast iron, of heavy section throughout, planed on top and bottom, with mandrel boxes lined with high grade babbitt. Mandrels are exceptionally large, of forged steel with forged collar, and the guide is the famous Parkhurst steel saw guide with steel splitter.

We manufacture a complete line of up-to-date Sawmill Machinery for either Band or Circular Mills.

William Hamilton Co., Limited

Peterboro, Ontario

AGENTS:—

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SPRUCE

1 x 3 and up x 6/10	Merchantable
1 x 3 x 10/16	"
2 x 4 x 8/16	"
2 x 5 x 8/16	"
2 x 6 x 8/16	"
2 x 7 x 8/16	"
2 x 8 x 8/16	"
2 x 9 and up x 8/16	"
2 x 4 and up x 10/20	Culls

32" LATH 4 ft.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough and Dressed

Timbers in Transit

5 cars 12 x 12 x 22 to 40.
10 cars 14 x 14 x 24 to 70.
5 cars 4 x 4 Edge Grain Decking.
5 cars timbers mixed sizes.

B. C. Fir Dressed Stock in Transit

2 cars 1 x 4 Hemlock Flooring.
1 car 1 x 4 2/3 Ceiling, 1/3 Flooring.
1 car 1 x 4 Fir Flooring.
2 cars 1 x 4 Fir Flooring, No. 3.
1 car 1 x 3 Edge Grain Flooring.

We have the following B. C. Stock to offer for immediate shipment:

3,500,000 ft. Timber, sawn to your specification.
100,000 ft. Ship Decking.
100,000 ft. long Timbers, 40 to 80 ft.

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, Montreal, Que.
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SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

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Clear Kiln Dried B.C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B.C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding,

If quality can talk to you—get in touch with us.

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Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

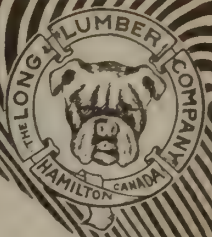
Hemlock, Hardwood and Spruce Timbers a specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.



Spruce in Transit

15 cars 2 x 4 and up Merchantable Spruce

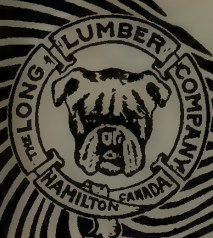
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5 cars 3X B. C. Shingles.

Hemlock and Spruce Ready to Ship

200,000 2 x 8 8 to 16 ft. Merchantable Hemlock.
 100,000 2 x 10 8 to 16 ft. Merchantable Hemlock.
 50,000 2 x 12 8 to 16 ft. Merchantable Hemlock.
 150,000 2 x 6 8 to 16 ft. Merchantable Hemlock.
 80,000 1 x 4 and up, 6 to 16 ft. Merchantable Hemlock.
 8,000 2 x 4 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 6 8 to 16 ft. Merchantable Spruce.
 20,000 2 x 8 and up, 8 to 16 ft. Merchantable Spruce.
 30,000 2 x 6 and up, 8 to 16 ft. Merchantable Spruce.
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The Long Lumber Company
 Hamilton
 Ontario



OUR GUARANTEE

goes with every

"CORBET"

Automatic Double Cylinder Steam Towing Machine

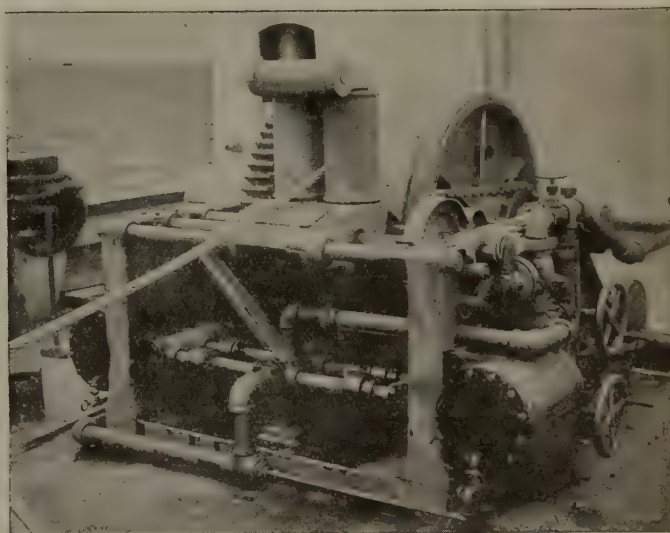
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order *immediately*, in order to secure delivery by June 1st, 1918.

WRITE NOW for prices, testimonials
and information sheet.

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Made in four sizes, accommodating steel hawsers from 5/8 in. diameter up to 1 1/2 in. diameter.

Midland, Ont., August 16th, 1917.
 The Corbet Foundry and Machine Co., Limited,
 Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
 Canadian Dredging Co., Limited,
 Norman L. Playfair, Sec.-Treas.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

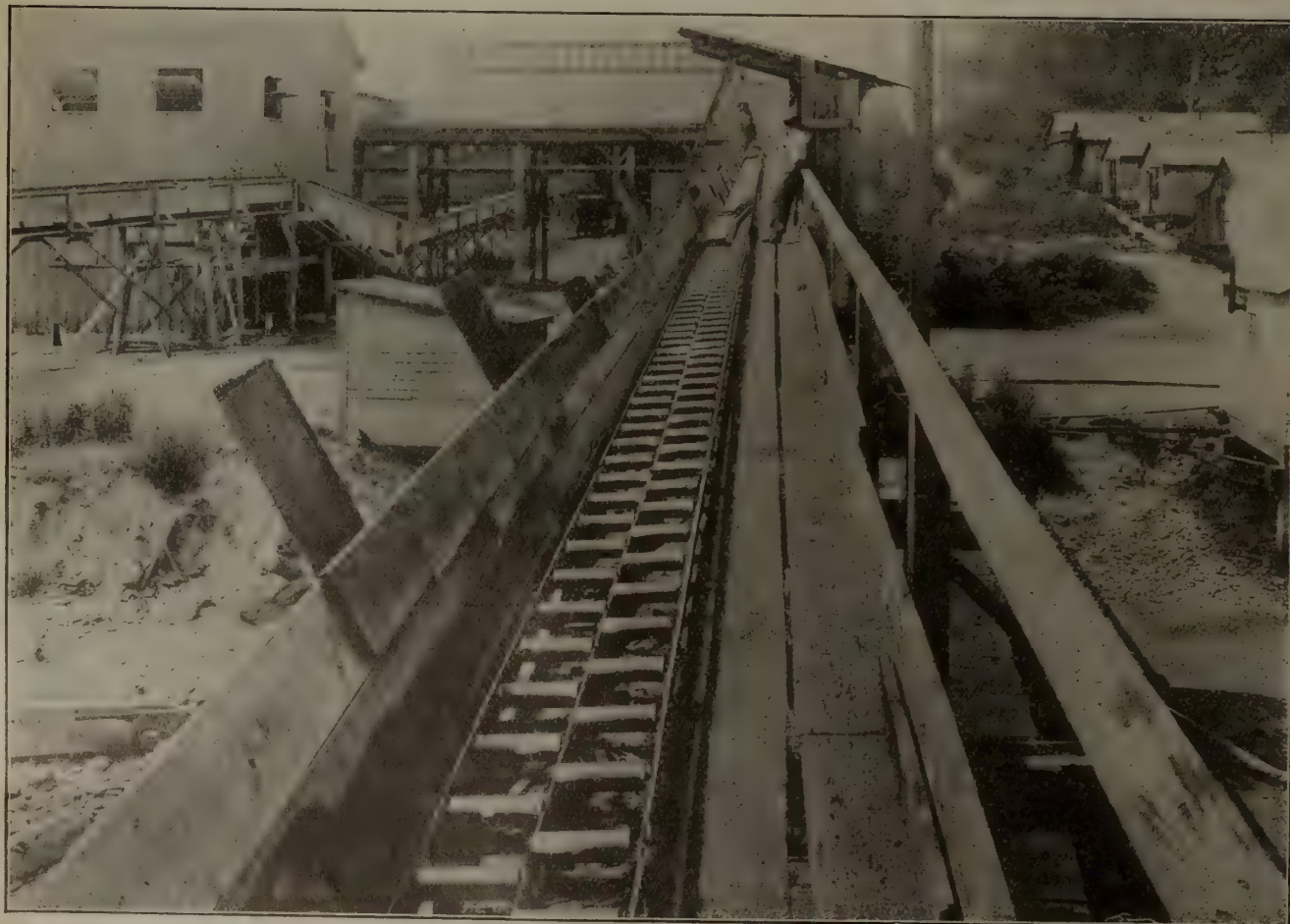
Manufacturers of

Red and White Pine

TIMBERS ON HAND

6 X 8-10/16	20,000 ft.	10 X 12-12/16	10,000 ft.
8 X 8	35,000 ft.	12 X 12-12/22	185,000 ft.
10 X 10-12/20	70,000 ft.		

Write for prices.



Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

Canada Lumber Co.

LIMITED

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Offers F.O.B. Boakview, subject to prior sale and immediate acceptance:

1917 CUT No. 2 HEMLOCK

20,000 feet 1 x 4 and up.

25,000 feet 2 x 4—6/16.

23,000 feet 2 x 6—6/16.

30,000 feet 2 x 8 —6/16.

23,000 feet 2 x 10—6/16.

Our particular specialty is Dressing, Matching and resawing in Transit.

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and Selling Agents for

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Mills at

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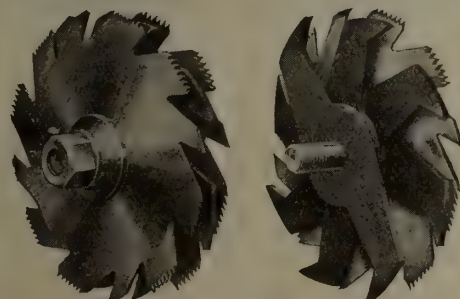
QUEBEC

White Pine

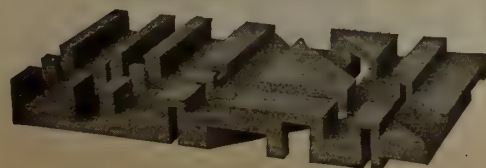
Red Pine

Spruce

Lumber and Lath



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huther Bros. Dano Heads.

Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

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MFG. COMPANY, Inc.

1103 University Ave.
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Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

Railway Ties and
Pulpwood

PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Bigwood, Widdifield and Powassan

Let us quote on your requirements

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**WHITE PINE
NORWAY**

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Cincinnati, Ohio

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Lumber - Lath - Shingles
Cedar Poles and Posts
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*Quality Guaranteed
Jersey City and Everywhere*

GEO. STRATFORD OAKUM CO.

165 Cornelison Ave. - - JERSEY CITY, U.S.A.

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

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Dry Stock—Hemlock

Phone or wire us for quotations on high grade Hemlock. Our facilities are the best in Ontario for this product, and our drying yards are well stocked. All stock matched or sized, if required.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

F. N. WALDIE, President.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

8,000 feet 2 x 6	10/16 Hemlock, No. 1.
8,000 " 2 x 8	"
12,000 " 2 x 10	"
14,000 " 2 x 10	"
10,000 " 1 x 4 up	6/16
7,000 " 2 x 4	8/16
7,000 " 2 x 8	8/16
12,000 " 2 x 10	"
12,000 " 2 x 8	"
6,000 " 2 x 10	"
22,000 " 2 x 4 to 10	8/16 ft.

Down tally No. 2 if any. Dry Stock, F.O.B. Car, Waubamikon, C. N. R.

G. M. FRENCH

Wholesale

**Lumber, Lath
Shingles****RENFREW - - ONT.****Standing Timber**

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

**Special
Prices****The Parry Sound Lumber Co.**

26 Ernest Ave.

Limited

Toronto, Canada

**Heavy Fir Dimension***Is Our Particular Specialty*

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

**British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings**

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Canadian Western Lumber Co.

FRASER MILLS, B.C.

Eastern Sales Office—Toronto—L. D. Barclay, P. J. McCormack

ALBERTA
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SASKATCHEWAN
E. M. Simonson

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Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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HEMLOCK TIMBERS AND
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Prices promptly given on all enquiries.

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No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
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100 M. ft. 1 x 6	15 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
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Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

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**In Ontario Hard and
Soft Woods**

Write us NOW!!!

Highest prices paid, and would advance money for operations.

**C. G. Anderson Lumber
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**Manufacturers and Strictly Wholesale
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**Practical
Timber
Estimates**

by

EXPERT TIMBER MEN

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**We are buyers of
Spruce, 10ft. & up**

Consisting of

2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also

**Spruce 1" & 1 1/4" Rough or
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Advise us of what you have to offer

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I am in the market for:

100,000 ft. 1 1/2, 2, 2 1/2, 3, 3 1/2, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.

4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.

1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.

1 in. Basswood, log run.

I HAVE TO SELL

Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahogany.
All selected stock.

Send me your requirements.

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Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log loaders, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops. 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim). Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.

1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.

1—Baldwin retootheer for band saws.

1—Wm. Hamilton band saw shear, 12".

2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

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Rails and frogs for yard.

Booms and boom chains, 1/2, 3/4 & 1.

Winches and other mill supplies.

Small shunting locomotive.

Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

**Look This "Bunch" of
Lath Over Carefully;
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600M 3/8 x 1 1/2—4' No.1 W.P. Lath

400M 3/8 x 1 1/2—4' No.2 " "

500M 3/8 x 1 1/2—4' No.3 " "

400M 3/8 x 1 1/2—4' No.1 Hemlock "

200M 3/8 x 1 1/2—4' M. R. Norway "

700M 3/8 x 1 1/2—32" " W. P. "

1000M 3/8 x 1 3/8—4' Merch. Spruce
Lath

600M 3/8 x 1 3/8—4' M.R. W.P.

Also this

"Pile" of Cedar Posts

4 cars—4 1/2" & up—8 ft. Unpeeled

3 " —4 1/2" & up—8 ft. Peeled.

These are sound, clean, dry Posts

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**NEW and USED
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for Immediate Delivery

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54" Jackson-Cochrane, re-saw.
36" Yates, pedestal.
36" West Side, pedestal.
30" Cowan, bracket.
30" Ideal, pedestal.
28" Ballantine, bracket.

Saw Tables

No. 2 Crescent, combination.
No. 3 Crescent universal cut-off gauge.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
M64 Cowan, rip and cross-cut.
Fisher, iron frame rip.
12' Defiance automatic cut-off.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
Champion combination wood top.
No. 4 Canadian pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Champion planer and matcher, with moulding attachment.
24" Cowan, buzz.
12" Galt buzz.
No. 202 Canada Machinery Corp., timber sizer.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

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No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
No. 1 Smart, foot power.
No. 2 Smart, foot power.

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Humphrey No. 8 giant slab re-saw.
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Humphrey automatic lathes (6).
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Elliot universal woodworker.
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M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
No. 2 Defiance belt sander.
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18" Trevor box heading turner.
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No. 6A Fox wood trimmer.
20" American wood scraper.
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M63 Cowan spindle carver.
26" Dominion lath trimmer.
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No. 104 Covell band-saw roller.
No. 66 Hamilton band-saw sharpener.
No. 6 Covell band-saw swedge.
16" Superior, saw arbors.
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Manufacturers of

Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. WHITE OAK

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

"For Immediate Shipment"

Dry Merchantable Spruce

25 M. ft. 2 x 5—10/16
100 M. ft. 2 x 6—10/16
50 M. ft. 2 x 7—10/16
20 M. ft. 2 x 9—10/16
100 M. ft. 2 x 4 to 10, 10/16 ft., 60 per cent. 7 in. and wider.
30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.

Above stock sawn plump thickness.

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Manufacturer and Wholesaler

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Our Horseshoe Products

Lumber—Lath—Timber

Milling and Resawing Done

C. Beck Mfg. Co. Limited

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Boxes, Box Shooks, Wooden Pails and Tubs

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We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

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Mill at Orillia, Ont.

Established
1873

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Limited

Mills and Head Office
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WHITE PINE

RED PINE

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Hardwoods in Buffalo

A Memo. of certain items we have Piled on our Buffalo Yard ready for Immediate Shipment

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	5/8 in.-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	1,000 ft	49,100 ft	22,000 ft	14,600 ft	26,200 ft	5,600 ft	8,500 ft	900 ft
No. 1 Com.	2,800 ft	9,000 ft	38,200 ft	25,200 ft	42,000 ft	4,500 ft	5,800 ft	900 ft
No. 2 Com.		13,000 ft	2,900 ft	500 ft	110 ft	440 ft	1,000 ft	200 ft
CYPRESS.								
1st and 2nds		32,800 ft	41,500 ft	30,000 ft	35,400 ft	33,400 ft	44,000 ft	21,300 ft
Selects		40,800 ft	34,700 ft	28,300 ft	31,100 ft	16,300 ft	38,300 ft	7,500 ft
No. 1 Shop		500 ft	12,000 ft	1,700 ft	9,900 ft	2,500 ft	5,400 ft	3,300 ft
HARD MAPLE.								
1st and 2nds	2,800 ft	44,400 ft	30,800 ft	36,000 ft	102,000 ft	34,200 ft	50,000 ft	5,100 ft
No. 1 Com.	5,200 ft	99,000 ft	9,700 ft	94,600 ft	134,800 ft	53,300 ft	50,100 ft	1,000 ft
No. 2 Com.		46,600 ft	1,200 ft	5,000 ft	31,000 ft	9,500 ft	18,700 ft	9,400 ft
SOFT MAPLE.								
1st and 2nds	2,000 ft	14,000 ft	1,300 ft	5,000 ft	27,500 ft	15,900 ft	20,000 ft	6,600 ft
No. 1 Com.	2,500 ft	21,000 ft	900 ft	13,000 ft	22,000 ft	15,900 ft	19,500 ft	3,900 ft
No. 2 Com.		11,000 ft	100 ft	2,300 ft	8,200 ft	1,300 ft	13,000 ft	
PLAIN RED OAK.								
1st and 2nds	5,300 ft	144,600 ft	79,600 ft	44,000 ft	75,300 ft	27,000 ft	15,600 ft	25,000 ft
No. 1 Com.	11,400 ft	128,600 ft	63,340 ft	42,400 ft	84,100 ft	25,000 ft	12,000 ft	6,500 ft
No. 2 Com.		34,600 ft	1,200 ft	1,000 ft	7,700 ft	5,200 ft	4,300 ft	500 ft
PLAIN WHITE OAK.								
1st and 2nds	1,200 ft	22,600 ft	21,700 ft	32,900 ft	84,100 ft	23,000 ft	40,000 ft	16,500 ft
No. 1 Com.	80 ft	74,200 ft	17,900 ft	37,300 ft	183,000 ft	14,400 ft	28,700 ft	28,000 ft
No. 2 Com.		47,800 ft	1,900 ft	1,000 ft	59,700 ft	7,200 ft	27,500 ft	1,200 ft

A Few Miscellaneous Cars We have in Stock			
1 car 1 1/4 in.	No. 1 Com.	Wh. Ash	
1 car 1 1/2 in.	No. 1 Com.	Wh. Ash	
1 car 2 in.	No. 1 Com.	Wh. Ash	
1 car 2 in.	No. 2 Com.	Wh. Ash	
1 car 3 in.	No. 2 Com.	Wh. Ash	
1 car 1 1/4 in.	No. 1 & 2, Basswood		
1 car 1 in.	No. 1 Com.	Basswood	
1 car 1 in.	No. 1 Com.	Beech	
1 car 1 1/2 in.	No. 1 Com.	Beech	
4 cars 2 in.	Beech & Maple Road Plank		
3 cars 3 in.	Beech & Maple Road Plank		
1 car 1 in.	No. 1 Com.	Cherry	
1 car 1 in.	No. 2 Com.	Cherry	
1 car 3 in.	No. 1 & 2 Soft Elm		
1 car 3 in.	No. 1 Com.	Soft Elm	
1 car 1 1/2 in.	No. 1 & 2, Red Gum		
1 car 2 in.	No. 1 & 2 Red Gum		
1 car 2 1/2 in.	No. 1 Com.	Hickory	
1 car 2 in.	No. 1 C.	W. Oak	
1 car 1 1/2 in.	Selects, Poplar		
1 car 1 in.	No. 2 Com.	Poplar	
1 car 1 in.	Sap & Selects Poplar		
1 car 1 in.	No. 1 Com.	Walnut	
1 car 1 in.	No. 2 Com.	Walnut	
1 car 1 in.	No. 1 C.	Cottonwood	
1 car 1 1/4 in.	No. 1 C.	Cottonwood	
1 car 1 in.	No. 1 Com.	& Better, Sycamore	

Your enquiries will receive our careful attention.

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1100 Seneca Street

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Rough Clear Fir,
Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Flooring
Silo Stock

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British Columbia Red Cedar

We can ship
all varieties in straight
or mixed car lots.

SHINGLES

Wire at our expense
for current prices.
Cars in transit.



MILLIONS OF SPRUCE

Choice British Columbia (Sitka) Merchantable Spruce
in sizes up to 6 x 12" 32' and 8 x 8" 32' for prompt shipment.

LET US QUOTE YOU

OVER PRODUCTION OF "T & G STANDARD" BRAND

British Columbia Red Cedar Shingles, all grades.

A first class shingle at a second class price.

Ontario Hemlock, good dry stock.

Ontario Jack Pine and Spruce (now sawing).

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Branch—MONTREAL, P.Q.

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I WANT TO BUY

5/8 in. Merchantable Spruce and 5/8 in. Mill Cull Spruce, 1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill Cull Spruce; also Basswood, Birch, and Maple, in all thicknesses. I can make immediate shipment of plain and Qtd. White and Red Oak, 1/4 in., 3/8 in., 1/2 in., 5/8 in., 3/4 in., and 4/4 in. Qtd. White Oak Strips, 3 1/2 to 5 1/2 in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

PERCY E. HEENEY, Wholesale Lumber

207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine
Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

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LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

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Real Estate Trust Bldg., Philadelphia, Pa.

New **RAILS** Relaying
12 to 80 pounds per yard.

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Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Alabama Hewn Oak Timber



THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Lumbermen's Tents and Clothing

Pure wool, Waterproof Mackinaw Coats, Pants and Shirts,
the kind you have been looking for.

Repellant Brand Army Duck Tents



The best duck that money can buy.
We can equip your van complete.

Pure wool Blankets, Sweaters,
Underwear. Hand Knit Mitts
and Socks. Palmers Shoe
Packs, Buck and horse hide
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Manufacturers of

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Lumber

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Lumber Lath Boxes Shooks

We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

Your enquiries are solicited.

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are the surest, the most economical and the best medicines with which to equip your stables. They have been on the market for twenty-five years and still retain their superiority over all others.

The quality never varies, it is our first consideration.

Prices taking effect July 1st are as follows:

Johnson's Horse Liniment No. 1	Per Gal.	\$7.00
Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
Johnson's Horse Liniment No. 1	Pints, Per Doz.	10.00
Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy	Quarts (8 Doses each) Doz.	23.00
Johnson's Horse Colic Remedy	Pints (4 Doses each) Doz.	12.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb Tins	each 2.25 Doz.	24.00
1/4 lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders, 1 lb. Pkgs.	Doz.	4.80
Johnson's Horse Worm Powders,	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
Johnson's Antisepting Dusting Powder		
(For Drying and Healing Sores, Proud Flesh, etc.)	Per Doz.	8.00

Our Family and Van Remedies are as follows:—

Pine and Tar Cough Syrup	Big 4 Liniment—Mosquito Oil
Purgative Pills	X Ray Liniment
Little Liver Pills	Cholerine Mixture (Diarrhoea)
Porous Plasters	Headache Powders
Stomach Bitters	Sarsaparilla
Laxative Cold Tablets	All Healing White Ointment

All Drugs and Patent Medicines at Market Prices.

Mail orders solicited — Prompt shipments made.

A. H. JOHNSON
Collingwood, Ontario

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Now that Labor Costs Are High

Shop Superintendents should see to it that men don't waste time and labor with inefficient tools.

For instance, it's much cheaper to give a mechanic a new file than to have him waste time working with a file that has passed its "efficient point."

Also it pays to buy standard quality tools. You get the best results for the longest time.

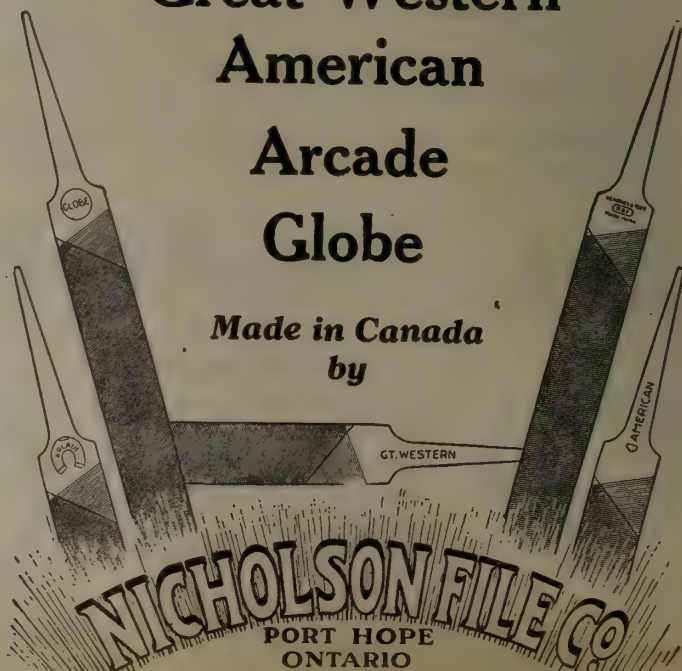
All good mechanics recognize "Famous Five" as the standard quality files.

Specify them when ordering.

They are:

Kearney & Foot Great Western American Arcade Globe

Made in Canada
by



When in need of

British Columbia

FIR SPRUCE
CEDAR HEMLOCK

LUMBER

or

Red Cedar Shingles

*write or wire your enquiry to us
at our expense.*

SATISFACTION GUARANTEED

The Foss Lumber Co.

Incorporated 1905
Winnipeg, Man.

Limited

Double Band Mill For Sale

Including :

Carriages	Trimmer
Niggers	Edgers
Loaders	Resaws
Sprockets and Chain	
Shafting and Pulleys	
Engine—28" x 62"	
Log Machinery	
All the machinery for a clothes pins mill	
Filing Room Equipment	

Write for prices and information

Stearns Salt & Lumber Co.

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Ring Oiling

WHY

Bond Hangers

Eliminate
Hot Bearings

Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happened to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

Get our catalog containing full details before you buy.

Canadian Bond Hanger & Coupling Co.

LIMITED

ALEXANDRIA, ONTARIO

SAW MILL MACHINERY

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 Burner, 96 feet high by 24 feet in diameter.
- 1 Right hand 3 block E. E. Long carriage, 40 inch, fitted with Payette patent set works; everything new except set works, which have been thoroughly refitted.
- 2 pneumatic air bumpers, 16 x 24. never been used.
- Track.
- 1 Steam feed, 10 inch in diameter, 36 feet long.
- 1 gang saw made by Wm. Hamilton Co.
- 1 Right hand edger made by Wm. Hamilton Co.
- 1 left hand edger made by Waterous Co.
- 2 engines.
- 1 steam kicker.
- 2 steam log loaders made by Waterous Company.
- 2 steam niggers made by Waterous Company.
- Considerable quantity of heavy forged chain in first-class shape.
- 8 boilers.
- Log haul, slashers, trimmers, etc., etc., all in A.1 working condition.

For Sale

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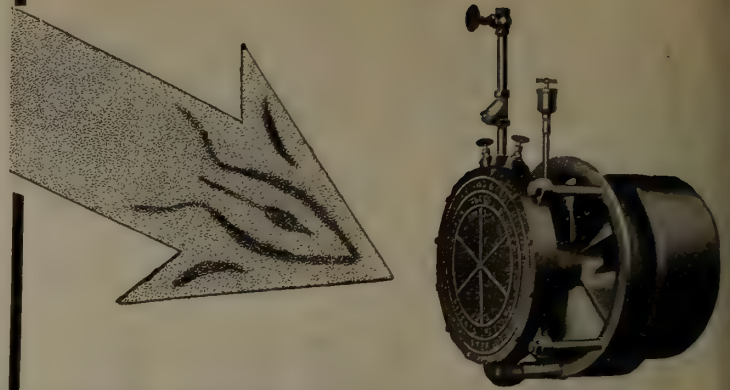
More Draft— Better Combustion

Many Timber Mill Engineers are not getting anywhere near the power they would like, from their boilers.

WHY?

Well, in nearly every case it is because the fuel used is waste and nearly always wet, and it does not give enough heat.

THE SUREST AND THE QUICKEST WAY to get more heat when burning moist waste fuel is to FIT IN A COPPUS BLOWER.



Fit in a "COPPUS" BLOWER

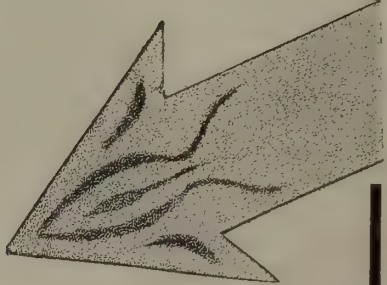
The results will more than surprise you, although there is nothing surprising about the method—it is merely a modern invention, based on the principle of the old-time blacksmith's bellows.

The "COPPUS" consists of a propeller fan driven by a steam turbine, both mounted on the same shaft. The fan, operated by the turbine, revolves at a great speed, forcing the air through the fan casing and causing a tremendous draft under your boiler fire. It is simple, but it is reliable.

It takes only about one per cent. of the steam from your boiler to drive the Coppus Blower, but it means that you get the full power of the boiler capacity. Don't go to the expense of bigger boilers for more power. Make your present equipment do the work. It will do it—yu'll see if you attach this efficient blower equipment.

As an Engineer, our booklet describing this blower is bound to interest you.

The REILLY



MULTI- COIL

FEED- WATER HEATER

We Ask Your Opinion

Mr. Successful Manager, what is the part of a power plant equipment that will pay for itself quickest if it does its work right. We think you will agree that it is the feed water heater. The best of its kind is the REILLY MULTICOIL FEED WATER HEATER.

Immediately fitted, it starts earning money by saving a large percentage of fuel and improving the condition of the boilers.

Turn exhaust steam into dollars. It is cheaper to heat water with a Reilly Feed Water Heater than with fuel in the boilers. The hotter the feed water the longer the life of your boilers. Send details of requirements and we'll send complete information and prices.

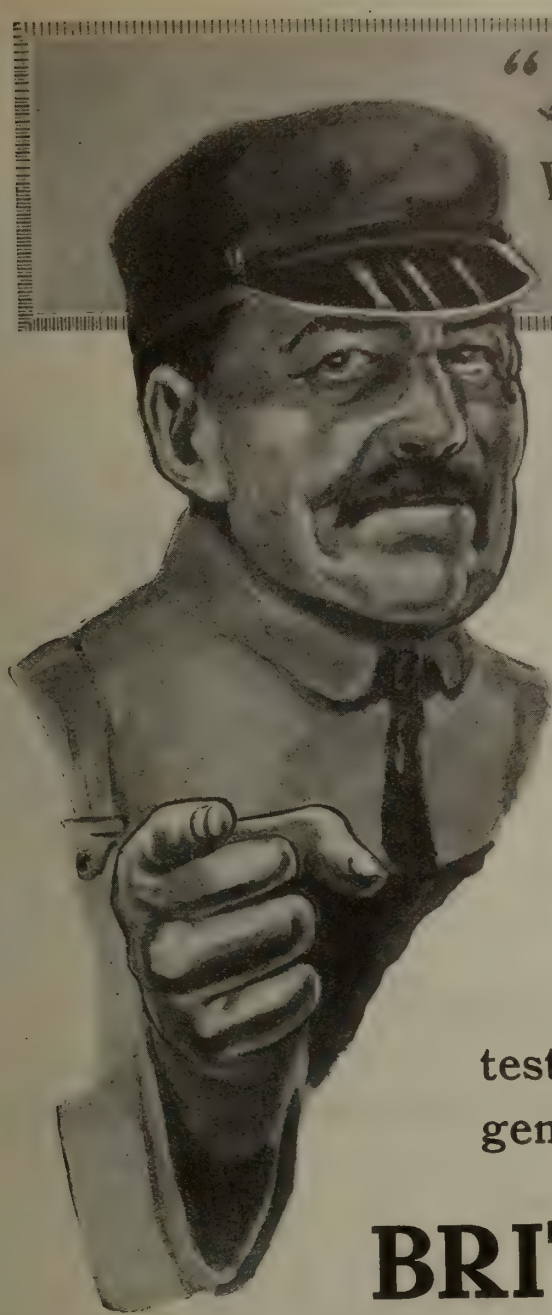
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*"Belting trouble ends
where D.K. McLaren's
Belting begins"*

—and that's a fact

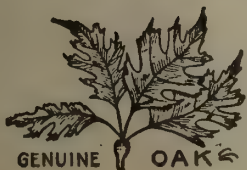
Ask any engineer or machinist using them today. They will readily endorse that statement. No more expensive belting experiments for them; they know and stand by the belting proved best by test. D. K. McLaren's the original and genuine

BRITISH OAK TANNED Reliable Leather Belting

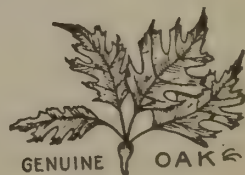
Flexible, Durable and Easy Running—Always

Are you using our belts? If not, is there any reason why you should not be getting the full amount of power from your machines? Don't lose energy caused by stretching, slipping or bad fitting belts.

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IF that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

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THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, April 1, 1918

No. 7

Why Proposed Housing Plan is Not Feasible

The men who have seen visions and dreamed dreams have pioneered the world to better and brighter things. Achievements which have not been first pictured in the mind would never be accomplished. Any cherished ideal would never be converted into concrete form, unless the original promoter had thought long and seriously of the great end in view and visualized it in every detail.

All of which leads up to a consideration of the proposition which was presented in recent issues of the "Canada Lumberman," by Mr. Alfred Fitzpatrick, superintendent of the Reading Camp Association, on the erection of a quadrangle of cottages heated by means of a central steam plant. Mr. Fitzpatrick even went further in his conception of the ideal, and presented a picture of life in woods operation with a married man occupying his own little home and living in peace and happiness surrounded by his wife and bairns. In connection with the lot of the single men, it was portrayed that they could have hot and cold water at their disposal night and day, shower baths and dry houses, as well as a laundry, a bakery, electric lights and other facilities provided in the older and denser centres of population.

In the interviews obtained with representative firms, who have carried on extensive woods projects in various parts of the Dominion there has been no disposition evidenced other than to treat Mr. Fitzpatrick's suggestions with the utmost courtesy and fairness. Practically all the operators agree that while the ideas are inspiring and comprehensive they are not feasible so far as present-day conditions are concerned. The principal reason which makes impossible the carrying out of Mr. Fitzpatrick's plan in the matter of improving the housing of the Canadian lumberjack, is that in the first place it involves too large an expense. No firm could stand the outlay in the present period of keen competition and constantly mounting operating costs. The wages of lumberjacks have ascended fully 100 per cent. since the war began, and the expense of feeding them has advanced in

like fold. Labor has been exceptionally difficult to secure, is restless and independent in attitude and, owing to the large number of green hands employed, is only from 50 to 75 per cent. efficient. It is the experience of the lumber trade that while prices have advanced considerably, the figure realized for the finished product is not at all commensurate with the augmented expenditure.

The condition of the lumberjack today, considering the frequent shifting of woods operations and the gradual recession of the sources of supply from the base of civilization, is a comparatively happy one. The provincial regulations stipulate that all camps must be clean and sanitary and a certain amount of air and space allotted to each man. If camps were of a permanent character and woods operations could be carried on at or near the same spot for several years, there is no progressive concern but would give serious consideration to the proposition of Mr. Fitzpatrick, for lumbermen as a class are a large and liberal minded body of men. They do things on a great broad scale and there is nothing small in their conceptions or ideals. The very life which they lead out in the open fills them with lofty thoughts and kindly impulses. Even this communication with Mother Nature is not sufficiently responsive to give ready acquiescence to the ideals of Mr. Fitzpatrick.

There are other reasons why the cottage system could not be carried out, but the principal objection is that present-day conditions preclude the possibility of the erection of cottages such as is proposed owing to the temporary character of woods operations. Another obstacle is that such an investment could not be made in these days with the high cost of labor and materials, as within a very short period the undertaking would be rendered practically useless owing to the timber supply giving out and the necessity of moving the camp to other quarters. It might be well for Mr. Fitzpatrick to present some definite, detailed plans and specifications regarding the cost of erecting and equipping such a camp and ascertain how his figures tally with those of several practical men who have estimated that to build cottages steam heated and fitted with all the modern accessories suggested, would entail a disbursement of \$30,000, and even then not more than one hundred men would be accommodated. Until these figures are disproved, little that is practical can be done in the way of furthering the proposition of the superintendent of the Reading Camp Association, which, while ambitious and perhaps somewhat Utopian, has, at least, aroused much interest and timely discussion.

Can Present Employment Methods be Altered?

Some criticism has been heard during the past winter of the practice of engaging men for the lumber camps through the medium of employment agencies or bureaus, and also for paying railway fares. It has been stated that such a system tends to the disorganization of labor generally and is pampering the lumberjack to an extent where he is almost as independent as a plumber when the temperature is twenty below zero and freezing waterpipes galore. It has been further urged that the lumberjack by such a system loses his individuality and becomes a sort of pawn or chattel, to be moved about at the will of the agency or the lumber companies employing this means of getting assistance.

There is no doubt that there are some unscrupulous and designing bureaus which induce men to go to certain centres and jump camp—or take French leave, as it is sometimes called—in order that the agencies may collect the regular fees per capita for securing employment. On the whole, however, while there may be some very black sheep in the flock, the employment agency, if properly regulated, is no doubt the best and quickest means through which lumber companies can secure help. In the present dearth of woodsmen, it is impossible to discriminate in the character of the labor that is available. Any and all kinds have to be taken and even then many camps have been woefully undermanned during the past winter, so that the cut in some of them will not reach more than fifty or sixty per cent. of normal. This has been brought about through the high cost of maintenance and, as stated, through lack of help, both skilled

and unskilled. It has been almost impossible to get men of any kind at some centres.

A well-known nautical proverb is "any port in a storm," so the woods operators have had to face conditions as they are and corral whatever labor was possible. Naturally, a large proportion of the lumberjacks are of foreign descent and were it not for the labor bureaus many would not know where to apply for work. They would not take the time or the trouble to hunt out individual companies, and the employment bureau affords a sort of a rallying point for them. In fact, not a few lumber concerns find it necessary to engage not only an employment agent, but also to make the fullest use of the bureaus. These agencies are, of course, not ideal, and their methods are often open to question, but under the present system they perhaps meet conditions as well as can be expected when so many expert axemen and bushmen are doing service overseas.

In regard to the payment of railway fares, this system is acknowledgedly bad and many companies suffer heavy losses through men jumping their jobs after only a few days or weeks' work. As the ordinary lumberjack is generally out of funds at the commencement of each season there would be no possible way of getting the men to work if railway fares were not advanced. It has been pointed out that the fellows who go to the camps on their own responsibility are without doubt more desirable than those who come through employment agencies, but as one firm pertinently observes, "if an employer put up an ideal camp and waited for men to come to it he might find that when spring arrives the camp was still beautiful to look upon, but that there had been no output of logs." Any methods that are honorable and efficient and will result in getting out the logs are being employed at the present juncture when the members of the lumber trade—like those in every line—are facing an upheaval of conditions such as they have never been called upon to encounter in the past, and may never be called upon to meet again.

Shingle is Still Best Roof Covering

Organized effort and well directed publicity backed by quality goods and efficient service will create expansion in any industrial enterprise. A splendid evidence of this is indicated by the annual showing of the British Columbia manufacturers of red cedar shingles. The past year has been a phenomenally successful one with this association, and the value of the output was nearly \$8,000,000. The shingles found not only an excellent market in the United States, but also in Canada. One leading factor in contributing to the remarkable development has been co-operation, and another outstanding feature has been wisely controlled and constantly maintained publicity.

Ever since the shingle men on the Coast decided to enter upon an advertising propaganda the results have been most gratifying and the merits of the red cedar shingle are known today in many quarters where a decade ago this roofing material had never been referred to. Notwithstanding that manufacturers of patent products have been busy in season and out, spending large sums of money to popularize their products, the time honored shingle still maintains its prestige and predominance. Advertising has helped to keep it in active demand, and to correct many misleading reports that have been spread about it by dealers in other lines of roofing.

The production of 10,000 carloads of shingles in the Pacific Coast province during 1917 affords some conception of the magnitude of the industry. It is interesting to note that wood shingles make the cheapest roof protection both from the point of view of dollars and length of service. This statement is made by H. R. Isherwood, Retailers' Expert of the National Lumber Manufacturers' Association, who has prepared a comparative cost table of shingle, slate, asphalt, asbestos and asphalt roofs. The table was prepared after several months of careful investigation, and is based on Middle West retail prices, but the lesson it teaches is true in every part.

Mr. Isherwood says: Taking a roof 10 feet square as a working base, I figured out the exact cost of covering such a roof with each of the materials previously mentioned, the total including the cost of all materials including even the nails and the cost of labor.

Among the facts brought out by this compilation are these: That

a roof of the highest grade wood shingles, which has a life of thirty years, costs \$10.54 or \$8.66 less than an asbestos roof of the same life; \$9.11 less than a slate roof of the same life; \$4.81 less than an asphalt shingle roof of only 20 years life, and only \$1.11 more than asphalt roll roofing which is estimated to last only ten years—that roofing covered with wood shingles of 20 years life costs \$5.61 less per 100 square feet than a roof covered with asphalt shingles of the same life; that wood shingle roofs cost little more than half as much as either asbestos or slate roofing; that the wood shingle roof weighs 376 pounds less per 100 square feet than the asbestos shingle roof, 605 pounds less per 100 square feet than the slate roofing, and 148 pounds less per 100 square feet than the asphalt roofing. And the weight of a roof is very often the determining factor in the choice of materials.

Stimulating Spirit of Doing Some Building

With the advent of spring the thoughts of the average real estate possessor are not only being directed by advertisements, both on the highways and in the press, to the necessity of a greater production, but many evidences are abroad that building—particularly in the rural communities—will be conducted on a larger scale than at first anticipated. There is something in the breath of the vernal season which makes a man who lives out in the open want to put up a new implement shed, garage, drive house, hennery or piggery, and by the way the prices for the porcine product are soaring, it would not take many animals to pay for a large, well equipped and thoroughly sanitary pigsty—all of which brings grist to the local lumberman.

There are many points such as these which the retail lumberman can present for the instruction of the residents in his locality and thus set their minds in motion along the line of erecting new edifices. We are all creatures, subject to suggestion, and influenced whether we care to admit it or not, by the pursuits and pastimes of our neighbors. If one alert and public spirited resident starts putting up some new building in a certain district, others are sure to follow. The contagion is insistent, and one might almost say imperceptible, but it is there all the same. No one can tell whether the present year will be a big building one or not, but the really far-seeing supplier of materials will do everything in his power to make the amount large. Education and inspiration, in well printed and nicely illustrated booklets, folders, and newspaper announcements do much to stimulate trade for the lumbermen. He should point the way to higher and better things and his advertising and selling talks should be bright and cheerful. They should show that he has faith in the coming season himself and being possessed of this desirable quality, he will fill others with the same spirit. He should impress upon the public the advantages that it will be to them to purchase material now for any new project that they have in mind and that his particular yard is the place where the needs of all, whether the requirements are great or small, can be met.

There is a happy faculty of getting the public interested in one's announcements by making each advertising talk of such seasonable, yet personal interest, that the reader feels it is a special communication to him and to no one else. Recently a certain member of the trade committed a rather serious indiscretion by jumping to the conclusion that, as building activities had been less during the last year than in previous ones, that the coming season would of necessity still show more diminution in the structural line. He therefore issued a booklet in which he emphasized the necessity of going to his particular place for "Repairs of All Kinds." This is a bad impression to create. If one desires to encourage the erection of new buildings and to put energy in that direction the word "repairs" should be mentioned as little as possible during the spring months. It is to the larger affairs that the retail lumberman should devote his publicity propaganda. Like the poor, repairs and alterations will always be with us, and a certain amount of work in this line has to be carried on whether times are good or bad, war or no war, but to encourage the erection of new buildings is a constructive and laudable undertaking.

Built Large Sawmill in Just Nine Days

Expert Work Done by Canadians in France under Direction of Major Hartt—How Construction was Carried on and Everyone Joined in



Major J. I. Hartt, Orillia, Ont.

With three train loads of plant, materials, horses and men, a map showing the topography of the country and a company of 175 men—all Canadians—Major J. I. Hartt, M.P.P. for East Simcoe, who recently spent a couple of months' furlough in Canada, landed in France early last summer. The necessary sawing equipment for a mill was taken along, including boilers, engines and dynamos, all being supplied by Canadian firms.

The specifications of the timber that was to be taken out of the bush were received from headquarters, and exactly nine days after landing in France, Major Hartt and his men had built and equipped a sawmill of 35,000 feet daily capacity and had same in operation delivering ties to the allied troops. The despatch with

which the plant was erected in the Gironde district in the south of France was the wonder of the rural people. They were amazed at the industry and aggressiveness of the Canadians.

"All my men were from the Dominion," declared Major Hartt, to the "Canada Lumberman," "a great number were handy with the axe, the saw, the team, electric motors—in fact every trade. Not one of them was afraid of hard work, and they all went at the task in hand with a spirit and optimism that was contagious. As I have said, just nine days after we landed in France everything was completed and the mill machinery running in first class shape. The mill was lighted by electricity and a narrow gauge railway had been built from the woods up through the plant. On this the logs were brought

proud of the way in which the Canadians conducted affairs. I heard of one German sawmill that had been shelled and captured, then some members of the Canadian Forestry Corps took possession and operated the plant. A considerable amount of timber belonging to the enemy was cut and used by the Canadians for trench work and road building.

"The timber sawn in the Gironde district was principally white pine. It is larger than that generally cut in Canada. The majority



The mill that was completed in nine days, showing part of day's cut awaiting shipment to the trenches.

of it went into railway construction and the remainder into huts, plank roads and general trench work."

Major Hartt states that one mill turned out from the middle of September to the middle of January about 5,000,000 feet of material. The timber in the Gironde district was planted many years ago, Napoleon having started it in order to check the encroaches of the sand from the sea.

Major Hartt, who recently returned overseas after spending a few weeks at home, was an exceptionally busy man during his stay. He not only attended to his legislative duties in Toronto, but introduced a bill in the House in the interests of daylight saving. He was also elected Grand Master of the Grand Orange Lodge of Ontario West at the recent annual session. Major Hartt is a widely known lumberman, having had 35 years practical insight into all branches of the industry. For thirteen years he was with the Gilmour Company, when they conducted a flourishing mill at Trenton, and filled practically every position in the service. He was then with the Fesserton Timber Company for several years, after which he formed the firm of Hartt and Steele and subsequent to the dissolution of the partnership carried on business for himself. Major Hartt, whose home town is Orillia, was most enthusiastic in the interests of recruiting, and as soon as an opportunity presented itself went overseas.

Good Salesmanship Gets the Price

A lumber salesman called on a certain lumber dealer who had long been a regular customer. The dealer enquired the price of certain stock and was told that it was \$46.50. The dealer said: "Why, I am selling that stock at \$45!"

"Well," said the salesman, "that is where you make a mistake. You can just as easily get \$60 if you ask for it. Try it on the next farmer who comes in for lumber. If he kicks, call his attention to the fact that he is getting two and three times as much for the stuff he raises as he used to."

While they were talking a farmer came in and asked the price of the same lumber they had been discussing. The dealer's son was waiting on the customer. "That stock is worth \$60," he said.

"Isn't that pretty high?" asked the farmer.

"Yes, it is high," replied the young salesman, "but so is everything else. You are getting \$1.50 to-day for your corn and you used to sell it for 50 cents. Don't you remember?"

"Guess that's right," replied the farmer. "Well, I suppose I can afford to pay your price, as the increase in lumber isn't nearly as much as the increase in corn."

He got his lumber and went away satisfied.



The rapid construction of a saw mill in southern part of France by Canadians under command of Major Hartt.

in and sawed into whatever timber was required, and once more the output went on its journey by a standard gauge route to the main line. Even the railways of which I speak were built within the nine days. Timber cut as late as four o'clock on the afternoon of the first day was sawn into ties and shipped out that evening. Despatch was the main thing. A thousand feet of timber in hand is worth more than a million you can't get, and everyone recognized this.

Proud of Agility of the Canadians

"Yes," he continued, "we had a few technical men, of course, such as sawyers, edgers, and millwrights, but the great bulk of the work was done by the versatile and hustling Canadians. The mill ran night and day and later another was erected in the same district. I am

Make Owner Liable for All Just Debts

The Defects in Mechanics Lien Act Pointed Out by Representative Firms Who Specify Where Adequate Protection is Not Afforded

During the recent session of the Ontario Legislature there were some amendments to the Mechanics Lien Act, but the changes which have been made are not sufficient to cover all the points which the retail lumberman would like to have included.

There are many provisions to correct, and it is intimated that, at the next session of the legislature, a new bill will be submitted practically wiping out all the clauses of the present measure. It is confidently hoped that the new act will be based along the lines of the Ohio and Wisconsin state measures. An outline of the former appeared in the "Canada Lumberman" a few weeks ago, and in this issue a synopsis of the latter is presented.

D. S. Montgomery, of Milwaukee, secretary of the Wisconsin Retail Lumbermen's Association, in a letter to the "Canada Lumberman," says: "We are pleased to enclose a copy of the Wisconsin lien law and also a synopsis of same by our association attorney and a copy of the 'thirty-day notice,' all of which we hope will be of assistance to you in the important matter of securing the enactment of a good lien law. We would say that the law operates in a very satisfactory manner, with one exception, and that is that a lien filed by a building and loan association takes precedence over all other liens, no matter when it is filed, as long as it is filed within the time limit. This puts the building and loan association lien in a very preferred class, doing an injustice to the retail lumberman. We are working on this question, in co-operation with the building and loan associations, and are hoping to have this point adjusted in a manner equitable to all concerned."

Wisconsin Lien Law

Lumber dealer the principal contractor—i.e., where you furnish material directly to the owner—you are required to serve no notice whatsoever, but must simply file lien within six months of the last delivery and date of last charge. Such lien may be renewed for a year, as heretofore.

Lumber dealer the sub-contractor—i.e., where you furnish material to the owner through a contractor—you are required to serve **one notice only**, namely, **within 30 days after furnishing the first material** you must give notice in writing to the owner or his agent, stating that you have been employed to furnish, and are now furnishing, material, and describing the real estate upon which the material is furnished with reasonable accuracy, so that the owner will not be misled or deceived thereby. **Note that a verbal notice will not suffice. The notice must be in writing.**

If the account remains unpaid and you wish to file lien, such **lien must be filed within 60 days after the date of the furnishing of the last material.** Copy of the said 30-day notice must be filed with your claim for lien. Such lien may be renewed for a year, as heretofore.

The notice to the owner within 30 days of first delivery is compulsory, if you wish to preserve your lien rights. If you fail to serve such notice, you thereby totally forfeit your right to file lien whatsoever. Likewise, in order to perfect your lien, you must file the claim for lien in the office of the clerk of the circuit court within 60 days after last delivery of materials.

The Wording of the 30-Day Notice

It need not be any special form, but may be written on your business letterhead. It need state only that you have been employed to furnish materials upon certain real estate, which you may describe by lot and block, or in any other reasonably accurate manner. (A suggested form of such notice, for execution on your own letterhead, is handed you herewith on separate enclosure.)

If you serve the written notice personally, do so in the presence of witness; retain copy of notice and record thereon the date and hour of service and name of witness. If you serve the written notice by mail, send it registered, and see that you get a registry return receipt.

A sub-contractor is required to file his lien within 60 days and a principal contractor within 6 months after delivery of last materials. The sub-contractor must serve the 30-day notice on the owner in every case to preserve his lien.

Suggested Form for 30-Day Lien Notice

Dear Sir: 191...

As owner, or as agent of the owner, you will please take notice that we have been employed by John Jones to furnish materials for the building improvements being made on the property located at or

near No. 950 Grand Avenue, in the Fourth Ward of the City of Milwaukee, Wisconsin.

Vary truly yours,

The above notice, as you know, may be written on your regular letterhead, and it is proper to retain a carbon copy. Such carbon copy should be signed by the writer of the letter in ink, just the same as the original. Furthermore, you should write with ink on the said carbon the important particulars regarding when and where you mailed the notice. For instance, something about as follows: "Mailed in mail box southwest corner East Water and Wisconsin Streets, July 10, 1917." Such procedure will enable you to use such carbon copy in court, if necessary, for on the basis of it you can swear positively that the notice was mailed to the address as shown. A carbon copy is not a valid document in court unless it is signed by the writer of the original. While the notice may be sent as an ordinary letter under 2-cent postage, the better plan will always be to send it registered mail, demanding a registry return receipt, so that you will have some proof in writing that the notice was received by the owner or his agent.

Contractor Must Satisfy All Claims

Four of the principal clauses in the Wisconsin act read:

All moneys paid by the owner to the principal contractor shall be and constitute a trust fund in the hands of such principal contractor, to the amount of all claims due from or owing by such principal contractor for work, labor, and materials, or to become due from or owing by such principal contractor for such work, labor, and materials to persons entitled to a lien under this chapter against said owner and his property until all such claims have been paid; the using of such moneys by such principal contractor for any purpose other than the payment of such claims, until all such claims, except those which may be in dispute, have been paid, is hereby declared to be an embezzlement of said moneys, punishable as provided by law in case of embezzlement.

In all cases where a lien shall be filed under the provisions of this chapter by any person other than the principal contractor, it shall be the duty of such principal contractor to defend any action brought thereupon at his own expense, and during the pendency of such action the owner may withhold from the contractor the amount of money for which such lien shall be filed and an amount sufficient to defray the costs and expenses of such action; and in case of judgment against the owner or his property upon the lien he may deduct from any amount due by him to the contractor the amount of such judgment, and if he shall have settled with the contractor in full, may recover from him any amount so paid for which the contractor was originally liable.

And any contractor or any person furnishing materials under him who shall purchase materials on credit and represent at the time of making the purchase that the same are to be used in a designated building or other improvement and shall thereafter use or cause to be used the said material in the construction of any building or improvement other than that designated, without the written consent of the person from whom the materials were purchased, shall be punished by imprisonment in the county jail for not more than three months or by a fine not exceeding three hundred dollars.

The provisions of this section shall also apply to all cases where improvements are being placed upon real estate by any person holding such land under any contract of lease, demise, or contract for the purchase or sale thereof, but in that case the lien shall attach only to the interest of such person in said real estate unless the owner of such property shall authorize or approve of the same.

How the Ontario Act Is Viewed

That the Mechanics Lien Act in Ontario needs thorough revision and that the owner of the building should be held responsible for the settlement of all bills for work, labor, and material is the consensus of opinion of retail lumber dealers in all parts of the province.

The present law provides that the owner shall pay to the contractor, as the building progresses, 80 per cent. of the amount certified to by the architect as having been earned, retaining only 20 per cent. to satisfy the claims for materials and labor which remain unpaid.

This is one feature of the measure to which decided objection is taken. The views of some representative firms are set forth clearly and cogently on this particular point in the subjoined letters:

The Ludlam-Ainslie Lumber Company, of Leamington, Ont., say:

"We have been led to consider this act as pretty much of a farce when viewed from the standpoint of the supply man. The 20 per cent. clause is about sufficient to protect labor, which has a preferred claim, but it is practically of no value in securing to the supply man the price of his goods. It may serve as a kind of bluff, but when you come to fight out the matter in the courts you may as well throw up your hands before you begin. At least, such has been our experience, and we believe the experience of a great many others.

"It frequently happens, too, that contracts are awarded to men of little or no means, but who are particularly sensitive in the matter of their credit. The supply man, therefore, has the choice of offending his customer by filing a lien at the beginning of his contract or of letting his right of lien go. In the former case he usually loses his customer, but the losses in the latter case are equally discouraging.

"We think this could be remedied by the proprietor being made responsible for the distribution of the money involved in the contract.

Is Anything But Satisfactory

Thomas Patterson, of the Patterson-Tilley Company, Hamilton, writes: "From our standpoint, the act is anything but satisfactory. We have had a number of experiences where contracts have been undertaken at a price much below what they could be done for, and in many of these cases the decided difference between the accepted tender and the next highest should have been sufficient evidence of an error either in judgment or in figuring. In spite of these glaring differences, the contract has been let to the lowest tenderer, the proprietor and architect being ready to take the chance of getting more than they are paying for and having the supply man contribute to make up the shortage. We are of the opinion that the law should hold the proprietor for all material delivered on the job, and he and his architect would then satisfy themselves of the responsibility of the contractor before giving him the contract. This, of course, would naturally lead to the weeding out of a number of unreliable and undesirable would-be contractors who have neither capital nor qualification of any sort to rank as such."

Leaves Material Man in the Lurch

James Harriman, of the Simcoe Street Planing Mills, Niagara Falls, Ont., declares: "In regard to the retention of 20 per cent. by the owner to meet unsettled claims for material and labor, I may say, from my own experience, I have found the present act a very serious and difficult one from which to obtain justice. It protects the owner and the scheming contractor at the expense of the man furnishing the material and putting the value into the property. In collusion with an owner, the contractor—who knowingly takes the work below a fair price in order to get it—may draw his pay to the last cent, leaving the man who supplied the material to wait until the contractor gets another job or enter suit and give a lawyer the balance. If a man improves his property and increases its value, I think it only right and fair that he should pay for the material which enhances the value. The lien act should be made so as to cover all the materials entering into the improvements, irrespective of any percentage. It is the duty of the owner to see that all his material is paid for or pay for it himself. Let me give you a case in point: I furnished the material for a building several years ago and a dispute arose; suit was entered, judgment given in my favor, and the money paid into court, and it is there to-day. The lawyer makes all kinds of promises, and I have gone to other members of the legal profession, but am informed that it would be very 'unprofessional' to interfere. In justice to all, the lien act should cover all materials furnished, and the owner should see to it, without any expensive law costs and delays."

Dealer Runs Great Deal of Risk

McClellan & Co., of Bowmanville, remark: "The present act is, of course, better than no protection at all, but, as you state, there are so many loopholes that unless the contractor is both honest and competent, the dealer runs a great deal of risk in supply material without a definite understanding with the owner as to payment. We believe that whatever arrangement is made as to payments should provide that an equitable portion of these payments should be made directly to the dealer who supplies the goods if he so desires, or does not care to accept the contractor for payment. We think, also, that any person or firm engaged in contracting should be under proper government inspection or license, and be obliged to give some kind of security as to their financial standing and ability to pay, as our experience has been that a great many of the so-called contractors operating now have little or no financial backing, and have not sufficient judgment or calculation to estimate what a job is worth, either as to material or labor. There are probably other suggestions that could be made, but these have come under our personal notice, and we have lost a good many hundreds of dollars through dishonest and incompetent men."

More Protection Is Required

The McLaren Lumber Company, of Brockville, assert:

"We think the owner should be responsible for the payment of

all wages and materials in connection with the building, and if the law could also be made so that he could not mortgage the building without the production of receipts, or waivers, from the material supply men, it would be quite a protection.

"We understand that a number of Toronto dealers were favorably impressed with the lien law of the State of Michigan, which was explained to them on the occasion of an association trip to Detroit.

D. Aitchison & Co., of Hamilton, are of the opinion that the Mechanics Lien Act should be amended so that the owner would be held responsible for all material delivered to the building by order of the contractor, as they feel that the supply man has no adequate protection unless such provision is made.

"It sometimes happens that a contractor makes a mistake in his figures, which mistake is quite evident to the owner and architect when they are compared with the other tenders. Notwithstanding this, the low tender is accepted and the contractor is allowed to proceed with the work, when it is quite evident that he will lose money on the job; and, if he is not a responsible person, those who are supplying him will be the real losers," they conclude.

W. Mitchell, of the Thorold Planing Mills, Thorold, Ont., says: "We are strong advocates of the owner being held responsible for all wages and material in connection with a building, and would like to see such a change effected if we could get it. The present act is scarcely worth using for the retailer to-day, as it seldom meets anything at all after expenses are paid."

Amendments to Mechanics Lien Act

At the recent session of the Ontario Legislature, a bill was passed to amend the Mechanics' and Wage Earners' Lien Act. The proposed amendments were introduced by Mr. Proudfoot, but several of the clauses were eliminated by the legal committee of the Ontario House. The interests of the retail lumbermen were looked after by Mr. W. C. Irvin, of Gibson, McCormack, Irvin Company, Toronto, and Mr. John Jennings, of the legal firm of Clute and Jennings.

While the proposed amendments do not go as far as desired in the protection of the interests of the lumbermen, they are a step in the right direction. It is intimated that at the next session of the Legislature, a new bill will be introduced, embodying many points which the trade would like to see covered and are referred to more fully in another column.

The amended clauses now read as follows, the changes being indicated by black type:

Section 6.—Unless he signs an express agreement to the contrary, and in that case subject to the provisions of Section 4, any person who performs any work or service, upon or in respect of or places or furnishes any materials, to be used in the making, constructing, erecting, fitting, altering, improving or repairing of any erection, building, railway landing, wharf, pier, bulkhead, bridge, trestle work, vault, mine, wall, excavation, fence, sidewalk, pavement, fountain, fish pond, drain, sewer, aqueduct, roadbed, way, fruit or ornamental trees or the appurtenances of any of them for any owner, contractor or sub-contractor, shall by virtue thereof have a lien for the price of such work, service or materials, upon the erection, building, railway landing, wharf, pier, bulkhead, bridge, trestle work, vault, mine, wall, excavation, fence, sidewalk, pavement, fountain, fish pond, drain, sewer, aqueduct, roadbed, way, fruit or ornamental trees or appurtenances and the land occupied thereby, or enjoyed therewith or upon or in respect of which such work or service is performed or upon or adjacent to which such materials are placed, or furnished to be used, limited, however, in amount to the sum justly due to the person entitled to the lien and to the sum justly owing, except as herein provided by the owner.

Sub-section 2 of Section 16.—Materials actually brought upon or adjacent to any land to be used in connection with such land for any of the purposes enumerated in Section 6 shall be subject to a lien in favor of the person furnishing it until placed in the building, erection or work, and shall not be subject to execution or other process to enforce any debt other than for the purchase thereof due by the person furnishing the same.

Sub-section 1 of Clause 8.—Save as herein otherwise provided, the lien shall attach upon the estate or interest of the owner in the property mentioned in Section 6.

Section 8 of the Act is amended by adding thereto the following sub-section:

(4) The selling value of land incumbered by a prior mortgage or other charge, shall be deemed to be increased by the value of the work or service performed upon and of the material furnished or placed upon or adjacent thereto.

Sub-section 2 of Section 14.—Save as herein otherwise provided where there is an agreement for the purchase of land and the purchase money or part thereof is unpaid, and no conveyance has been made to the purchaser, he shall for the purpose of this Act be deemed a mortgagor and the seller a mortgagee.

The Basis of Rating Retail Lumber Yards

Under the Provisions of the Ontario Workmen's Compensation Act—Dealer who does not Operate Planing Mill May be Given the Teaming Rate

The members of the Ontario Retail Lumber Dealers' Association are offering some criticism of the Workmen's Compensation Act as applied to class four. At the last meeting of the Central Ontario district, the matter was brought up and thoroughly discussed. One of the clauses which came in for considerable objection, was sub-section "p" of clause 2, which reads: "Workman" shall include a person who has entered into or works under a contract of service or apprenticeship, written or oral, expressed or implied, whether by way of manual labor or otherwise, but shall not include an outworker or a person engaged in clerical work and not exposed to the hazards incident to the nature of the work carried on in the employment."

Clause 12 is another one on which criticism was raised. It reads: "Where compensation is payable out of the accident fund an employee, who is carried on his pay roll at a salary or wages, which the Board deems reasonable, but not exceeding the rate of \$2,000 per annum, shall, if such salary or wages were included in the then last annual statement, furnished to the Board under section 78, be deemed to be a workman within the meaning of this Act and shall be entitled to compensation accordingly, but for the purpose of determining the compensation, his earnings shall not be taken to be more than the amount of his salary or wages as shown by such payroll and statement."

Some Features Not Favorable

Writing to the "Canada Lumberman" recently a leading retail dealer voices his objection to these particular clauses by saying that many a member operated a yard and a planing mill in connection therewith. Half of his working force might be employed in the yard and the remainder in the mill, yet on the whole annual wage bill the retailer had to pay into the Board one and one-half per cent. on the wages of the entire staff. Then he adds: "There are other retail dealers who purchase all their sash, doors, blinds and interior trims and engage a force of men, yet such employers are exempt from the provisions of the enactment because they do no manufacturing. Now what should we have to pay on all the men who are in our employ, whether they work in the planing mill or not? Those on the outside never enter the factory and are in no more hazard than the persons employed in yards which, because of having no mill, do not contribute anything to the compensation of employees. I contend that any one in the lumber business, with or without factory, who employs help, should be brought under the provisions of the Act; or on that portion of our staff engaged solely in duties in the yard, we should not be called upon to pay the annual assessment. This overlapping is unfair and one sided. The employer who has a factory pays for every one in the service, while the retailer, who has no plant, escapes free of any levy. Builders' supply men, who have help, should be assessed the same as those owning a plant. The men in our yard are under no greater danger than those employed by another man who escapes the taxation on labor. All builders' supply men hiring help should be treated alike under the provisions of the Act. For us to be assessed on half of our staff (engaged solely in the yard) is a financial handicap and is, in my opinion, neither fair nor just. We should be relieved of the assessment of the wages of the men in the yard or as already pointed out, all yards should be compelled to come under the stipulations of the Act."

"Now in regard to paying on the wages of members of the firm, I venture the statement that the majority carry accident and other protective insurance, and are thus amply safeguarded, and why this extra levy on wages? In our establishment here the only member on whom we do not have to pay is the lady bookkeeper. Even if any of us meets with an accident or is sick, it is necessary to come to work if at all possible, to see that things are going right. We cannot lay off if it is physically possible to get around, as business requires the closest attention in these trying times. To be assessed an extra levy under the Act, is calling for an expenditure which I consider is not reasonable when we are subject to no danger and carry accident insurance in various companies."

Some of the Clauses Explained

In order to get enlightenment on the points raised, the "Canada Lumberman," in an interview with the Chairman of the Workmen's Compensation Board, Mr. Samuel Price, secured some timely information. Mr. Price said that the schedule of industries in the lumber,

builders' supply and woodworking line come under Schedule I., Class 1 and Class 4, which are as follows:—

Class 1.—Lumbering; logging, river-driving, rafting, booming; robbing, bark peeling; sawmills, shingle mills, lath mills; manufacture of veneer, excelsior, staves, spokes, or headings; lumber yards (including the delivery of lumber) carried on in connection with sawmills; the creosoting of timbers.

Class 4.—Planing mills, sash and door factories, manufacture of wooden and corrugated paper boxes, cheese boxes, mouldings, window and door screens, window shades, brooms or brushes, carpet sweepers, wooden toys, articles and wares or baskets, matches or shade rollers; lumber yards (including the delivery of lumber) carried on in connection with planing mills or sash and door factories; cooperage, not including the making of staves or headings; carpenter, joiner, or cabinet work in shop.

"It is to be remembered," continued the Chairman, "that lumber dealers and builders' supply dealers as such are not covered by the provisions of Part 1 of the Act unless they apply to the Board to be brought under, which may be done under an amendment passed in 1916, section 76a, which reads:—

(1) The Board may, upon the application of an employer, add to Schedule 1, for such time and upon such terms and conditions as the Board may determine, any industry or part of an industry, or department of work or service, of such employer.

"In the foregoing case the lumber yard is given the teaming rate, which was \$1.40 for 1917, and is again fixed provisionally at \$1.40 for 1918. The lumber yard work, including delivery, carried on in connection with planing mills, bore last year a rate of \$1.80, but as the experience in Class 4 was not very favorable for 1917 and a full year's medical aid is to be provided for in 1918 as against a half year's medical aid in 1917, the rate for 1918 has been provisionally fixed at \$2.00 for lumber yard work incidental to planing or moulding mills or sash and door factories. In such a case men employed exclusively in the yard are not separately rated. Purely commercial lumber yards—that is to say, where the employer is a dealer buying and selling his lumber, and not manufacturing it—will, where included, bear the \$1.40 rate provisionally for 1918.

"As to the matter of applying to the lumber yard work incidental to a factory a different rate than that applied to the factory, it has not been the practice in Ontario up to the present to do so. As a general principle it is not felt desirable to attempt too much segregation of different operations in the same employer's industry, a practical difficulty being getting accurate segregations. It is to be remembered that under the provisions of the Ontario Act the problem of rating is merely one of collecting equitably from the employers the money that has to be had for payment for accidents—that is to say, it is merely a matter of distributing the burden equitably among the employers liable to contribute. When all employers in the class are dealt with alike there is no unfairness unless conditions or circumstances among the different employers in the class materially vary. It is of no consequence to an employer in one class how employers in another class are rated, as each class of industry in the schedule stands upon its own footing. The Board, however, is agreeable to making segregations where the equitable apportionment of the burden among employers in the class seems to require it, and where it is practicable to get a reliable segregation of the wages. Where all the rates are low, however, the need of segregation is much less urgent than where some of the rates are high.

The Ontario Rates are Low

"The rates in Ontario, generally speaking, are very much lower than the rates in other places having similar laws, though some of these provide smaller benefits for the workmen. Here are a few comparisons that will be interesting:—

Industry	New York 1917	Michigan 1916-7	Ohio 1917	Ontario 1917
			(Adjusted rate)	
Planing Mills	3.81	1.76	1.90	1.80
Teaming	4.37	1.76	2.75	1.40

Saw Mills	9.54	3.06	3.85	1.10
Logging	9.14	3.35	2.15	.90

"In the above figures both the Ohio and the Ontario rates are preferred rates, subject to a percentage of increase in the case of employers whose accident experience is bad. The Ontario 1918 provisional rates for the above mentioned operations are as follows:—

Planing Mills	\$2.00
Teaming	1.40
Saw Mills	1.50
Logging	1.20

"It is to be remarked that the experience of the lumbermen's class, Class 1, was exceedingly good for 1917, especially in respect of the woods operations—hence the very large retroactive reduction in rates. A circular is being issued to employers with assessments.

The Interpretation of Clause Twelve

"In reference to the provisions of Section 12 of the Act, under which an employer may cover himself and obtain compensation in case of accident, it is to be remembered that this clause is operative only when the employer or partner, or in the case of an incorporated company an executive officer or executive officers, elect when sending in their pay roll statement to the Board to be covered. In this event they are required to put down the yearly salary or amount upon

which they are to be rated and upon which compensation will be based in case of accident; this amount, however, not to exceed the rate of \$2,000 per annum. No assessment is made on the salary of such persons unless they elect to be covered, and of course, no compensation is payable to them unless they so elect prior to the time of the accident. The rate of assessment upon such salary is the same as that upon the wages of ordinary workmen in the industry, but as mentioned, there is neither assessment nor compensation unless election is made by the employer, partner, or executive officer in question.

"The term 'executive officer' was added to this clause by amendment made in 1917. Before this an executive officer, being in the eyes of the law an employee of the company, was required if he took part in the operations of the industry to be included without election, but the amendment now places him upon the same footing as an individual employer or partner. The term 'executive officer,' however, only includes president, secretary, or director, etc., of the company—that is to say, it means an officer of the corporation as such, not a manager or superintendent of the business who is not an officer of the corporation. The wages of such manager or superintendent not being an executive officer of the corporation are required to be included in the same way as ordinary workmen, and such manager or superintendent is entitled in case of accident in the employment to compensation."

Wireless As An Aid to Forest Protection

Wide Difference of Opinion as to Its Efficiency, Economy, and Reliability—Will Its Application Be Necessarily Limited?

"Wireless Telegraphy" as a practical factor in detecting and preventing forest fires was the subject of an interesting and timely article which appeared in the last issue of the "Canada Lumberman." The proposition was ably presented by William L. Fletcher, who is the sales manager of a large radio manufacturing firm.

In this issue are given the opinions of several leading Canadian foresters and others on the reliability, efficiency, and economy of "wireless" in protecting the timber wealth of the Dominion. It will be noted that their views in regard to its possibilities and advantages differ materially.

R. H. Campbell, director of forestry, Ottawa, observes: "We have considered the application of wireless telegraphy to forest protection in connection with our administration to a considerable extent, but on account of the war have not been able to make any definite efforts to try out its practicability. Undoubtedly it will have a certain field in connection with forest protection work, but it is also subject to certain limitations, one of which is the necessity for trained operators for transmitting and receiving messages. At the present time I do not feel in a position to make any very definite statements in regard to the question."

Somewhat Doubtful of Its Benefits

E. J. Zavitz, provincial forester of Ontario, says that the Western Forestry and Conservation Association has been investigating the application of wireless telegraphy in forest protection, but so far has not made any practical application of the system. Mr. Zavitz adds that the local conditions in Ontario would lead him to believe that wireless would be of little assistance in the work of the department, as wireless could only aid in locating and reporting fires. He declares that the detection of forest fire is not a difficult matter through lookout towers and observation stations. "Our problem," he states, "is to have the territory so organized that men can reach a fire in the shortest time. I can see no advantage in sending messages long distances regarding fire, because the problem is to have men within available distance to actually fight fire when it occurs. I consider forest fire protection a very local problem, with each unit of territory so organized that it handles its own problems. We can put up observation points and communications at a comparatively low cost as compared to wireless, and all that wireless can be used for is to assist in reporting fire. The application of wireless would, of course, require expert officers in the field. If the aeroplane becomes available in this work there is a likelihood that wireless may be of some practical assistance. From these remarks I do not wish you to infer that I have any preconceived notions against wireless, but, so far as I can learn, no forest protective organization has yet made any practical application of it."

Feasible Only to Limited Extent

A leading member of the Commission of Conservation, Ottawa, says: "I am posted only in a general way with reference to the possible application of wireless telegraphy to forest protection. I am of the

opinion that wireless will in the future constitute a valuable feature in fire protection work under some conditions. I think, however, that its application will necessarily be somewhat limited. I do not understand that wireless equipment has yet been developed to a point where its use is feasible to more than a very limited extent at the present time in fire protection work. However, developments are taking place very rapidly in connection with military operations at the front, and there seems every reason to believe that at some time after the conclusion of the war the wireless telegraph may prove a much more valuable factor than is now practical in connection with a number of phases of fire protection. One of the factors which will necessarily limit the usefulness of the wireless telegraph is that the generating equipment necessary for sending messages from the field is too heavy for a fire ranger to carry with him. He must accordingly depend upon other means for notifying the head office of fires which he may discover. At the same time communication between permanent stations is apparently quite feasible at a fairly reasonable cost at the present time."

Investigating Wireless Telephones

Ellwood Wilson, chief forester of the Laurentide Company, Grand'Mere, Que., who is spending a few weeks in California, writing from San Francisco, under date of March 18, says: "In 1908 we used a wireless receiving station, and found it satisfactory. Unfortunately, there has not yet been invented a good portable wireless apparatus which can be used by rangers under our conditions. Just as soon as such an apparatus is on the market we shall have it. Wireless telegraph apparatus has not yet been developed to the point where it is feasible for our forest protection work. I am investigating wireless telephones here. You are perhaps aware that for many uses this means of communication is perfect, and the United States Forest Service were, at the beginning of the war, experimenting with portable outfits. I am now in touch with them. Should anything of interest develop I will write you."

Regarding the economy and reliability of wireless telegraphy as applied to safeguarding the wooded wealth of Canada from the ravages of fire, G. H. Prince, of Fredericton, N.B., director of the Forestry Division, Department of Lands and Mines, says: "I think that it can be used commercially in forest protection, and I believe, as you know, it has been done to some extent in California."

Frank I. Ritchie, manager of the lumber department of the Wayagamack Pulp and Paper Company, Three Rivers, Que., writes: "Regarding the adaptability of wireless for safeguarding the timber limits against fire, I think, of course, that if it could be done economically in connection with aeroplane patrols it might be all right. I do not believe that it could be put into use profitably for the next few years."

Sees Great Possibilities in Wireless

W. F. V. Atkinson, chief forester of the Spanish River Pulp and Paper Mills, Sault Ste. Marie, Ont., states:

"I recently had a long interview with Mr. Fletcher, who is a tech-

nical man and thoroughly conversant with his apparatus. The result of my conversation with him was that I have come to the conclusion, subject to certain guarantees as to strength and efficiency, etc. (which a forest engineer, as well as anyone who is not familiar with radiography, must obtain), that this method of communication is reasonably economical for forest fire protection purposes, and can be effectively operated at outstations and erected and operated in case of emergency by men with a short training from among the class who should be employed for forest fire protection work. Of course, the district chief will always have the trained assistance needed to operate the headquarters plant.

"The great value that I see in the semi-portable portable wireless plant is that no winds or intervening fires can cut the lines of communication. It might not be as satisfactory for short distances as a single wireless telephone, and should be used at first to communicate between local centre points having their own telephone lines to lookout stations. At some of the more important lookout stations, requiring a better trained man, it might be used directly from the lookout house if designed for that purpose.

"Amongst other things required for the quick and intelligent use of the wireless is to formulate a brief form of report which will, without any possible ambiguity, clearly explain, first, where a fire is seen, exact direction, and probable distance; second, size of fire; third, wind direction; fourth, temperature; fifth, rain, cloudy, or clear; sixth, expectations; seventh, requirements; eighth, remarks. As this wireless



Griffith B. Clarke, president of A. R. Clarke & Co., Toronto, manufacturers of "A.R.C." clothing for lumbermen, who expects, with the advent of spring, to be the first to enjoy a spin on Toronto Bay in his speedy motor boat, "The Leopard." It is equipped with a 135 h.p. six-cylinder marine engine and capable of a speed of forty miles an hour. Mr. Clarke is seen at the wheel. "The Leopard" was second in the competition for the gold cup at the Canadian National Exhibition, Toronto, in 1917, being beaten only by 19 seconds over a 28-mile course and by a boat of 250 h.p.

is a telegraph, and not a telephone, the message should always be brief and clear, with a form to make it so.

"Messages might properly be classed and given precedence in the order named—first, notice of fire message; second, instructions message; third, report message, and, fourth, general message, with an emergency or help call to be picked up by any or all other stations. As 'S.O.S.' is a ship call, it should never be used. I would suggest 'S.Y.' in its place.

"The difficulty of continuous 'listening in' for calls is not so bad as it seems at first, as this will have to be the constant duty at headquarters and a periodical duty at out-stations. Each wireless station should always be sufficiently powerful to reach beyond its local headquarters in case it becomes necessary to get help elsewhere, but disappointment will result if apparatus to be moved about is too heavy. For short distances and poorer class of help the telephone is less costly and more satisfactory, as you can get at the feelings of the party reporting better by telephone than by telegraph; men of a certain practical class will say a great deal more than they will write. As it is necessary for the local fire chief to see the trouble through their eyes, a certain amount of questioning is often needed to convey a correct impression to him.

"To sum up, I may say that, in my opinion, wireless telegraphy is of great value for forest fire protection work, but that it is not all-sufficient; if used for the present in conjunction with short telephone lines it will be more economical and satisfactory. As time goes on and men are trained to use it regularly, no doubt it will become of greater

value still. It is invaluable, of course, as a temporary means of communication during an emergency, and I understand the motor power required can be generated from a gasoline engine sufficiently light to be easily carried to the required place.

G. C. Piche, chief of the Forest Service of the Department of Lands & Forests, Quebec, writes: "I think the application of wireless to the protection of our forests should be very seriously considered. In a rough country like the Laurentian plateau it would be easy to establish such posts. We have already a few lookout stations distributed over our territory and there is no reason why each one of them should not be equipped with a wireless apparatus so as to communicate the news rapidly to the head office. As you know, the St. Maurice Protective Association will most likely try the use of an hydroplane over their area, and this machine will be equipped with a wireless. This will naturally mean that at least one station must be established in the St. Maurice section. I think it will be a great economy and will help vastly in the safeguarding of our timber limits against fire. I regret to be unable to furnish you with any data on the efficiency of this system adapted to forest protection, but from the success obtained elsewhere, I think that we are justified to go ahead."

Discussed in the West Five Years Ago

Another enthusiastic forester writes: "I do not know that there is anything of particular value that I can add to the discussion at the present time, in view of the fact that Mr. Fletcher is a recognized authority on the use of wireless, and covered the ground pretty fully in your last issue. There is, however, one point to which I do not recall special reference having been made at the Montreal meeting. This point was raised in connection with the discussion of wireless telegraphy for forest fire protection purposes, at the Forest Fire Conference held at Vancouver, B.C., December 15 and 16, 1913, under the auspices of the Western Forestry and Conservation Association. At this meeting, Mr. J. R. Irwin, of the Marconi Wireless Telegraph Company of America, gave a very interesting talk from which the following is an extract:

"We are in a position to supply you with portable outfits which can be carried upon muleback and are built for strength and efficiency, and I shall first roughly describe which I consider the best unit for your work. It is estimated that the average mule pack is 90 pounds on each side of the saddle. We first adapt a saddle for our peculiar uses, utilizing it after it has been off-saddled, as a stand or instrument table. Upon one side of the saddle we carry a small gasoline engine somewhat similar, but lighter than a motor-cycle engine. This is directly connected to a small alternating current generator which supplies us with the electrical power necessary to operate the wireless equipment. This piece of apparatus is the heavy part of the outfit and would occupy one side of the load. Upon the other side is a half-kilowatt transformer, or as the case may be, smaller as the use for which it is required is considered. The half-kilowatt transformer is the heaviest piece of the actual wireless set, and weighs approximately 25 pounds. On the same side of the saddle are located the condenser, helix, operating key and other small parts weighing comparatively but a pound or two. Here we also have the receiving outfit, which also weighs a trifle, and could be carried in the pocket. On top of the saddle is the spool upon which is wound the antenna wire used for the aerial; this is of light flexible aluminum wire and is not weighty. A portion of it is also used as ground connections. Fuel is carried in tubes or tanks conveniently fitted on the saddle—also light bamboo rods fitted like a fishing-pole for a mast where high trees are not available. It is an idea of my own which I have not yet been able to determine if practicable, that gasoline could be carried in these mast tubes, thereby saving weight and space. This entire outfit can be off-saddled and quickly adjusted, as it is practically set up upon the saddle.

The point which I particularly had in mind is contained in some remarks, following Mr. Irwin's paper, by Mr. E. T. Allen, Forester and Secretary of the Western Forestry and Conservation Association. This is contained in the following extract from Mr. Allen's discussion:

"I think the most of us who have been considering wireless have done so rather skeptically because of the expense and because we have been pretty well satisfied with telephones where we have them; but I think it is fairly well demonstrated that we have certain occasions in which the telephone will never do the business. One of these is in districts in which it does not pay you to build a telephone line into remote areas in which the telephone problem is difficult and expensive, the line costing \$30 a mile and up. We also have emergencies in big fires in which we have no telephone line. It has seemed to me personally that whether or not we find wireless very important in our work we are going to need it.

Travellers Boom Retail Association

Presentation to Two Aggressive Salesmen Who Secured Most New Members in Recent Campaign

An interesting event took place at the Board of Trade rooms, Toronto, on March 16, when a number of travellers for wholesale lumber firms assembled to hear the result of the recent contest which had been conducted toward securing new members for the Ontario Retail Lumber Dealers' Association.

The executive offered a box of choice cigars to the salesman who was successful in securing the largest number of names within a month. The contest was a very spirited one, and many firms joined as a result of the activity and interest manifested by the travellers.

Donald Barclay, representing the Canadian Western Lumber Company presided, and called upon Horace Boulton, secretary of the Ontario Retail Lumber Dealers' Association, to read the results. Mr. Boulton said it afforded both the association and himself much pleasure to witness the interest which the travellers had developed in the competition, and assured them that their sympathy and support was appreciated. In the contest Cornelius Schmidt and A. Dick, both of the R. Laidlaw Lumber Company were each successful in obtaining thirteen new members, although several others were quite close to them in the results. Mr. Boulton said that he had much pleasure, therefore, in presenting Mr. Schmidt and Mr. Dick each with a box of fifty fragrant Havanas, which the recipients passed around that all might test the brand.

It is announced that a second competition may be inaugurated at an early date, when another meeting of the road salesmen will be held.



C. Schmidt, Toronto.



Alex. Dick, Toronto.

Mr. Schmidt and Mr. Dick, in acknowledging the gift, spoke of their interest in the work, and wished the Retail Lumber Dealers' Association every success.

The representatives present then gave their various experiences in connection with the canvass for membership and some of the objections that they had to overcome. Among the misconceptions that exist in the retail trade are that the organization is a body to fix prices and regulate competition, whereas nothing is further from the thought or purpose of the association than this. It is distinctly stipulated in the constitution that no attempt is to be made to limit or control prices, directly or indirectly, but it appears difficult to convince some of the smaller men in the outlying towns that there is not an Ethiopian on the fence somewhere. However, it is expected that time will correct all erroneous views. Other dealers did not like to be identified with the organization just now because they belonged to similar bodies in years gone. These had gone to the wall, and, therefore, they did not have much faith in the present movement.

It was pointed out by one of the speakers that the hardest man to secure was he who had been identified with previous organizations which had ceased to exist and, because he had tried once, had no faith in future efforts, no matter by whom undertaken.

Another wrong impression that prevailed in the minds of a few was that travellers were boosting the retail membership for some personal gain or benefit. Of course, this statement was promptly disproved. All the good work done by the road representatives has been done solely out of good-will and warm sympathy for the association, the usefulness and benefit of which travellers recognize. They realize that an active retail body can do much to place the trade on a firm footing and a more progressive basis.

Another barrier raised by certain firms was that a few wholesale

dealers were selling to contractors, and this was objected to by the retailers. It was pointed out that it was the intention of the association to put a stop to the practice of any wholesaler doing such a trade, and that every effort would be made to protect the interests of the retail lumberman.

In the course of the discussion plans were outlined for meeting some of the foregoing arguments when they crop up and inducing everyone within the various districts to become identified with the association.

The secretary reported that there were now over 100 paid-up members, and cards have been signed by many more, so that the prospects were exceptionally promising.

Cornelius Schmidt, one of the winners in the campaign for securing the largest membership, resides in Toronto, and has been with the R. Laidlaw Lumber Company for seven years. He covers the main line south from Toronto to and including Detroit and also several of the principal centres in New York State. Previous to removing to Toronto, Mr. Schmidt was inspector with Collins Inlet Lumber Company, on the north shore. He began his career in Collingwood, where he spent his boyhood days. Mr. Schmidt is a hard worker, and secured thirteen members in less than a week's time.

Alex. Dick, who divided the honors with Mr. Schmidt, has been with the R. Laidlaw Lumber Company for the past two years, and covers Western Ontario north of the main line. Born in Scotland, he early became identified with the lumber industry. Since coming to Canada twelve years ago he has been associated with several leading firms, and for four years was superintendent for John Lumsden, Lumsden's Mills, Kippewa, P.Q. He entered upon his present duties in 1915.

May Extend The Bureau Service

Proposition Being Considered by Wholesale Lumbermen to Cover All Eastern Canada

Many important matters were discussed at the regular monthly meeting of the Wholesale Lumber Dealers' Association, which was held at the Queen's Hotel, Toronto, on Friday night, March 22. Owing to the absence of Chairman, Mr. A. E. Clark, who was out of the city, Mr. A. E. Eckardt presided at the dinner, which was followed by the usual business proceedings. There were twenty-four members present, including a number of visitors, among them being Mr. Guy H. Long, of the Long Lumber Company, Hamilton; Mr. Thompson, of W. C. Edwards & Company, Ottawa, and Mr. Frank Hawkins, Ottawa, secretary of the Canadian Lumbermen's Association. Secretary Boulton reported two new members and the Transportation Committee representatives reported encouraging progress in connection with their interview with the railway officials in regard to the stop-over service. They stated that, at the conference with the railway men, a lot of definite information on the subject had been brought out, which would relieve the members of any mistaken ideas entertained by the railways. It was intimated that this matter would likely come up before the Board of Railway Commissioners, and it was important for the lumbermen to have their case presented as strongly as possible.

The Chairman reported that, in the afternoon, a conference had been held between the members of the association and other lumbermen, including Mr. Frank Hawkins, secretary of the C. L. A., at which a lengthy discussion had taken place on the possibilities of extending the bureau of information service to include members in Ottawa, Montreal, and other important eastern centers. While the discussion was purely tentative in character, the wholesalers, who were present, declared that they would be much pleased to have the opportunity to co-operate in the credit information service.

The suggestion was offered that means might be found to operate the service for the whole of eastern Canada from the present head office in Toronto, and that possibly the entire service might be developed into a branch of the Canadian Lumbermen's Association.

While this plan was not decided upon definitely, it had many features which commended themselves to the representatives of the Wholesale Lumber Dealers' Association, after it had been pretty fully considered at the meeting in the evening.

A resolution was passed to the effect that the directors of the Wholesale Lumber Dealers' Association should hold a meeting with the directors of the Canadian Lumbermen's Association for the purpose of discussing the whole proposition.

Mr. Frank Hawkins gave an interesting address on the work of the Canadian Lumbermen's Association, and Mr. Thompson also spoke on some of the present difficulties of the manufacturers, with particular reference to the transportation problem. There was also a rather long discussion on the question of car stakes, but no decision was reached on the matter.

Will Adjust All Trade Disputes

Valuable Service Will Be Rendered By Retail Dealers Association in Healing Any Breaches

The Directors of the Ontario Retail Lumber Dealers' Association held a meeting at the offices of the Association in Toronto on March 26th and disposed of a large amount of business. The most interesting portion of the meeting was the report of the Secretary, which showed that the Association is making substantial progress and will undoubtedly be a strong factor in the promotion of the interests of the trade.

Although the Association has only been in existence for a few months, its membership list as shown by the Secretary's report, is very encouraging, and includes 112 firms, which is estimated to be about twenty-five per cent. of the available members. The means that have already been adopted for securing new members will be continued and a still more vigorous campaign will be inaugurated.

While attention is being devoted strongly to the matter of membership, the actual work of the Association is not being neglected and many important matters are being dealt with. An example of this is the decision which was reached at this meeting of the Directors to have a Bill for a new Mechanics' Lien Act for Ontario prepared and presented at the next session of the Ontario Legislature. The proposed Bill will make the owner of a building responsible in full for the payment of all bills for material and labor. This decision was reached as the result of the success already secured by members of the Association in co-operation with other supply firms in having several important amendments to the Act carried by the Legislature at its recent session.

Go Before Arbitration Committee

One of the ways in which the Association proposes to be of value to its members is in giving attention to disputes arising out of breaches of the generally accepted rules of trade ethics. Already, the Secretary reported to the Directors, a number of cases under this head have been laid before him by members of the Association and on the instruction of the Directors he is dealing with each case as it appears to him, on its merits, communicating with each party, enquiring into all the particulars, laying them before the committee on arbitration whenever necessary and bringing about a mutually satisfactory arrangement whenever possible. When it is found that such an arrangement cannot be reached the further step will be taken of calling a joint meeting of the arbitration committees of the Ontario Retail Lumber Dealers' Association and the Wholesale Lumber Dealers' Association, so that the matter may be dealt with by accredited representatives of both parties and an arrangement reached which will settle the matter. Undoubtedly, this means of providing against improper trade methods and ending long-standing disputes will be a valuable service to the members of both associations. Several cases which have been laid before the Secretary of the Ontario Retail Lumber Dealers' Association are now being dealt with by him in this manner.

Will Issue Monthly Bulletin

To keep the members of the Association in close touch with the work it is doing and with the most modern methods of conducting a retail lumber business, the Directors have decided to publish a monthly Bulletin. This will take the form of an Association magazine, which will be sent to the members and prospective members and which, unquestionably, will be a means of linking up the membership. Arrangements which have already been made by the Secretary for the publication of this magazine were reported to the Directors. From its first number this magazine will be self supporting.

Standing committees for the Association were discussed by the Directors and arranged for as follows:—

Committee on Membership—To consist of the committees of the local districts with Mr. J. B. Reid, Toronto, as general chairman.

Committee on Fire Insurance, Employers' Liability and Workmen's Compensation—Mr. W. C. Laidlaw, Toronto, Chairman, with power to appoint general and local standing committees on these subjects.

Committee on Arbitration and Inspection—To be composed of the Secretaries of each district with power to appoint local committees or to call for the assistance of local members to deal with matters under these headings when they develop.

Committee on Legislation and Transportation—Mr. E. M. Barrett, Ottawa, Chairman, with power to appoint general and local standing committees on these subjects.

Several other matters were disposed of by the Directors, of a more or less routine nature, and the meeting then adjourned.

Those present at the meeting were: Thomas Patterson,

Hamilton, Chairman; J. C. Scofield, Windsor; W. M. Tupling, Orillia; E. M. Barrett, Ottawa; A. G. Rose, Ottawa; K. J. Shirton, Dunnville; B. F. Clarke, Glencoe; and A. S. Nicholson, Burlington.

Co-operation and the Lien Law

The first fruits of co-operation among members of the lumber trade are beginning to ripen, in connection with the Ontario Retail Lumber Dealers' Association. About a month ago a number of retail lumbermen in Toronto who are actively interested in the Association began to discuss the Mechanics' and Wage Earners' Lien Act of Ontario and to consider the best means of bringing to the attention of the Legislature the necessity for having the Act in its present form amended so that it would become what its title indicates, rather than an act to enable a dishonest contractor or owner to defraud the material man and the laborer.

When the present Act was passed by the Legislature there is no doubt that it was expected to work out as a protection to the material man, but this has not been the experience. Under its provisions the owner of a building has no responsibility other than to hold back 20 per cent. of the cost of the work as it progresses. Having done so, he is protected against any proceedings which the material man may want to bring against him to recover the price of the goods which he has delivered. It often happens, under such an arrangement, that the contractor makes improper use of the money which he is paid as the work advances, and when the matter develops into a case for the lawyers the material man has no redress against the owner. A contractor and an owner working in collusion are thus able to defraud the material man extensively, and in actual practice this frequently occurs. This is the most important matter in connection with the Lien Act, that needs amendment, and it is one of the matters which remains to be taken up at the next session of the Legislature. It is the intention of the Ontario Retail Lumber Dealers' Association to have a new Bill prepared which will be ready for the next session and which will include a clause making the owner responsible for the full amount of the cost of the building, unless he has obtained from the contractor sworn affidavits setting forth all work done and all material supplied and the cost of the same. Then it is proposed that the owner shall make out checks for the amounts payable to those who have done the work or supplied the material, after which such payments as are due to the contractor may be made. This is a plan that is in operation in the State of Ohio and several other States across the line. It removes the possibility of collusion between the contractor and the owner to defraud the material man or the wage earner.

Owing to the short time available during the recent session of the Legislature of Ontario, this important amendment was not put forward, but the intention is to make it one of the chief features of the proposed new bill. Those who had the matter in hand this year, however, did succeed in having two important amendments passed, for which retail lumber dealers owe them a great deal. The first of these had to do with the delivery of material on an adjoining lot to that upon which a building is being erected. Under the Act as it previously existed it was necessary to make delivery of material actually "upon" the lot in order to be entitled to file a lien for its value. Judgments have been given right along to the effect that if there were not room "upon" the lot and the material were delivered "adjacent to" it, the material man had no right to recover under a lien. This was a hardship and an injustice, and the amendment which has been carried at the request of the retail lumbermen and other supply dealers who co-operated with them in presenting it before the Legislature, eliminates this.

Another important amendment relates to proof of increased value to the land, resulting from the use of the material supplied for a building. Under the Act its former shape, it has been incumbent upon the material man to prove the increased value. The amendment which has been carried says:—"The selling value of land incumbered by a prior mortgage or other charge, shall be deemed to be increased by the value of the work or service performed upon and the material furnished or placed upon or adjacent thereto." The effect of this amendment is to place the burden of proof upon the mortgagee, if he disputes the increased value claimed by the material man or the laborer.

The reason why other amendments which were asked for were not obtained, was that the Legislature was not able to reach the measure until the dying days of the session. Those who had the matter in hand are well pleased that they were able to get the amendments referred to carried. They were advised by the Leader of the Opposition and others who took an interest in the Bill, to prepare a new Bill and have it ready in ample time for the next session. This will be done and strong deputations will be on hand to urge its passage.



The Bunkhouse is Not Yet Outlawed

Says George H. Holt, of Chicago, Who Thinks, However
That It Should Be Improved



George H. Holt, Chicago

George H. Holt, of the Holt Timber Company, Chicago, who operate large camps in both Canada and the United States, is spending some time in Sunny California. At the recent annual meeting of the Canadian Lumbermen's Association, in Montreal, Mr. Holt read a thoughtful and forceful paper on "Feeding the Lumberjack," in which the problem was discussed from an economic, patriotic, and dynamic standpoint.

Writing to the "Canada Lumberman" from San Diego, Cal., in reference to Mr. Fitzpatrick's plan of housing the lumberjack by means of a system of steam-heated cottages, Mr. Holt says:

"I have just perused the article of Mr. Fitzpatrick, and the comments on it, with much interest. I am sitting out of doors, in the

sunshine, with out a coat, surrounded by flowers, within sight and sound of the slow-rolling breakers of the Pacific Ocean, and of fifteen army and navy airplanes coursing the sky. Snow and cold and housing the lumberjack seem far away and quite unnecessary.

"Anyone who makes a serious attempt to solve any of the world problems in these days of Exodus from the Land of Precedent and Habit deserves sober attention. We are all leaving behind the customs of the past, and are 'on the way'—who shall say by what route and how fast and how far? Mr. Fitzpatrick says: 'Courage is in the air.' It certainly is needed. He calls attention to some admitted limitations and shortcomings of life on the frontier as compared with life in a summer resort, and suggests a modern country club, without dues, as the ideal corrective, or perhaps a modern philanthropy-supported sanitarium, on the cottage system, with the entire family as guests for life. I say this is the ideal sketched in his picture, rather than his suggested materialization of that ideal.

Already in Reality in the South

"Probably Mr. Fitzpatrick is aware that the cottage and the single room and double room and family-group system, with and without steam heat, are already realities in the South and in the far West, only more completely developed, including mattresses and pillows, sheets and pillow-cases laundered weekly, hot and cold water, schools for the children, churches and reading and recreation rooms, phonographs, movies, lectures, hospitals, and resident doctors, and private vegetable gardens, chickens, pigs, and cows. So his suggestions are not chimerical unless the contrast in the climate, lay-of-the-land, social conditions, length of operation, accessibility, or something else, render them impracticable.

"These groups are really industrial communities rather than camps, although in many cases the whole community is semi-portable, and is intended to be removed and relocated from time to time.

"Have these progressive establishments solved the labor problem or quieted unrest? The proprietors do not say so, if that is any test, and in some of them the I.W.W. is flourishing furiously. In some parts of the South there is no labor shortage, and the problem there is one of too much rest rather than unrest.

Tried It Once Without Success

"A few years ago I built in Canada a set of camps for 125 men, designed for a five-year operation. The buildings were of peeled logs, eight feet under the eaves, composition roof, roomy, well lighted and heated, fitted with Marcusson double-deck spring bed iron bunks,

white enamel utensils, cutlery extra good, blankets and bedding first class, everything new, spring water, laundry, and hospital. It was accessible, in beautiful surroundings, and soon got the name of 'The Million-Dollar Camp.' That was just before the war, when men were more plentiful.

"The reputation of the camp kept the crew full, but changes were quite as numerous as in the old-style camps and efficiency was lower in that camp than elsewhere. It was too easy. I figured at that time on a central steam plant, as the location was favorable, and we had the steam boiler on hand, but the cost of pipe, fittings, insulation, freight, and labor, when the cost was far less than now, made it prohibitive. Dry stove-wood cost us 90 cents a cord, cut in the summer by contract. We also had phonographs, lectures, violins, and other instruments of musical intention. The camp clerk became a defaulter and has since lost his life at the front, and during the first summer the camp was completely destroyed by a forest fire. Of course, that case proves nothing, but it is a contribution to experience.

"The bunkhouse has its faults, but when you consider the barracks and cantonments in which soldiers are housed, and the kind of quarters supplied to emigrants and sailors on the water, it is not yet outlawed. I agree with Mr. Fitzpatrick, however, in thinking that it can and ought to be improved. It should be a part of a comprehensive study of conditions and remedies to be considered by the War Service Board, with an eye to the future. Of the two, I think there is no doubt that the lumberjack would choose a camp to suit his stomach rather than his idle time and sleep time; and if he were compelled to take a daily or even a weekly bath in winter time he would vamose without warning. That is not true of all, and I think better facilities for personal cleanliness can and should be provided. They are reformatory measures, not a lumberjack demand.

The Employment Agent Criticized

"The employment agent is an evil, not because he is less truthful than the company employment man, but because his interests are adverse to the employer. Unrest of labor means good business for the employment agent. He doubles his charge to the men, gets a bonus from the employer, makes a shave on the railroad fares, gets a free fare for himself and free entree to the camp and free keep while he increases his acquaintance, and builds up a larger following of labor vagrants by stimulating dissatisfaction and unrest and by promising just as good or better jobs at the next place.

"The problems of employment agent and railway fares are merely factors in the larger problem of man-power and its economic use and distribution.

"My idea is that either the lumber associations should handle these problems, through a well-organized department, or that they should be handled as a part of the co-ordinating service of the War Service Board and the government, as indicated in my paper on 'Feeding the Lumberjack.' It seems to me inopportune and futile to undertake to handle these problems in an independent and haphazard and best-guess fashion."

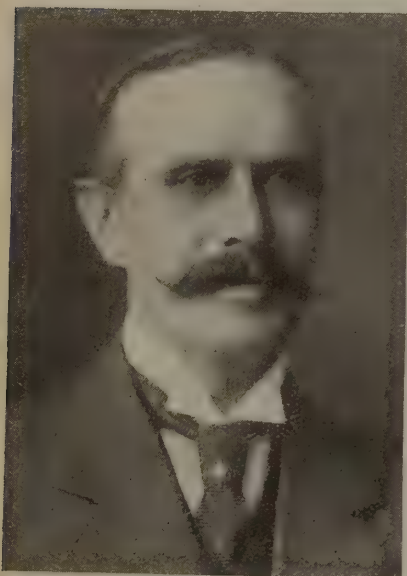
Want Night Schools in Every Camp

There has been a resolution carried by the District W.C.T.U. in Toronto and other women's organizations, which will be sent to the educational department of each provincial government, that night schools for foreigners be established in all camps and works within the province, in view of the fact that Canadian citizenship is likely to become endangered within the next ten years through the loss of Canadian manhood on the field of battle.

The W.C.T.U. also intend to ask the Hon. J. A. Calder, Minister of Immigration for Canada, that he make the laws regarding naturalization more stringent as regards the standard of education required by the applicant for naturalization; further, that the alien be required to apply for naturalization as a British citizen after and on completing ten years' residence in Canada. It is also recommended to the provincial medical officer of health in each province that he require the local medical officer of health in each unorganized district where there are camps or works to investigate conditions and enforce more rigidly the laws of sanitation regarding bath, laundry, etc.

Believes In Quality and Service

Head of Well-Known Woodstock Lumber Firm Says
It Pays to Handle the Best Grades



R. E. Butler, Woodstock, Ont.

"While we do not specialize in any one particular line, we do specialize in 'Quality and Service.' This is our motto, and we pride ourselves that we live up to it," said R. E. Butler, head of the R. E. Butler Lumber Company, Woodstock, Ont., who has been identified with the trade for thirty-six years, having started business in the capital of Oxford County in 1896. The company accept no lumber in their yard which is not strictly up to the mark, and state that they always buy from the mills which put up the best grades.

"We may have to sacrifice a little business occasionally," declared Mr. Butler, "to the man who carries a cheaper line of stock, but we find in the long run that it pays to have the grade. A

good portion of our business is shipped from Woodstock to points within a radius of twenty miles, and in nine cases out of ten the customer never sees the stock before it is shipped. We could not command the business if we dealt in the cheaper grades of lumber."

In their retail business the company handle all Quebec spruce of No. 1 quality and do not stock the merchantable grade. The firm do considerable advertising in the local press and use large space twice a week, with announcements that are neatly set up and well displayed. They make a feature of "Service," and Mr. Butler remarked that in order to live up to it they have to keep a large stock so that they can make quick shipments and look after their yard customers with the utmost despatch. In this connection they endeavor to load orders on cars the same day as received, but, of course, owing to recent car shortage, have not always been able to do this.

Mr. Butler added that they pile all their lumber in separate widths and separate lengths and buy everything in even lengths, and that it is only on very rare occasions they are short in any sizes in hemlock, pine, or spruce. They usually have from one to three cars of shingles on their platform, and this enables them to meet any contingency, such as embargoes or car shortage.

The doors, sash, dressed lumber, and mouldings of the firm are neatly arranged in a double-deck metal shed, 54 feet wide by 110 feet



The Storage shed and office of the R. E. Butler Lumber Company, Woodstock, Ont.

long, and good stocks of lath, cedar posts, long joists and timbers are carried. The firm do not operate a planing mill in connection with their business, but buy all their lumber worked at the mill. Along with the retail, they do an extensive wholesale trade, and emphasize the same methods regarding "Quality and Service" in this particular as they do in their retail operations.

"We devote just as much attention to grades in the wholesale line as we do in the retail end, and have the rather unique record that during the last three years—with but one exception—we have never had any complaints from our customers regarding the grade of our shipments," concluded Mr. Butler.

Timber Leads in War or Peace

How the forests of Great Britain, France, and Germany have been the real masters of the war situation, and how the forests of Canada are looming up as the dictators of future foreign trades was outlined before the Kiwanis Club, Ottawa, recently by Mr. Robson Black, secretary of the Canadian Forestry Association.

Mr. Black told of the herculean efforts of all the belligerents to obtain timber with which to build huts, railways, trench linings, dug-outs, and a hundred other necessities of defence and offence. Only the slaughter of British forests by Canadian forestry battalions saved the nation from a serious dilemma, and only the foresight of French foresters a century ago in providing splendid timber areas enabled the allies on the western front to counter the German thrusts. France was now hewing down 30,000 trees a day to meet military requirements.

Mr. Black placed the forests of Canada as the winning card in future export trade, second only to agriculture. "Forest industries stand in the middle of the road of Canada's economic development. We cannot compete with the Germans in cheap watches, but we can outdo any nation in the products of the spruce tree. Enough time and public money has been spent on industrial exotics. It behooves Canadian governments to-day to make their policies square with the rock-bottom fact that Canada can make money fastest by throwing the exotics out of doors and paying heed to the cultivation of the land, the forests, the mines, fisheries, and water-powers.

"The forests of Canada pay more of the country's foreign debts than all other manufactured goods put together. They hold more capital, employ more men, pay more wages than any other business we have except agriculture. And yet they are running rapidly down hill, particularly in Eastern Canada. Fire has cleaned out two-thirds of the original stock, and even to-day in the midst of cries of more production, the fire fiend is wantonly allowed to sweep off enormous amounts of timber than cannot grow again from fifty to a hundred years."

Mr. Black predicted that if export trade was to be retained and developed, if the main support of industrial life in the Dominion was to be upheld, the Dominion and provincial governments would be forced to bring their forestry policies out of the back kitchen and place them in the forefront of their deliberations and activities.

National Association Meets in Chicago

At the sixteenth annual meeting of the National Lumber Manufacturers' Association, which will be held at the Congress Hotel, Chicago, on Monday and Tuesday, April 8 and 9, an interesting and instructive program will be presented.

On April 8, in the morning, there will be a trade extension session, at which President R. H. Downman, of New Orleans, La., will give an address. K. V. Haymaker, of Detroit, and J. R. Moorehead, of Kansas City, Mo., secretary of the Southwestern Lumbermen's Association, will speak on "Building and Loan Associations." H. R. Isherwood, retail representative, will present a paper on "Retail Co-operation," while "Developing the Use of Timber" will be discussed by C. E. Paul, construction engineer. Dr. H. von Schrenk, consulting engineer, will talk on "Fitting Lumber to Consumers' Needs." A general discussion on important matters will follow the reading of the papers.

In the afternoon there will be a governmental relations session, when the following will take part: "War Service Committee," by W. H. Sullivan; "Building Codes," by R. S. Whiting, architectural engineer; "Traffic Committee," by E. A. Selfridge, Jr., and "National Policies and the Lumber Industry," by L. C. Boyle. In the evening at 7 o'clock the annual dinner will take place, when leading representatives of the trade and allied lines will give addresses.

On April 9, during the morning there will be a stock-holders' meeting and the election of directors, following which will be a sederunt of affiliated organizations. The report of the Pacific Coast Committee will be presented by E. D. Kingsley, chairman, after which there will be six-minute talks by representatives of various associations on "What We Are Trying to Do Through the National Association."

Produced Ten Thousand Carloads of Shingles

The sale of the British Columbia red cedar shingle is on the increase; in spite of the stiff competition of patent roofings. In 1917 the shingle manufacturers of the Pacific Coast province had the best year in the annals of the industry.

Some idea of the extent of the production may be gained from the fact that it would require over ten thousand cars to move the output of 1917, or, in other words, a train of thirty-five cars every working day of the year.

The manufacturers attribute the splendid showing to the extensive advertising campaign carried on during the past few years on behalf of the red cedar shingle, which has tended to widen the popularity of this class of roofing. The shingle has been able to withstand

competition, and its merits have been widely proclaimed through well-directed means of publicity.

The value of the total production in 1917 was \$7,609,834, of which \$5,182,856 was the value of shingles shipped to the United States and \$2,426,998 shipments within the Dominion. In 1916 the production was 1,900,000 thousand shingles, and last year this was increased to 2,278,205 thousand. Shingles were exported to the United States, according to United States consular reports, as follows:

	M.	Value.
First quarter	265,991	\$ 856,926
Second quarter	408,958	1,533,390
Third quarter	314,066	1,172,084
Fourth quarter	422,405	1,620,456
Totals	1,411,420	\$5,182,856

There were about 340 machines in the province, 20 per cent. operating day and night, the balance in days only. The shingles found a very ready sale in the United States and Canada, principally on account of the fact that the farmers have been enjoying exceptional years of prosperity and used large quantities of shingles for building. As yet manufacturer have not been able to make any satisfactory estimate of 1918 business, conditions being very unsettled in so far as they affect shingle production.

Lumber Company Has Fine New Quarters

The handsome new office building of the Fraser Company, Ltd., in Edmundstun, N.B., which is one of the most attractive and complete structures in the province, is now occupied by the company. The edifice is constructed of brick and concrete, and presents a very substantial and imposing appearance. The dimensions of the spacious office are 40 x 70, two storeys and a basement. The basement, which is to be used as a recreation and billiard room for the employees, is well lighted and airy, having 13-foot ceilings. The first floor includes the filing rooms, general offices, stenographers, accountants, and public waiting room and vaults; also a telephone booth with switchboard. The second floor contains the offices of the general manager, purchasing department, selling department, traffic, woods department, operating department, stenographers' room, and filing vault. The building is lighted with an X-ray indirect system. The interior is finished in native pine, natural finish, cut at the company's sawmills, Plaster Rock, and prepared by the Woodstock Wood Working Company, who did all the factory work connected with the building. The floors are polished brick throughout.

Building New Coasting Vessel

With the advent of spring, shipbuilding yards in Nova Scotia are getting busy. A new coasting steamer is being built at Wedgeport, and the craft was recently launched. The vessel will be put afloat early in April. She is 150 feet over all and upwards of 400 tons capacity. This new coasting steamer will receive her machinery at Yarmouth. Work on another and larger vessel will shortly be started at Wedgeport. A great proportion of the material is already milled and on hand. Her length will be 165 feet over all and capacity 600 tons. The Milton Shipbuilding Company have commenced operations in their yard in Yarmouth, where a machine and tool shop is being erected. The keel of a new vessel has been cut and shaped at Lake Annis and has arrived in Yarmouth.

Shipbuilding in the Ancient Capital

The revival of wooden shipbuilding in Quebec is one of the outstanding features of the great war, and its rejuvenation in the ancient capital has been the means of affording several hundred Quebec men with well-paid work during the past winter. Not only has it afforded a considerable amount of employment, but it illustrates among other things the fact that the art of wooden shipbuilding has not been entirely wiped out by its gigantic successor, the steel shipworks, although many tools hitherto almost exclusively employed on steel are now helping to make the wooden ship the pronounced success it undoubtedly is. The Quebec Shipbuilding and Repair Company has secured the services of one of the best shipbuilders in Eastern Canada, in the person of D. McLaughlin, of St. John, N.B. He had already built the large 1,500-ton four-masted schooner "M. P. Connelly," now fitting out for her first voyage, in the Louise Basin. He was also the builder of the three-masted schooner "Valkyrie," which made such a stir at the time by her fast passage from the River Plate to New York in 37 days. The barque "Sayer," which completed her voyage from St. John, N.B., to Liverpool in 20 days, too, was the product of his master hand.

R. L. Clark, Montreal, Eastern salesman for Edward Clark & Sons, Ltd., Toronto, has been confined to his room by illness for some time, but is now making good progress toward recovery.

Completes Contract for Any Building

How Georgetown Man, Who Started as a Carpenter
Has Developed Live Trade in Two Towns

"I draw my own plans and contract for the completion of a building, although I am not doing as much of the latter now as formerly, owing to the scarcity of labor. For many years I have prepared plans and estimates for any class of structure," remarked J. B. Mackenzie, who conducts retail lumber yards in Georgetown and Acton, Ont., and in both of these towns owns busy planing mills. His head office is at Georgetown.

The story of how Mr. Mackenzie "evolved" into his present activities is rather an interesting one. After spending his boyhood days on a farm in Esquesing Township, where he was born, in 1876, he learned the carpentering trade and then branched out into the contracting line. He always did a good job, and his customers had implicit confidence in him.

Mr. Mackenzie's business grew to such an extent that he began handling small stocks of lumber, and this eventually led him to establish a planing mill in Acton eighteen years ago. Nine years later he acquired the Georgetown plant from H. P. Lawson, of Georgetown, who had operated it since 1897. The latter mill is a splendid structure, of solid stone, 60 x 80 feet, and is equipped on the ground floor with a surface planer, rip-saw, four-sided sticker, buzz planer, variety saw, and re-saw. On the second floor is the sash and door machinery. The product of the plant is planed lumber for the trade and for local sale, and all kinds of doors, sash, mouldings, and interior fittings for banks, stores, and offices. The motive power used is hydro-electric, and a large dry kiln, capable of holding 20,000 feet, prepares the lumber for use. Mr. Mackenzie carries at Georgetown a stock of about \$15,000 worth of lumber in the yards and mill ready for use. He secures his supplies as far north as New Liskeard, as far east as New Brunswick, and from across the boundary line as far south as Louisiana.

Numerous attractive dwellings have been erected by Mr. Mackenzie,



J. B. Mackenzie, Georgetown, Ont.



Mr. Mackenzie's plant at Georgetown, Ont.

Mr. Mackenzie, who is an enterprising and public-spirited citizen, and his contract work during a busy season has always reached large proportions. Sydney Young is manager of the Georgetown mill and R. J. Waldie is manager of the contracting department. Both have been with Mr. Mackenzie for many years, and the result is an aggressive and prosperous business. Mr. Mackenzie is an enthusiastic member of the Ontario Retail Lumber Dealers' Association.

During the nine months ending December the quantity of lumber shipped through the Canadian and United States Sault Ste. Marie Canals amounted to the following: 1917, 350,609,000 feet; 1916, 341,352,000 feet. The great majority of these shipments passed through the United States canal.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 15 cents per agate line (14 agate lines make one inch). \$2.10 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wood and Sawdust Wanted

100 cars slabs and sawdust for spot cash soon as loaded. Address Box 676, Canada Lumberman, Toronto. 4-7

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Basswood Wanted

Highest cash price paid for log run basswood and mill culls. Also other hardwoods of all kinds. Address Box 712, Canada Lumberman, Toronto. 7-10

WANTED—One car of 3 in. No. 1 and Clear Spruce; two cars of 2 in., also some 1 in., 1½ in. Will take it green or dry.

EDWARD C. BRADLEY,
Gerke Building,

5-6-7-8 Cincinnati, Ohio.

Maple, Birch, Etc., Wanted

We are in the market for Maple, Birch, Elm and Basswood, to be sawn to our order. Spot cash settlements and assistance given to responsible parties.

Address Box 702, Canada Lumberman, Toronto. 6-t.f.

Birch Logs Wanted

Wanted—Prime No. 1 Birch Logs for rotary cutting, 16 in. diameter and up. State price, earliest delivery. Box 675, Canada Lumberman, Toronto. 4-7

For Sale-Lumber

White Oak Hearts

We will be sawing a quantity of White Oak that would furnish squared hearts, 4 in. x 4 in., 8 feet long.

Address enquiries to Niagara & Erie Land Corporation, Lynedoch, Ontario. 7-10

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que. 7-8

Lumber For Sale

1 Car Square Spruce, 16 ft. and up, 7 x 7 in. and up to 12 x 12 in.
1 Car Square Cedar, 8 ft. long, 4 x 4 in. and 5 x 5 in.

About 400 M. ft. Mill Run Spruce, Culls out, 1, 2 3 x 4 in. and up, and 4 x 4 in. and up, to 9 x 9 in. Also a few carloads of pulpwood, all for immediate shipment.

J. GEO. CHALIFOUR,

Quebec, P.Q.

JOHN HARRISON & SONS CO., Ltd. Owen Sound, Ontario

Offer straight and mixed cars, Hemlock, Pine and Hardwood; also Lath, Shingles, Cedar Posts, etc. Sash, Doors, Frames, Interior Finish, side and end matched Hardwood Flooring—everything required.

Try us once; you will be pleased.

John Harrison & Sons Co., Limited,
Saw and Planing Mills,

4-t.f. Owen Sound, Ont.

Lumber For Sale

1,500,000 feet Mill Run Spruce.

1,500,000 feet Mill Run Jack Pine.

Mills now sawing. Billstuff and dimension cut and orders filled promptly. Inquiries solicited.

The Northern Lumber Mills, Ltd.

4-7 North Cobalt, Ont.

For Sale-Machinery

Planer For Sale

One MacGregor-Gourlay Planer, Double Surfacar, almost new; has been running no more than six months altogether.

J. GEO. CHALIFOUR,

6-9 Quebec, P.Q.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,

6-9 Port Arthur, Ont.

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Heavy Band Resaw.

A. J. LINDSAY,

90 Pembroke Street,

7-10 Toronto, Ont.

Machinery For Sale

One Band Saw \$125.00
One four-sided Moulder 75.00
One double Shavings Fan, 14" opening. 25.00
One single Shavings Fan, 14" opening. 20.00
One Wood Split Pulley, 8½ ft. diameter, 12" face, 4-15/16" bore .. 60% off
One Wood Split Pulley, 6 ft. diameter, 13" face, 6" bore 75% off
One 18" Rubber Belt in good condition, about 60 ft. 60 and 10% off

St. Marys Wood Specialty Co., Limited,

7-8 St. Marys, Ont.

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 7-t.f.

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4½ ft. with 50 3½-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves. 115 lbs. Government Steam Test.

HOPE LUMBER CO.,

6-9 Thessalon, Ont.

Belting For Sale

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements. N. Smith, 138 York Street, Toronto, Ont. 6-11

We Have For Sale

1 Boss Automatic Shingle Saw, in good condition.

1 14 x 14 Ideal, high speed engine, Goldie & McCulloch make, requiring slight repairs, but in running order, as we last used it, before changing to another source of supply. This engine is particularly adapted for saw mill work, the high speed of the engine enabling it to keep up a constant momentum and offsetting the drag of a saw going into the cut. This engine has an outside bearing on the belt wheel end of the crank shaft.

1 Double Wood Splitter.

1 Double Edger, Seury make.

1 Saw Mill Carriage, 2 head blocks, boss dogs, rack, and Simon feed and gig works.

1 Single Cylinder, box board printer, Waterous make.

The Wm. Cane & Sons Co., Ltd.,

6-9 Newmarket, Ont.

FOR SALE

One Union Iron Works Upright Resaw, 8 ft. wheels, with drive pulleys.

One Improved Mershon & Co. Horizontal Slab Resaw, 5 ft. wheels, for 8 in. saws. Used only three years.

One Tug Smoke Stack. Size 34 in. x 23 ft., 10 gauge iron.

One Three Saw Edger, Waterous make.

One Smoke Stack, 26 in. x 73 ft., with 7 ft. Spark Catcher, 10 gauge iron. From 40 ft. to top 12 gauge iron.

One Timber Surfacar, 30 in. Cylinders, with 14 in. Side Heads.

McGregor & Gourlay Shop No. 8461, Cut No. 202.

One two Spindle Shaper. McKechnie & Bertram make.

Two sets of Prescott Steam Set Works.

The Pigeon River Lumber Company, Limited,
5-8 Port Arthur, Ont.

Machinery For Sale

Mershon Horizontal Resaw.

Berlin 54 in. Band Resaw (Vertical).

Berlin No. 94 Matcher.

McGregor-Gourlay 9 in. "QY" Matcher.

McGregor-Gourlay 15 in. "YH" Matcher.

13 in. Cowan Moulder.

12 in. Ballantyne Moulder.

Cowan No. 210 Double Surfacar.

Power Feed Rip Saws.

Also Leonard Corliss 16 in. x 36 in. (Practically new).

Box 713, Canada Lumberman, Toronto. 7-t.f.

Wanted-Machinery

Excelsior Machine Wanted

Give price and capacity. Address,

ADVERTISER,

7-7 Box 948, Woodstock, Ont.

Complete Alligator Wanted

Wanted—Immediately, complete Alligator or winding engine and cable, or small tug for use on inland lake. Wire us brief description, price and where to inspect.

HOLT TIMBER COMPANY,

7-7 Bolger, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

AN EXPERIENCED BAND SAWYER, with first class references, wants position. Box 711, Canada Lumberman, Toronto. 7-8

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large saw mills. Reference. Box 689, Canada Lumberman, Toronto. 5-6-7

CAPABLE, RELIABLE MANAGER wants position with strong lumber concern, 15 years' experience, 37 years old. Best of references. Box 710, Canada Lumberman, Toronto. 7-8

BAND SAWYER—Owing to present employers curtailing operations, am open for a position. First class grader and fast man. References that cover years of good work. Box 684, Canada Lumberman, Toronto. 4-9

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-7

WANTED — POSITION AS SUPERINTENDENT in good planing mill, hardwood flooring or box factory. Am thoroughly experienced in all lines of wood manufacturing. Am efficient and can get results that will reduce costs.

Apply Box 704, Canada Lumberman, Toronto. 6-9

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED MAN TO TAKE CHARGE OF SAW MILL containing two double cut bands, in Manitoba. Must be good smart young man, capable of handling men, and experienced in the business. For particulars apply to Box 705, Canada Lumberman, Toronto, or address Waterous Engine Works, Winnipeg, Manitoba. 6-7

Business Chances

For Sale

Water power sawmill and site at Magneta-wan, in good running order; capacity about 12,000 feet per day; also timber and wood on 400 acres on river front near mill; good piling grounds and shipping facilities; well established business and good reasons for selling.

The Fred Taylor Lumber Company,
Hamilton, Ont. 7-10

Timber Limits For Sale

Township of Mills, Berth No. 2.
Township of Pringle, Berth No. 3.
Township of Pringle, Berth No. 4.
Township of Lount, Berth No. 1.
Township of Lount, Berth No. 2.

Apply, A. LESLIE,
P. O. Box 763, Barrie, Ont.

6-9

Saw Mill For Sale

FOR SALE—Saw Mill in a thriving country village, close to C. P. R. Station, in a good farming community, with planer, shingle machinery, lath machinery and grain chopper in connection, all in good running condition. Owner has good reasons for selling. Apply Box 252, Shelburne, Ont.

6-9

Mill and Limits For Sale

Double cut Band Mill, capacity 40,000 to 50,000 feet per day, in first-class condition, on good drivable stream with plenty of available timber.

This is a money-making proposition and is being sold owing to the owners having other interests which claim all their attention.

Box 700, Canada Lumberman, Toronto, 6-7

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,

8-t.f.

Montreal, Que.

Timber Limits For Sale

FOR SALE—The actual owners wish to get into touch with actual buyers. Virgin timber; average 27 M. to the acre; on a river; close to tire water; inside Vancouver Island. Fir, spruce, yellow cedar, red cedar, Coast hemlock, balsam. Exceptionally good logging. Held under perpetual licenses. Price on basis of one dollar per M. Address: The Sunset Mills, Limited, Nelson, British Columbia. 6-10

TOWNSHIP OF FOSTER

36 square miles splendid body mixed timber; pine, hemlock, birch, spruce, elm, ash, maple, pulpwood, cedar poles and ties, cordwood. Roads cut, streams improved. One of cheapest operations on North Shore. Supplies landed on limit from Algoma Eastern Railway and C. P. R. within hauling distance. Ideal portable mill operation. Suitable for furniture manufacturers. Cheap railway rate to Little Current for water shipment. No time limit for cutting all classes of timber. Apply, R. B., Box 682, Canada Lumberman, Toronto. 4-8

Fine Walnut Grove Sold

According to advices from Chillicothe, Mo., loggers in the employ of a gunstock company began work at that point recently clearing the walnut from the Howdshell forest, south of Excelsior Springs. This forest contains what is said to be one of the biggest, if not the biggest, walnut trees in the United States. It measures seven feet in diameter, is forty feet to the first limb, and forty-eight inches in diameter at the first limb. R. L. Odell, who negotiated the purchase of the timber for the company, estimates this tree to be valued at about \$2,000. The gunstock company is under contract to furnish gunstocks for the United States Gov-

ernment. This walnut grove has been one of the prize tracts for several years past, and only recently has been placed on the market. It has been in possession of the Howdshell family for about 100 years. The present owners are the Misses Amanda and Martha Howdshell. They were born and reared on the place, and the forest of almost 500 acres has been held by the family largely as a matter of sentiment up to this time. The women decided to part with the property only when they became convinced that it was their patriotic duty to place the timber at the disposal of the United States Government and its allies.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

We offer the following dry stock for immediate shipment:

1 car 3 in. Soft Elm, No. 1 C. & B.
1 car 1 in. Soft Elm, No. 1 C. & B.
1 car 1½ in. Birch, No. 1 C. & B.
1 car 2 in. Beech, No. 2 C. & B.
1 car 1 in. Beech, No. 2 C. & B.
1 car 1 in. Soft Maple, No. 2 C. & B.
1 car 1 x 4 Birch, No. 2 & 3 Com.
1 car Cedar Posts, 8 & 9 ft., 5 in. & up

Will be pleased to quote prices.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

DR. BELL'S**Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK OFFICE, COURT HOUSE & BUSINESS STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.
SEND FOR CATALOGUE

HORSES**UNION STOCK YARDS OF TORONTO, Limited**

'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Union Lumber Co.

Limited

White Pine**Red Pine****Spruce****Red and Jack Pine Lath****Union Lumber Co., Limited**

701 Dominion Bank Building

TORONTO, CANADA

Boom Chains For Sale

1000 pcs. Boom Chains 1" to 1 1/4",
12 to 16 feet long.

FOR IMMEDIATE DELIVERY

Apply,

Canadian Dredging Co., Limited

MIDLAND, ONTARIO

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

Write for Quotations.

LAIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

PRESSES

Hydraulic and Screw

for

veneer

veneer dryers

pulp

Special machinery made to order

WILLIAM R. PERRIN

TORONTO, CANADA Limited

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

Review of Current Trade Conditions

Ontario

The situation that has developed during the past two weeks is somewhat interesting, and the principal themes of discussion at present, where members of the trade congregate, are the prices being asked for the 1918 cut in both hard and soft woods. In not a few instances the advances over the corresponding quotations of last year run all the way from 35 to 75 per cent. While some sales of the season's cut have been made, the tendency is for wholesalers to sit tight at present and await developments. The manufacturers, however, declare they are not experiencing any uneasiness, as they realize that the market is a seller's one rather than a buyer's. If present prices are maintained throughout the year there is no fear but that the cut could be handled satisfactorily, even at the advances which have been put into effect. The conditions over in Europe are in such an unsatisfactory state and the outcome so doubtful that many think the war may suddenly collapse, in which case the wholesaler might find himself in a serious predicament. If a demand is maintained there is little fear but that present prices will hold, but stocks, in many instances, are low, and it is a question whether the demand is sufficiently insistent for the consumer to pay the constantly increasing charges that are being passed on him owing to the shortage of labor, the recent increase in freight rates, and the higher wages that are bound to prevail in the mills. It is reported that there is a scarcity of help in some centres. There is not much to be said on the car situation, which is materially improved, although in some districts it is bad enough yet. Generally speaking, lumber companies are being afforded better facilities than was at all possible a few weeks ago. Even to United States points the movement of lumber is being speeded up.

There is no doubt that British Columbia products of all kinds—spruce, hemlock, cedar, and fir—will command a very much higher price in the East, not only by the reason of the jump in freight rates, but also as an advance has gone into effect through the shorter working hours in the West. It is estimated that, by reason of this, the increased cost of production in both logging and mill operations will be from 15 to 25 per cent. The loggers are now working on an eight-hour day basis. Logs have also advanced considerably in price. British Columbia mills are now operating on a 49-hour week basis instead of 59, as formerly, all plants shutting down at 12 o'clock noon each Saturday. All this, of course, adds much to the expense of production. Prices have been revised, but it is not possible to intimate what the advance is. Before definite quotations are given it will be necessary to take into consideration the increase in the present 67-cent freight rate.

There are a large number of enquiries for dry basswood. Building operations as yet do not appear to be very promising, but in many places, particularly in Western Ontario, activity does not develop until late in the spring.

Eastern Canada

Business is picking up in the lumber line, and it is expected that, with the resumption of the mills this month, a very fair season will be in prospect, in spite of several handicaps. There has been a great improvement in the car situation, and domestic shipments are now made with but few delays. The shipments across the border, however, are still interrupted in many instances, owing to the inability to obtain United States cars. However, after many weeks of delay and vexation, wholesalers and manufacturers welcome any relief in the distribution problem. There is no doubt that higher prices are going to prevail throughout the whole season, not only owing to the increase in freight rates, advance in wages, but augmented cost of production generally. Negotiations are now going on between wholesalers and manufacturers for the purchase of 1918 cut, but not many bids have been closed so far as wholesalers do not seem anxious to take aboard any large stocks at the present exalted values. The desire is to hold off a while in order to ascertain how matters are shaping up. In case there should be an abnormal demand for lumber there is certainly not enough stock to go around. It is announced that the late snows and cold weather will delay the starting up of some of the sawmills in New Brunswick. A few plants have no logs yet, and, therefore, cannot begin. There is no activity in English deal sales, and whether shipping facilities will improve is a matter of conjecture. The outlook at present for shipments to the United Kingdom is not very bright.

In the East it is reported that there have been some sales of timber by wholesalers to government contractors at high figures. With the arrival of spring it is believed that business will be on a fair basis,

although it is too early yet to judge of the effect on the trade in general.

Writing to the "Canada Lumberman," a widely-known exporter of Quebec City says that there is little doing in the export trade at the present time, owing to the embargo on the import of wood goods into the United Kingdom, consequent on war conditions. This has reduced exporting almost to the vanishing point, except for British Government requirements.

United States

The demand for hardwood continues strong, and if the manufacturers are able to cut all the logs to fit the demand there will be no difficulty in disposing of all the lumber produced. Taking the situation as a whole, the call for hardwoods is excellent, and sufficiently large to provide manufacturers in the East, North and South with abundance of business.

With the advent of warmer weather the car situation has improved materially. Conditions in some centres are spotty and the demand spasmodic. In several lines the mills have more business than they can handle. Many of the embargoes have been lifted, and things are generally assuming a steadier tone.

There has been an increased demand for white pine, while in the East the supply of spruce continues to be less than the requisitions. Manufacturers predict that production will be less this year than ever, owing to the cut of logs during the winter being unusually small and labor exceptionally scarce. Hemlock is enjoying a fair share of the business that is going, particularly in the East. The demand has kept up well, and the tendency of the market is upwards. It is reported that the car situation on the Pacific Coast is still very acute, and shingle manufacturers have felt the effect keenly. A number have been forced to close down owing to the lack of cars in which to make shipment. The trend of the shingle market is decidedly upwards. As a whole, the demand for red cedar shingles is better now than it has been for some time. One of the difficulties that is facing the producers of Douglas fir is in disposing of the side lumber resulting from the manufacture of the best of the logs into airplane and ship stock. Just so much and no more lumber can be stacked in a yard, and some of the yards are approaching the limit. This is not because the lumber cannot be sold, but because not sufficient cars are available in which to make shipment. The government realizes the situation and is making plans to help, but the plans may come too late to prevent some mills from shutting down by the government officials. The questions arising from the eight-hour day are slowly being worked out, but it will be some time before the actual results can be obtained. In comparing the production of the same 122 mills for the weeks ended March 2 and March 9 the West Coast Lumbermen's Association shows that, while production was decreased by the eight-hour day, the decrease will probably be considerably less than 20 per cent. The week ended March 2 was composed of four working days of ten hours and two working days of eight hours. Production for the week ended March 9, when compared with that of the preceding week, showed a decrease of 9.86 per cent. for 122 identical mills. Thus on this basis production would be slightly more than 13 per cent. less for a full eight-hour day week when compared with a full ten-hour day week. Naturally, the price situation is quite firm, and there has been some marking up of quotations to take care of the increased cost resulting from the eight-hour day. Not much eight-hour lumber is on the market yet, however, and the price situation is certain to remain firm.

Great Britain

In normal times timber importers were, at this season, usually making plans for the opening of the timber importing season and fixing up contracts for f.o.w. shipments, and shippers and their agents had pretty well sounded the trade generally and got some guide as to the prospects of the year's ordinary demands. No such activity is noticeable in these times, beyond a few stock lists coming to hand, with heavy prices in most cases attached, figures being quoted that almost puts the importer out of the running if he keeps within the regulation maximum prices he can sell at. Reports from Liverpool say that excepting a few transactions which have further depleted yarded stocks business in imported softwoods shows slight improvement. The import has been negligible so far as the market is concerned, a condition which accounts mainly for the absence of activity. As regards future trading, unfortunately nothing encouraging can be gathered. The same uncertainty exists as heretofore in regard to ship-



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ments from Canada. The tonnage factor governs the issue, and fresh information concerning the possibilities of obtaining ship-room for the carriage of woods goods is unobtainable. Until this information is vouchsafed importers will be in the dark as to their future trading prospects.

From the general position of shipping at this crisis in the country's history it would not be wise to assume that any considerable allocation of freight space will be granted for wood transportation, unless, of course, a change in the war brings about an unforeseen situation involving the release of tonnage which could be utilized for other than direct national requirements. In such a case the paramount necessity of safeguarding the timber supplied would obviously be one of the chief considerations in deciding how such released ships should best be used commercially.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Increased Demand--Shortage of Labor

Ottawa, March 26.—(Special to the "Canada Lumberman.")—Advanced prices and an increased demand, coupled with growing unsettled conditions for transportation and labor, were the principal happenings in the Ottawa lumber market during the closing fortnight of March. The month generally brought its expected increase in demand for both export and domestic stocks, but the improvement in the transportation situation that was looked and hoped for did not actually materialize.

Prices, mostly on second-grade pine, advanced from \$2 to \$10 per M. Hemlock 1 in. log run and 1 in. cull advanced from \$2 to \$9 per M., and likewise tamarac. So far as prices were concerned, the market had a rock bottom. Though the most recent advance looks big, there was nothing to indicate that prices would not ascend again before the summer months. The correspondent of the "Canada Lumberman" heard from one source that the increase in manufacturers' prices for the 1918 sawing would run in the neighborhood of 30 per cent. above last year's quotations. Prices for lath declined.

The car situation, despite prevailing open weather, did not show much, if any, improvement as compared with the opening period of the month. Foreign cars for shipments to the United States remained decidedly scarce, and cars for domestic shipments were not plentiful. Rough lumber was being shipped in coal cars to the United States. The intermittent lifting and applying of embargoes at American points continued, and shippers began to look on them as an ever-present affliction that had to be endured.

Besides the car and embargo situation, to which the shipper has got pretty well hardened, is the outlook for mill labor this summer. In the minds of many during the last week of March this was the most unsettled and disturbing element. Previously the shippers reasoned: "What's the use of booking orders if you cannot get cars for shipment?" Now the wind has veered to "What's the use of getting cars if you cannot get labor to make lumber to fill them?" So serious is the outlook toward the labor situation that it is a big question with some of the mills if their 1918 sawmill cut will not fall below that of last season, even though the logs are almost on hand to convert into lumber. July and August, when the Western harvest is being garnered, it is feared by the lumbermen, will likely be the two worst months of the year.

Wages for mill labor in the Ottawa Valley mills are almost certain to advance this summer. It is forecasted that it will not be a question of paying the wages demanded, but of getting the labor to operate the sawmills. Most woodworking plants are already expressing apprehension as to the labor situation. The usual early spring unrest among employees was much more noticeable this year than last or other seasons. When the sawmills start up the woodworking plants fear that a considerable portion of their labor will forsake them and drift to the manufacturers' plants. The sawmills will have to pay higher wages to get workmen this year than they did last.

Even with advanced wages, millmen are skeptical if the same number of men will turn out as much product in a given time as in former years. The lumber heads in the Ottawa district agree that experience has shown that higher wages to workmen have been productive of decreased effort and output on the part of the employee. A. M. Davis, of McAuliffe-Davis, says it costs four times as much to unload a car of lumber to-day as it did five years ago. The workmen do half the work they used to do and take twice as long to do it. Enlistments and high wages in munition plants and other lines of industry are chiefly responsible for the shortage of mill help.

In connection with the transportation problem lumbermen have

The landed stocks of mahogany at the docks are slowly but surely dwindling away, and a few more weeks will see them down to under a couple of thousand logs, and these, for the most part, not such as brokers would describe as sizeable. The last week's deliveries show some improvement, particularly in regard to Honduras wood, which description is the only one of which the stock runs into four figures.

For cedar nowadays there seems to be no use, and the stock on hand at the docks only totals 22 logs. For a long time past, even so long ago as before the war, the arrivals were few and far between, although there was always keen competition for any reasonable good wood that came to hand. On account of its lightness and other good qualities, service requirements might well call for the use of more cedar, but the demand does not appear to run just now in that, or, for the matter of that, any other direction.

hope for relief when navigation opens. Two avenues seem possible. One is the shipment of lumber on Canadian barges to American frontier ports and the other the operation of barges on American canals, which will relieve freight traffic over rail in the United States and likely permit a great number of foreign cars to become available for shipment from Canada.

The market is not overstocked, and some grades are running short, including mill culls, dead culls, and marketable spruce and marketable red pine and culls. Stocks of box spruce were practically cleaned up, but most of the plants having shell box orders on hand have enough in sight to carry them through with present orders. If new orders are forthcoming, it is expected that the 1918 mill cut will have to be tapped and kiln-drying used to get the stocks in shape for shell box use.

Though building grades remained quiet the outlook is better than a year ago. Much lumber will be required for the new buildings on Sparks Street to replace the fire-swept Arcade, the new government building on O'Connor Street, and some other projects which it is announced are to be proceeded with.

Mr. Grant Davidson, head of Estate of James Davidson, looks for a critical labor situation. Unrest, he reports, developed during the latter part of March with mill employees, with the result that they were coming and going all the time. The plant completed its 128,000 shell box order around March 28. Millwrights are busy effecting repairs at the sawmill at Fort Cologne, and it is expected that sawing will commence April 25. The cut of the mill will be about the same as last year, 80 per cent. of it being pine. The sash and door trade remained slow, and there was little or no demand for building material.

The McAuliffe-Davis Lumber Company reported business as having showed little change as compared with the previous three weeks. Foreign cars for shipment of dressed lumber were badly needed, but were almost entirely unobtainable. Mr. A. M. Davis reports that, while the building trades are quiet just at present, the outlook is much better than a year ago. He anticipates that unrest will arise among mill labor, and that wages for this class of labor will advance this summer.

Orders for export trade were very numerous with Shepard & Morse. The chief difficulty was the shortage of foreign cars. Many shipments were delayed. The demand for domestic business was reported as being good and was better than for a corresponding period last year. Mr. P. C. Walker anticipated a considerable scarcity of sawmill labor, which he believed would lessen the production. To offset the shortage of labor, Mr. Walker said that the government should conscript foreign labor and make it work. About 30 employees of the Shepard & Morse mill have gone to the front. Several of them enlisted under the voluntary system.

Gilmour & Co. report the market very firm and stocks short. Orders and enquiries continued good. Speaking of the transportation situation, Mr. Gilmour said he believed that the inability to forward shipments was not so much, in his mind, to the car situation as for lack of locomotives. Several of his shipments already loaded had been placed on sidings, and were not moved for days. He looked to the opening of navigation to help out the transportation situation.

Fraser, Bryson Lumber Company say that orders are keeping up good, the principal demand being for export to the United States. The spruce market with this company was active. The market, they report, is not overstocked. Like the other lumber companies, shortage of cars is considerably hindering shipments. The domestic demand is reported as being fairly good.

The outlook toward general lumbering conditions with John R. Booth are none too bright. Jackson Booth reports the lack of cars and



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embargoes are seriously delaying many shipments. "For once the manufacturers are afraid of what is going to happen, and cannot with certainty judge the situation. I think they are all in the same boat regarding labor, and it is still a question with them whether they will be able to operate at all or not," he stated.

J. Oliver & Sons report that the general advance on all lines of furniture will be about 15 per cent., due to increased cost of labor and stock. The demand for furniture was reported as being very good. Good progress was made on the shell box order, which it is expected will keep the plant busy till around May 15.

Orders and enquiries continued good with W. C. Edwards, but shipments, both domestic and foreign, were greatly hampered by lack of cars. Good progress was made on the shell box orders. "Business has been very good, indeed. It is simply a matter of making shipments," said Mr. Gordon Edwards.

The M. C. Neate Lumber Company, Ltd., reported business keeping up good and their shipments hampered through lack of cars, for both domestic and foreign business. The domestic car situation is reported improved somewhat over the opening period of March.

General Conditions Picking Up

Montreal, March 28 (Special to the "Canada Lumberman") :—Business has picked up somewhat. The better weather has enabled building to proceed at a faster pace, although the prospects for a substantial programme are not rosy. The car situation, so far as domestic trade is concerned, has improved, but there is still much congestion of shipments going over the border. It is reported that many foreign cars are being held at the disposal of the pulp companies and of those sending pulpwood, to relieve what is described as a famine in certain classes of paper in the United States. A lot more lumber could be delivered if the cars were available.

The demand in the province is said to be larger, due to more activity in the contracting business.

Inquiries for hardwoods are good, particularly basswood and birch logs.

Although the buying of British Columbia lumber for shipbuilding has generally slackened, and prices are inclined to be easier, the orders from the East have shown a slight improvement.

As regards prices for the new cut, most wholesalers spoken to are looking for an advance in the region of \$10 per 1,000 feet, with a tendency to still further stiffen as the season proceeds. All are agreed that we are in for a period of high prices, based on the heavy cost of production.

The outlook for export to the United Kingdom is not hopeful. While it is too early to speak definitely, the prospect is, that no space will be available for ordinary business, the entire space having been taken over by the government. Exporters, however are buying considerable amounts of lumber.

The Situation is Brightening

St. John, N.B., March 27 (Special to the "Canada Lumberman") : The past two weeks have seen a slight change for the better. While no alteration has come in prices, there are many American buyers or their agents on the market, who have travelled the east. They have assured themselves of the great shortage in the log cut, during the past winter, and say that without doubt there will not be enough lumber to go around, should there be any demand at all. On the head of this information they are disposed to buy, and offers have been made, but not at prices which the manufacturer feels disposed to sell his cut of 1918. Should the government need any material—and it certainly will—only a few mills have full stocks to fill orders. Certainly the government will not expect the manufacturer to produce at a loss, and will protect him in a fair profit.

The question of costs of production and handling is being gone into thoroughly and large increases have taken place—far more than anticipated. A certain amount of deals are finding space on the transports, and deliveries are slightly better than a month ago. If the American railroads would only supply cars due for the east more stock could be shipped. Up to the present time the quota of American cars coming east has not been up to normal. Many of the Canadian cars are in American territory, and, it is understood, that the proportion of Canadian cars held on United States roads is greater than the proportion of American cars on Canadian lines.

No English deal sales have yet materialized, as buyers cannot evidently get a guarantee of deliveries. Should any opportunity open for deliveries it is certain to find the producer unprepared for want of material.

The late snows and cold weather will cause at least two weeks' delay in the opening of the sawmills at St. John. Some have no logs, and therefore cannot start early; but others are ready and only awaiting the opening of mill ponds to begin work.

Local or factory business shows no improvement. If warm

weather—which is now overdue, appears, no doubt the usual spring work will start up and will give the factories a certain amount of small work.

There is absolutely no low grade stock at St. John, and very high prices are being offered by box mills for it.

Have Doubled Box Factory Capacity

The Keewatin Lumber Company, of Keewatin, Ont., recently increased their box factory capacity and have doubled their output by installing some machinery in the plant recently taken over by them from the Rat Portage Lumber Company, at Kenora. This will give the Keewatin Company a cutting-up capacity of about six or seven million feet per annum. D. McLeod, manager, states that it is difficult to estimate lumber requirements in their territory this year. Business is not very regular, and it is almost impossible to figure just what will be required. Stocks are low and badly broken. The log crop will not be quite as large as in previous years. "We expect," added Mr. Leod, "that there will be a good demand for all that we are able to produce, and it will probably be sold at prices which, on the average, will be considerably better than last year. The advance in price has, however, been more than offset by the additional cost of production.

The Storage Battery Locomotive

The Jeffrey Manufacturing Company, of Columbus, Ohio, have recently issued a handsomely illustrated catalogue on Jeffrey storage battery locomotives for lumber yards, contractors, and industrial plants. The firm state that one unskilled laborer and a Jeffrey storage battery locomotive will do the work of many men and trucks, and will handle materials faster and at less expense and with less trouble and supervision. The locomotives are built for heavy service, the frames being constructed of structural steel, reinforced with cast steel journal pedestals, their rugged strength ensuring low cost of upkeep. The flexibility of the track system used and the freedom from fire hazards from hot sparks and cinders, backfires and exhaust gases, permits it to go anywhere about an industrial plant with absolute safety. The new catalogue contains descriptions of various installations and information regarding details, as well as useful data for users of storage battery locomotives. A copy will be sent to anyone interested by writing to the Jeffrey Manufacturing Company, Power Building, Montreal.

Lumber License Can be Seized

An interesting case was recently heard at Vancouver, before Chief Justice Hunter, who held that a timber license meant an interest in land. He accordingly made an order in the case of the Royal Bank against the Yellowhead Pass Lumber Company for the sale of a certain timber license which the lumber company held. The action was tried some time ago, when judgment was secured and the recent application was to recover the judgment by the sale of certain chattels and the license. Counsel for the Royal Bank contended that the timber license had been held to be an interest in the land, while the Yellowhead Pass Lumber Company unsuccessfully argued that a license could not be sold, and submitted that the only way it could be dealt with was to get the approval of the crown. The contention was also put up that a license was not real property and, therefore, could not be seized. The court, however, held otherwise, and timber rights can be dealt with in a sale the same as any chattel.

Will Women Do Forestry Patrol Work?

Writing to the press, a correspondent who signs himself "Lumberjack" says that women are taking the place of men in all lines and branches of work, and it is wonderful the success with which they have met. Men are very scarce, and this coming summer will be more so. "I wonder," he asks, "how the Ontario Government will get men to do the work of fire rangers? The government has to patrol miles of railroad besides the forests. Of course, women could not do the forest work, for the men have to carry all their provisions and their canoes over the portages and to cut portages and find new routes and rough it generally. Perhaps women could do the railroad patrol work, and thus leave hundreds of males free for the other and rougher and heavier work. Patrolling the railroads is healthy, and it would be a change. What do the women think about it?"

Nova Scotia Shipbuilding Active

At the present time there are about thirty vessels being built from Hantsport to Yarmouth, as follows: Hantsport, 2; Bridgetown, 1; Annapolis, 2; Port Gilbert, 1; Weymouth, 2; Beliveau Cove, 3; Grosses Coques, 1; Church Point, 1; Little Brook, 2; Saulnierville, 1; Mategan River, 4; Salmon River, 1; Yarmouth, 2.

Besides this, five more are expected to be built at Hantsport and one more at Weymouth. These vessels range from 250 to 400 tons.

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New Stop-Off Rates Opposed

Railways Propose to Double the Tariff and Cut Down Certain Privileges—Conference Held

An important conference was held in Toronto recently between the representatives of the Canadian railways and lumber manufacturers and wholesalers in regard to the stop-off service. Some time ago A. E. Eckardt, of the R. Laidlaw Lumber Company, Toronto, wrote the Canadian Railway Commission for an interpretation of a clause in regard to minimum weight of lumber carried in a car. He was requested to appear before the commission, and in connection therewith the railway companies brought up the matter of revising their tariff on stop-off and re-shipping privileges and increasing the rates.

It was suggested by the commission that a conference be held between the lumbermen and the railway companies to see if an adjustment could not be effected.

It has been the practice for the companies in the past to give shippers the benefit of a through rate, on carload lots, from the original shipping point to final destination, in connection with the stop-off service, plus 1 cent per 100 pounds, with a minimum of \$5. It is proposed to raise this to 2 cents per 100 pounds, with a minimum of \$8. In other words, the freight tariff on the stop-over service would be doubled.

In addition, it is proposed to limit the charges for the stop-off arrangement to planing, re-sawing, and sorting, and eliminate tongued and grooved, siding and kiln-drying, which privileges have heretofore been enjoyed. The latter are to be removed to a higher classification and the rate increased.

The railway representatives contended that they were not getting a high enough rate for the stop-off service, owing to the increased cost of handling, switching, operating expenses, etc.

The arguments put forth by the lumbermen were that the service which had been furnished during the past season was not up to the mark, and that a general increase of 15 per cent. in freight and passenger rates had already gone into effect, which, it was maintained, was sufficient to cover any extra outlay on the part of the roads.

The whole situation was thoroughly discussed and many points brought out. Some concessions were proffered by the railways in connection with foreign carload shipments, if the proposed rate on stop-over service was allowed to go into effect.

It is understood that no adjustment was arrived at, and the question still remains an open one. If an amicable agreement cannot be reached, in all likelihood the whole matter will come before the Canadian Railway Commission at an early date for hearing and decision.

Among those at the conference were C. E. Dewey, freight traffic manager, G.T.R., Montreal; L. MacDonald, district freight agent, G.T.R., Toronto; H. E. MacDonell, assistant freight traffic manager, C.P.R., Montreal; P. Mooney, assistant general freight agent, C.N.R., Toronto; J. E. Walsh, Toronto, manager of the transportation department of the Canadian Manufacturers' Association; T. Marshall, Toronto, manager of the traffic department of the Board of Trade; S. C. Thompson, of the W. C. Edwards Company, Ottawa; Frank Hawkins, secretary of the Canadian Lumbermen's Association, Ottawa; A. H. Campbell, of Campbell-McLaurin Lumber Company, Montreal; A. Gravel, of the A. Gravel Lumber Company, Etchemin Bridge, Que.; A. E. Eckardt, of the R. Laidlaw Lumber Company, Toronto; Guy H. Long, of the Long Lumber Company, Hamilton; A. E. Eckardt, of the R. Laidlaw Lumber Company, Toronto; W. E. Bigwood, of the Canadian General Lumber Company, Toronto; H. A. Leak, of Leak & Co., Toronto; Duke Johnston, of the Union Lumber Company, Toronto; J. G. Cane, of J. G. Cane & Co., Toronto; Alex. Read, of Read Brothers, Toronto; W. B. Tennant, of J. B. Smith & Sons, Toronto; A. E. Gordon, of Terry & Gordon, Toronto, and others.

Budget of Briefs from Ottawa

Ottawa, March 25.—(Special to the "Canada Lumberman.")—Ottawa's civic wood fuel yard began operations during the latter part of March. The price set was \$12.50 per cord, delivered at the home of the purchaser and cut in length from three to four feet. Deliveries of the wood contracted for arrived quickly, and the city is attempting to find immediate sale for it, to avoid piling in civic wood yards. It has been suggested that four sites in different parts of the city be provided for piling purposes.

Major Kenneth McDougall, of Ottawa, has been awarded the Distinguished Service Order for specially efficient and notable service in connection with the Canadian Forestry Corps. He went overseas in 1916 as a lieutenant in the first forestry unit.

During the recent Patriotic Fund and Red Cross campaign at Ottawa John R. Booth subscribed \$25,000 and the employees of his plant \$1,725.70. The Rideau Lumber Company subscribed \$1,000, and C. Jackson Booth and J. Fred Booth \$2,500 each.

An order which may ultimately work to the advantage of the lumbering trade in the facilitating of domestic shipments was recently placed by Hon. J. D. Reid, Minister of Railways, for 100,000 tons of

rails with the Dominion Iron and Steel Company. Ten thousand tons are to be supplied in April. The orders are for heavy rails, which are to be used on the main lines.

An insight into the acute car situation in the Ottawa Valley was instanced during the latter period of March, when the Grand Trunk said it could place from six to eight hundred cars on the Ottawa division and have them loaded in forty-eight hours. One lumber company is reported to be 1,200 cars behind. Though all shippers suffered more or less, the lumbering companies fared worst of all. Preference was given by the railways to shipments of fuel, munitions, and food. The New York and Ottawa road depended entirely on cars sent to Canada from American points.

Opinions as to the existing shortage differ as to the reason for the lack of transportation facilities. Some believe it is a shortage of railway cars, others a shortage of locomotives, and still others blame the existing government orders in the United States and Canada. Besides having to secure a permit for import to the United States, it has been heard that the American Government in some cases also stipulates what cargo a car entering Canada shall bring back. Thus if foreign cars in Canada are stipulated to bring back a certain cargo they are not available for lumber shipments.

Mr. C. Jackson Booth, when asked if it were true that manufacturers were using coal cars returning empty to the United States to forward shipments of rough lumber, said: "I don't know, I'm sure. I guess the manufacturers are willing to ship in anything nowadays."

An exhibition and sale of wooden bird-houses constructed by Ottawa schoolboys recently realized \$65 for the Prisoners of War Fund.

George Hutchell, working in the sawmill and employed by John R. Booth for six years, was recently interned by the Ottawa authorities as an alien enemy. He said that he had not registered as an alien subject because unaware that he was required to do so. His father and brother have been in the same employ for years.

Private A. Skipworth, formerly an employee of John R. Booth mills, returned to Ottawa on March 23, after being severely wounded on leaving Canada with the 77th Battalion.

Newsy Happenings from the East

W. P. Lowell, a prominent lumber dealer of Calais, Maine, has been visiting in New Brunswick. To a correspondent to the "Canada Lumberman" he said that he estimates that the cut this year will be between 35 and 40 per cent. less than last year. Asked on what grounds he based his judgment, he said that reports received from all over the province and also throughout Maine, were to that effect. He attributed this to a shortage of experienced lumbermen and also to the high cost of labor. Mr. Lowell is interested in operations in Rock Gulch, near Campbellton, N.B., where extensive operations are being carried on.

Mills throughout the province, especially near St. John, are making preparations for the commencement of operations in the spring. It is said that some have already commenced moving stock in order to take care of the new cut. Logs will be available about April 15.

F. C. Kinckley, a prominent lumber operator of Bangor, Maine, was a visitor in St. John recently.

It was with no little surprise that lumbermen throughout New Brunswick learned that the Miller lumber mill, situated on the St. John River, near St. John, was being offered for sale. It is owned by H. Usher Miller, and was operated until the close of the 1917 season. It is a large mill, well equipped, and has a frontage on the main river. The property consists of twenty acres, and, in addition to the mill the adjacent lime kilns are also offered for sale. The mill was operated for more than a score of years by the late Charles Miller.

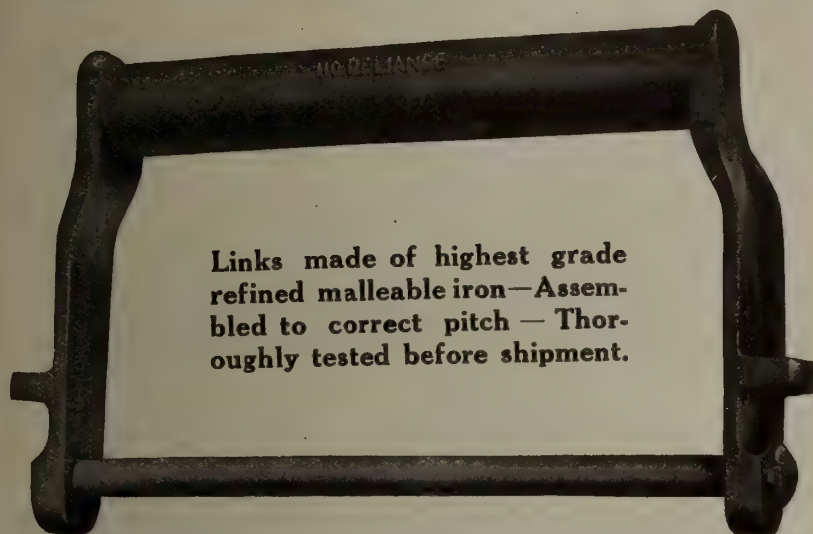
The present season is to see the passing of one of the oldest towing firms on the St. John River. D. D. Glasier & Sons have been purchased by the St. John River Log Driving Company and will in future be carried on by them. Ever since lumbering operations have been carried on in New Brunswick, D. D. Glasier & Sons, St. John, have been a big factor in the industry along the St. John River and tributaries. In addition to being actively engaged in the yearly cut they did the vast majority of towing of rafts of logs from the booms at Fredericton to St. John. Fredericton will be the headquarters for the new owners of the business. They have appointed G. L. Tapley to supervise operations at the St. John end, and he will be known as the shore captain.

Arthur H. Campbell, of the Campbell-McLaurin Lumber Company, Montreal, was in Toronto last month attending the conference between the railway companies and the lumbermen in regard to the stop-over service.

C. O. Maus, of the Hyde Lumber Company, South Bend, Ind., spent a few days recently in Toronto and other points in Ontario calling upon a number of the hardwood customers of his firm.

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HAS THESE SPECIAL FEATURES THAT INSURE A MAXIMUM OF SERVICE



Links made of highest grade refined malleable iron—Assembled to correct pitch—Thoroughly tested before shipment.

Jeffrey "Reliance" and other types of Chains are a recognized standard for handling Saw Dust, Refuse, Logs, Lumber and other materials in Saw Mills and Wood-Working Plants.

← Long Bearing Surface of pin inside barrel of link.

← Wide Wearing Shoe—gives greater wearing surface, increasing life of chain.

← External Lug—Increases carrying capacity and protects pin head.

← Double Keyed Pin Head—prevents pin from turning. Pins made of high grade steel.



Write for Chain Catalog and Price List No. 211-6, and let us figure on your requirements.

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Warerooms,
MONTREAL

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Special prices will be quoted on the Locomotive and Vertical Boilers, subject to prior sale. Kindly address nearest office

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344 St. James Street, Montreal.

Canadian Woods Aid the Mines

The mines have always depended on the forest for props and beams to hold up the roof, and now, by reason of a recent discovery, the mines are indebted to the forests for a most important agent in the reduction of the ore after it is mined. The flotation process for the treatment of ores such as are found in Cobalt and similar mines in other parts of Canada has been discussed a great deal of late, because by this process even very low-grade ores can be profitably mined, while the profits from high-grade ores are naturally increased. This process demands the use of a wood oil—pine oil—produced in the Southern pine forests of the United States. The supply of Southern pine oil was so limited that it seemed likely that it would all be required for United States mines.

In this situation some of the mining companies applied to the Minister of the Interior, who, through the Forestry Branch, started the chemists of the Forest Products Laboratories of Canada at work to find whether pine oil could be produced in this country from Canadian pine trees. After working several months it was discovered not only that pine oil could be made in Canada, but also that a much less expensive oil, now being produced daily as a by-product in wood distillation, could be used successfully in the oil flotation process. Before this news was given to the mining public thorough tests were made of the different oils and oil blends in the ore dressing station of the Mines Branch at Ottawa. Thus the two branches dealing with the forests and with the mines co-operated to secure the good of both these basal extractive industries. After this the new oils were thoroughly tested in some of the big Cobalt reduction plants with entire success.

The importance of this discovery can be seen at a glance. Miners are freed from the nightmare of a famine of pine oil caused by the demands of United States plants. In time of war metal production must be kept to the highest point, and with the best will in the world toward Canada, the United States would, naturally, have to look to her own plants first. Pine oil will always be a comparatively costly commodity, since it is the product of a product—it is distilled from turpentine—while the new creosote oil is a by-product of an established Canadian forest industry, wood distillation, which is carried on to produce our supplies of wood alcohol, acetic acid, charcoal, etc.

Pine oil is produced only by an expensive process; creosote oil is thrown off, whether we want it or not, in the process of making other commodities we do require. Our wood distillation plants are daily distilling about five hundred cords of hardwood. Each cord produces about 2 2/5 gallons of creosote oil, so that, in round figures, about 1,200 gallons of the oil required by the miners is produced daily in Canada. With a little further refining, what was once a by-product for which there was little demand becomes an article with a steady and growing market.

Lumber and Pulpwood Delayed

Pulpwood and lumber constitute one of the most serious problems in transportation now facing the Railway War Board, it was announced recently by the general secretary, W. M. Neal. The situation in respect of these commodities is far more difficult than in the case of wheat, for thousands of carloads are now awaiting shipment. The reason why these are held up is indicated, Mr. Neal says, by the fact that 460 carloads have been held out of Chicago for some time now, waiting to be taken over by the American railways. If more were loaded and shipped the consignees would receive no benefit, and the result would be only to cause further congestion on the railways, and to keep cars from shippers of commodities which can be unloaded promptly. The board is planning, however, to clear up the pulp and lumber shipments this summer, beginning as soon as the unloading of those now en route becomes possible.

A Valuable Reference Volume

The fifth edition of an instructive and comprehensive book, entitled "A Manual for Northern Woodsmen," has appeared. It is a valuable contribution to practical forest literature, and, besides being helpful to the beginner in timberland work, is of much benefit and worth to the most experienced. The author is Austin Cary, formerly assistant professor of forestry in Harvard University. The "Manual" contains over 300 pages, and is issued by the Harvard University Press, Cambridge, Mass. Among the many topics treated are land surveying, map-making, log measurement, estimation of standing timber, diagrams, tables, and miscellaneous information. The book has a pocket to carry loose leaves, and a folding flap protects the outside edges, while it is small enough to fit the pocket.

P. D. Gordon, of Mason, Gordon & Company, Montreal, attended the recent meeting of the National Wholesale Lumber Dealers' Association in New York, and before his return will visit several southern pine mills.

Work of Commercial Marine Engine

Owing to the increasing cost of gasoline and scarcity of coal, owners of heavy duty commercial boats are being compelled to look for power plants that will operate successfully on the low-priced fuel oils. The steam engine possibly has had its day and apparently must take a back step in the strides of progress, because of the large space it occupies, bother with ashes, and lack of economy. The gasoline engine has proven a wonderful benefit in the field of pleasure-boat engines, but owing to the complicity in the matter of high fuel consumption, delicate adjustments of carburetor, and ignition system, it does not fulfill all the conditions required, so relief is sought by a large class of boat owners. A gasoline-kerosene engine is not a complete success for the requirements of the work boat, as it is always necessary to keep a supply of gasoline on board, which is more or less dangerous and bothersome, and then the matter of carburetor and its far-reaching effects is well known.

The solution of the problem seems to be the oil engine. At the present time there is being manufactured a type of oil engine that meets many of the requirements that are lacking in steam, gasoline, Semi-Diesel and Diesel. It is the Burnoil engine, made by the Burnoil Engine Company, of South Bend, Indiana. This type engine has been manufactured in European countries for a number of years, and has been used extensively by the fishing, towing, and working boat trade owing to its ability to operate on long voyages where it was necessary to vary the speed many times and also the ability to stand up with the minimum repairs and burn cheaper grades of fuel oil. Burnoil engines run indefinitely at low speed, as they have no hot parts susceptible to cooling or cracking, thus causing misfiring, and then they may be speeded up instantly to full load. They also eliminate the carburetor, magneto, blow-torch, and pre-heating, as they start and run on one and the same fuel; they do away entirely with gasoline. These eliminations naturally increase its value as a type of engine that meets the severe commercial service of marine conditions.

An important part of the marine heavy duty engine, especially where there is considerable towing to be done, is the reverse gear. The Burnoil engine employs an extremely rigid reverse gear, consisting of one movable compound gear between the driving and driven elements. This gear was developed and has given excellent results on the Pacific Coast. This is a large external and internal toother gear that works between the stationary drum and a driving pinion on propeller shaft. The gears are what are called internal gears, and fit within one another perfectly, which gives from three to four teeth bearing at all times and permits of extra large teeth in the gears, giving more efficiency and life to them. The propeller shaft telescopes clear through the shell of gear and gives perfect alignment. The expansion ring is reinforced in such places as to give perfect friction-bearing surface at all times. A 12 1/2 b.h.p. marine engine of this make has been running daily for over a year, without any repairs, and costing less than 1 cent per mile fuel and lubricating expense. With gasoline at about 35 cents and fuel oil a trifle over 13 cents per gallon, and also when it is considered an oil engine of this kind consumes about one-half the volume of fuel of a gasoline engine, it is easy to comprehend the oil engine is a factor worthy of very favorable consideration.

Captain Maclean Reported Missing

Captain A. P. Maclean, who is a son of W. B. Maclean, Toronto, President of the Conger Lumber Company, is reported missing. He enlisted with the 20th Battalion and went overseas in May, 1915. Capt. Maclean was signalling officer from September, 1915, when he went into the trenches until June, 1916. He was transferred in France to the Royal Flying Corps. He is 22 years of age, was educated at Upper Canada College, and at the outbreak of war was in his second year at Varsity.

A brother, Captain G. A. Maclean, who was formerly overseas with the Royal Navy Air Service, and invalided home, left recently for England with a detachment of seventy-five men from the 88th Squadron, Royal Flying Corps, of which he had been in command at Armour Heights for several months.

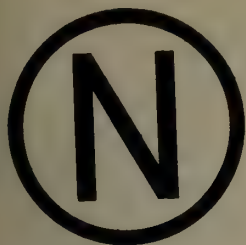
Personal Paragraphs of Interest

A. J. Young, of the Young Lumber Company, Toronto, returned recently, after spending several weeks in British Columbia. He reports that the prospects for the lumber industry during the coming season are exceptionally good, and that all prices are well maintained. Twenty-seven wooden ships are being built in Vancouver and vicinity, which has imparted considerable activity to many lines in the timber trade.

Frank and Ormsby Oliver, of the Oliver Lumber Company, Toronto, spent a couple of weeks recently in New York and other Eastern centres on business.

Major William F. Cooke, Kenneth McDougall, and Garnet Strong, of the Canadian Forestry Corps, have been awarded the D.S.O.

Registered



Trade Mark

FOR SALE

Dry Quebec Birch

2	Cars	4/4	No. 1 Common
15	"	4/4	Log Run Mill Culls Out 6/7" Avg.
1	Car	5/4	No. 1 Common
1	"	5/4	No. 2 "
1	"	5/4	No. 3 "
2	Cars	6/4	Firsts and Seconds
1	Car	6/4	50% No. 2 Common, 50% No. 3 Common
2	Cars	8/4	Firsts and Seconds
6	"	8/4	No. 1 Common
8	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
2	Cars	12/4	Firsts and Seconds
3	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
5	Cars	16/4	Sound Boxed Hearts

If any of the above items interest you will be glad to submit prices. Will undertake shipment inside of a week if destination not under embargo.

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Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

The charter of the Collingwood Shipbuilding Company, Ltd., has been cancelled.

Work is to commence in the near future on a sawmill at Fullarton, Ont., for R. J. Harmer.

J. E. Cutler & Co., Welland, Ont., recently lost their planing mill by fire. The company have not yet decided whether to rebuild.

The London and Petrolea Barrel Company, Simcoe Street East, London, Ont., who are erecting a dry kiln; at a cost of \$5,000, report that work will commence almost immediately. The building will be of reinforced concrete construction, composition roofing.

Sir William Hearst, Premier of Ontario, has notified the Dominion Food Board that the provincial government will cheerfully grant permits for the making of maple sugar on the crown lands to all suitable parties who are properly equipped for conducting the business.

The Mattagami Pulp and Paper Company, Smooth Rock Falls, are now turning out about 75 tons of bleached sulphite daily, and a third digester will be installed in the near future. Over 600 hands are employed in the mill and woods operations. During the coming summer the company will erect a large concrete storehouse and put up 30 additional cottages for the workmen. Some 70,000 cords of pulp wood will represent the cut of this season's operations.

The Ontario Government proposes to heat all the public institutions of the province with wood, cut upon crown lands, and in this way release a substantial amount of coal for private consumers next winter. This announcement was made recently by Hon. G. Howard Ferguson. The government, he said, felt that if the substitution of wood for coal was necessary it should set an example, and if there was expense to be borne in changing heating equipment the government should be first to bear it.

The new bleaching plant of the Port Arthur Pulp and Paper Company, at Port Arthur, is now in operation, and both bleached and unbleached sulphite pulp are being turned out. About 250 men are employed in the mill. The company has more than 20,000 cords of pulp wood stored in the yards, and 25,000 cords are waiting for the opening of navigation to be rafted in by water. When this is done there will be enough wood on hand to keep the mill operating steadily for a year.

William Andrews, one of the early wooden shipbuilders on the Canadian lakes, died recently in Collingwood, aged 77 years. When a boy he located at Port Dalhousie, at which point his father established the Andrews Shipbuilding Yards, which were conducted by the family until the construction of the new Welland Canal took up their property. Later Mr. Andrews moved to Welland and then to Port Robinson, going to Collingwood to continue wooden shipbuilding with his brother, Stephen D. Andrews, who was one of the originators of the shipyards now owned by the Collingwood Shipbuilding Company. During the operations of the Andrews yard on the Welland Canal William Andrews took part in the construction of many vessels. He is survived by his wife and his brother, who is Dominion inspector of hulls, with headquarters at Collingwood.

Eastern Canada

Lapointe & Pilon, lumbermen, Montreal, P.Q., have dissolved.

The firm name of Smart-Woods, Ltd., has been changed to Woods Manufacturing Company, Ltd.

Craig, Morris & Blair, Ltd., wholesale lumber, have removed to Room 19, No. 11 St. Sacrament Street, Montreal.

Berthiaume Allard & Co., sash and door factory, Montreal, P.Q., has been registered. Z. Berthiaume is interested.

The Davison Lumber Company, La Have Street, Bridgewater, N.S., are contemplating the erection of a sulphite plant in the near future.

Work has been started on a large box factory and planing mill by the Davison Lumber Company, Bridgewater, N.S.

Knox Brothers, wholesale lumber dealers, Montreal, P.Q., have been registered. J. B. Knox and A. M. Knox are interested.

The Davison, Parker Company, Ltd., Davison Street, Halifax, N.S., have awarded the contract for repairs to their lumber warehouse and office.

J. P. Mosher & Sons, lumbermen, Lakeside, N.B., have formed a partnership between Judson P. Mosher, Joseph I. Mosher, and H. Ludolph Mosher.

The Piercy Supply Company, Ltd., Halifax, N.S., report that work is well under way on their woodworking plant. All the necessary machinery has been purchased.

Perron & Co., Ltd., has been incorporated, with a capital of \$49,000, to carry on the business of manufacturers and dealers in lumber and to lease, operate, and sell timber concessions. Messrs. G. & J. E. Perron, St. Jerome; C. Gagnon, St. Felicien; D. Michaud, Chicoutimi, and A. Boily, Roberval, are interested. The head office is in Roberval, Que.

Former United States Senator Robert Stephenson died recently in Marinette, Wis. He was born near Fredericton, N.B., and spent his early life in the lumber woods of New Brunswick. When a youth he went to Milwaukee,

where he found employment with the Wells Lumber Company, and was associated with Daniel Wells, Jr., for a number of years. In 1857 Mr. Stephenson became an operator of lumber camps in his own interests.

The new sulphite pulp mill of the Ha Ha Bay Sulphite Company, at Ha Ha Bay, Que., is now in operation and turning out 150 tons a day. The officers of the company controlling the plant are: F. Becker, of Becker & Co., London, and of Craig-Becker Company, Inc., New York, president and chairman of the board of directors; J. E. A. Dubuc, president of the North American Pulp and Paper Companies, vice-president; Reginald F. Hammond, vice-president of Craig-Becker Company, of New York, secretary and treasurer.

The report of the Union Bag and Paper Corporation for the year ending January 31 shows net earnings of \$3,131,106, a gain of \$298,829. The St. Maurice Paper Company, with timber limits and pulp and paper plant in the Province of Quebec, is a subsidiary of the Union Bag Company, the latter owning 75 per cent. of the stock of the St. Maurice Company. The net profits of the St. Maurice Company totalled \$595,148, a portion of this money being used to pay the balance due on the cost of erecting the new pulp and paper mills at Three Rivers, P.Q.

The lumber camp of A. A. Sutherland, located at Alvin Siding, which is on the Canadian Government Railway, about 15 miles from Truro, N.S., was recently destroyed by fire and 20 persons met death. A. A. Sutherland, of Oxford, N.S., and his son, Max Sutherland, escaped practically uninjured. They were aroused at midnight, when the camp was a mass of flames. As they were sleeping in a separate compartment from the men, they were able to get out in time. The quarters of the men had evidently become ignited and burned quickly before anyone became aware that the place was on fire. One employee who was burned to death also lost his wife and six children.

Western Canada

A. J. Kuno, lumberman, has moved his plant from Eden, Man., to Amaranth, Man.

The Fletcher Lumber Company, Ltd., has been incorporated, with head office at Hanna, Alta., and capital stock of \$50,000.

The Mountain Lumber Company, Ltd., with a capital stock of \$10,000 and headquarters in Vancouver, has been granted a provincial charter.

A charter has been granted to the Western Toy Manufacturing Company, Ltd., with headquarters in Vancouver and a capital stock of \$100,000.

Another shipment of British Columbia lumber was recently sent to the Orient on the steamer Harold Dollar, the shipment being made from the Dollar mill at Roche Point.

A large party of loggers recently arrived at Prince Rupert, B.C., on their way to the Queen Charlotte Islands, where they will cut spruce to fill government contracts for airplane orders.

The Wallace Shipyards, Ltd., North Vancouver, B.C., who are engaged in the construction of wooden ships, are remodelling their shipyard. The alterations are expected to cost about \$100,000.

It is announced that the British Columbia Loggers' Association has adopted the eight-hour day as the standard in the camps for its members. The new regulation went into effect on March 11.

The Mountain Lumber Company, Ltd., has been incorporated, with head office at Victoria, B.C., and a capital stock of \$10,000, to carry on business as loggers and to deal in timber and lumber of all kinds.

Thurston-Flavelle Lumber Company, Murray Street, Port Moody, B.C., recently suffered a serious loss by fire. The dry kilns, mills, etc., were completely destroyed, and the loss is estimated at \$25,000. The company will rebuild at once.

William Landkamer, who for several years held an important position with the Revelstoke Sawmill Company, at Heisler, Alta., recently resigned in order to take up farming. He has been succeeded by Le Roy Strickland, of Camrose, Alta.

A general meeting of the Mountain Lumber Manufacturers' Association was held recently in the offices of the Forest Mills of British Columbia, Ltd., at Revelstoke, when matters of importance affecting the industry of the interior of the province were considered.

Some 68,000 box shooks were recently shipped by the British Columbia Manufacturing Company to Singapore. It was the first foreign consignment of shooks shipped by the Pacific Steamship Company and the first of a series of orders indicating the development of this trade abroad.

J. C. Shields, of Vancouver, who was in Kamloops recently, stated that arrangements were being made to reopen the sawmill at Kamloops for the purpose of cutting about five million feet of lumber during the coming season. The logs will be brought to Kamloops from the Heffley Creek limits by rail.

A cargo of 4,333,438 feet of lumber was shipped recently in an American vessel from Vancouver. This is the largest consignment carried by any ship so far this year. The destination of the cargo, which was shipped from the Hastings mill, was unknown, and the vessel which bore the heavy burden was one built at Seattle for the British, but commandeered by the United States Emergency Fleet Corporation.

The lumber mills in Port Haney, B.C., and the Maple Ridge district generally, are all busy, and every sign indicates a good year's business. The Maple Ridge Lumber Company are busy overhauling their power plant, and will shortly install Dutch ovens and, when properly equipped, the mill will be run night and day. Abernethy & Loughheed have four logging camps in the Stave Lake area getting the timber out.

3" Dry Spruce

3 x 7" — 100 M ft.
3 x 8" — 300 M ft.
3 x 9" — 200 M ft.
3 x 10" — 90 M ft.
3 x 11" — 50 M ft.
3 x 12" — 40 M ft.

2" Dry Spruce

Full Thickness

2 x 4" — 290 M ft.
2 x 5" — 350 M ft.
2 x 6" — 230 M ft.
2 x 7" — 100 M ft.
2 x 8" — 30 M ft.

We also have a large quantity of scant 2", 5/10" wide-widths and lengths piled separate, and 1 1/4" x 4 to 8" widths and lengths piled separate.

"EVERYTHING IN LUMBER"

McLENNAN LUMBER CO., Limited

21 Dorchester Street W., MONTREAL, CANADA

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Solicit your kind enquiries for

Spruce, Pine and Birch

in all grades and thicknesses

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and Cypress**

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Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER

Dressed and Rough

**White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

A. F. B. AUSTIN, Manager

Saw Mill Exhausters

"By-Pass" Blower Systems are Indestructible

"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

We manufacture and install systems complete

Write for information

Toronto Blower Company

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Our yards are heavily stocked with SPECIALLY SELECTED TANK GRADE Cypress, B. C. Fir and Pine. This assures prompt delivery.

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WOOD TANKS

For Any Purpose

We are prepared to design and manufacture Wood Tanks of any size, shape or style. Estimates will be promptly submitted on receipt of your specifications.

Our practical experience in manufacturing tanks for every mining purpose enables us to guarantee prompt and efficient production of any size of order.

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Branches—MONTREAL, WINNIPEG, REGINA and CALGARY

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Extra quality made only of No. 1 Packer Steer hides carefully picked and English Oak Tanned.

Every belt guaranteed against inferior workmanship or material.

The maximum of stretch commensurate with good practice is taken from Beardmore Leather Belting during the manufacture.

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Large stocks available for immediate shipment

Advertising tells the buyer where you are—**MacLean Reports** tell you **where the buyer is.** They put you in touch with the right job at the right time.

Rates and Samples on request.

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Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material of every description

Piling

Ships Knees

Ties

We are in a position to fill any sized order, and have every facility for shipping either by rail or water, making prompt shipments.

MUSGRAVE & CO., LIMITED

HALIFAX, Nova Scotia

No. 2½. Actual Size



Cutting Remarks!

About Tested Teeth

The saw tooth illustrated is the best made for mills cutting heavy steam feeds. This No. 2½ Chisel tooth saw is made in suitable gauges for Edgers, Bolters and Lath Machines.

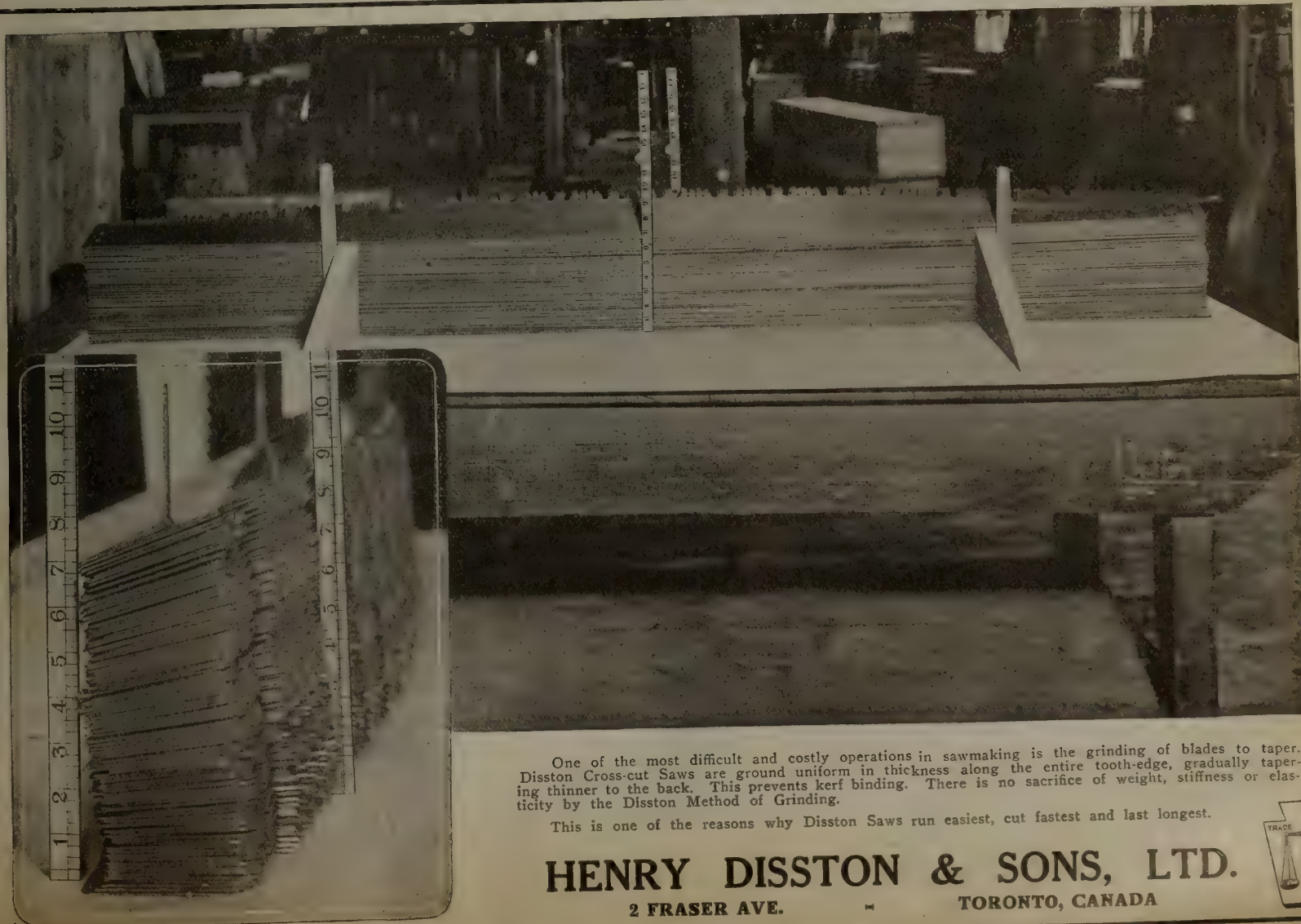
Better not trust to luck with your lumber sawing—"Hoe" the genuine saw is safe and certain. We know because every one is tested before leaving the "Hoe" factories.

A hundred years experience has taught us how to produce saws that prove durable and trustworthy under the most strenuous working conditions.

Our interesting illustrated catalogue should be in the hands of every Canadian Lumberman. By giving better service, "Hoe" Saws, Bits and Shanks save you money.

R. HOE & CO.

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NEW YORK CITY



One of the most difficult and costly operations in sawmaking is the grinding of blades to taper. Disston Cross-cut Saws are ground uniform in thickness along the entire tooth-edge, gradually tapering thinner to the back. This prevents kerf binding. There is no sacrifice of weight, stiffness or elasticity by the Disston Method of Grinding.

This is one of the reasons why Disston Saws run easiest, cut fastest and last longest.

HENRY DISSTON & SONS, LTD.

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BELLEVILLE, ONT.



When You Overhaul Your Mill

THERE are wet places in every saw and pulp mill where nothing but the highest class belting can "make good." It is for these wet places that we recommend what most mill-men swear by—our

"ACME WATERPROOF" BELT

this belt is especially made for a rough and trying service. It has less stretch than any other belt by 15 to 25 per cent.

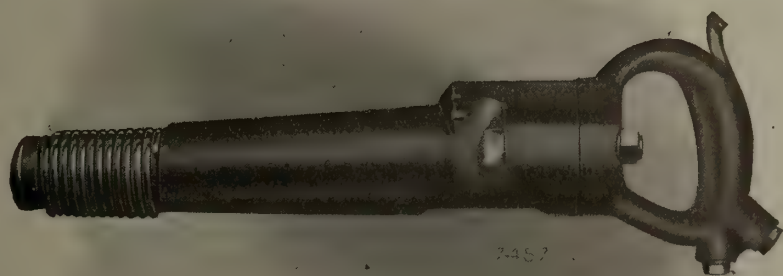
When you are overhauling try a Goodhue "Acme Waterproof" belt. Other Goodhue belts are "Extra" and "Standard."

Prices and Particulars on Request.

J. L. Goodhue & Company, Limited
DANVILLE - QUEBEC

WINNIPEG AGENTS—Bissett & Webb, Ltd., 151 Notre Dame Ave., East, Winnipeg, Man.
VANCOUVER AGENTS—Fleck Bros., Ltd., 1142 Homer St., Vancouver, B. C.

Let "Little David" Speed Up



"Little David" Riveting Hammer



"Little David" Close Quarter Drill

Don't waste time working by hand and don't waste it moving heavy work—"Little David" Pneumatic Tools are waiting to do your portable drilling, reaming, tapping, grinding, chipping, riveting, etc. at a fraction of the cost of hand work.

There's a tool for every duty and a size particularly suited to each grade of work. They are easily operated and as easily understood. They stand up to the work:—upkeep is inexpensive and air consumption low.

Ask for the complete "LITTLE DAVID" Bulletin

Canadian Ingersoll-Rand Co., Limited

General Offices:
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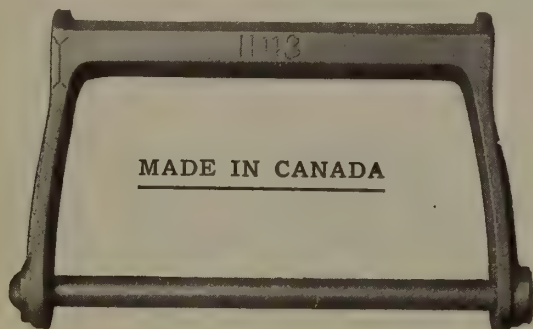
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LINK-BELT

FOR EVERY SERVICE

H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



Stronger, Heavier, and More Durable than No. H-110

This is the  Mark of Quality

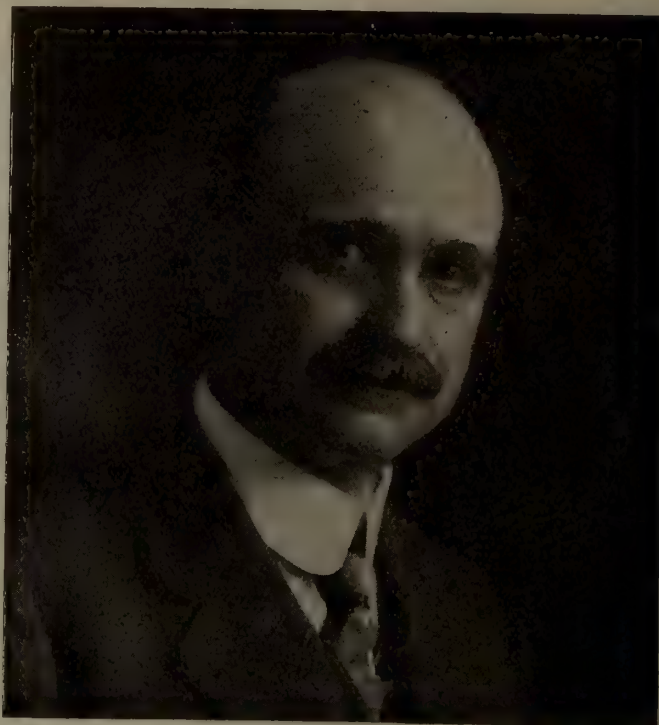
It appears on every Link-Belt manufactured by us, and is your guarantee of reliability in material, workmanship, inspection and service.

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CANADIAN LINK-BELT CO., LTD.

Office and Manufacturing Plant
265 W. Wellington St., TORONTO
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ington, First and Stark Streets.

For Over Twenty Years

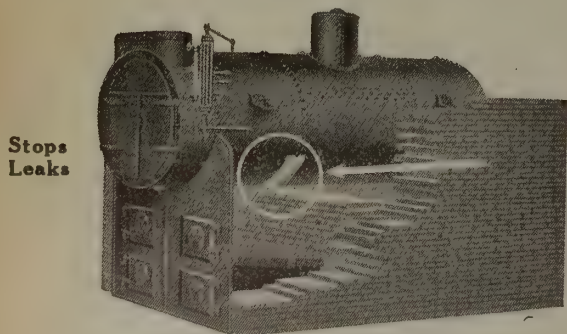


E. C. Mershon has been recognized as the authority on all matters pertaining to the sawing of wood with a Band Resaw. Purchasers of Mershon Band Resaws have the benefit of his experience.

WM. B. MERSHON & CO.
SAGINAW, MICH.

It Only Costs 3 1/3 Cents Per Day To Have BOILER PROTECTION Against Fire Cracks, Mud Cracks, and Leaks

Protection



Stops
Leaks

Prevents
Cracks

Tested, Tried, Proven True

AFTER INSTALLING

The National Boiler Girth Seam Protector

U.S.A. Patent Oct. 25th, 1916

Canadian Patent, No. 177295, May 29th, 1917

Foreign Patents Applied for

Guaranteed for Two Years from date of erecting. We will replace any part or every part which is proved unsatisfactory **FREE OF CHARGE**

PROTECTION IS TRUE ECONOMY AND EFFICIENT SERVICE.

Can be attached to Girth or Patch Seams by anyone.

Write for Catalogue and Price List.

National Boiler Girth Seam Protector Company of Canada

Head Office: 910 NEW BIRKS BUILDING, MONTREAL, P.Q.

Branch Office: 568 MANNING AVE., TORONTO

ADJUSTABLE SAFETY CAR-STAKE EQUIPMENT

(SCHMITZ PATENT)

Mr. Logger, Attention !

We have the ONLY device that removes ALL danger and difficulty in moving your logs from camp to mill on cars, trucks or sleighs.

No balks, break-downs or dislocation of parts—IT WORKS ALWAYS. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

It will save you TEN times its cost in wages, renewal of stakes, avoidance of accidents, and vexatious delays.

If you don't use stakes on your cars, you CAN use them with this equipment; you need it on your cars right now, and you will WANT it as soon as you find out what it will do for you.

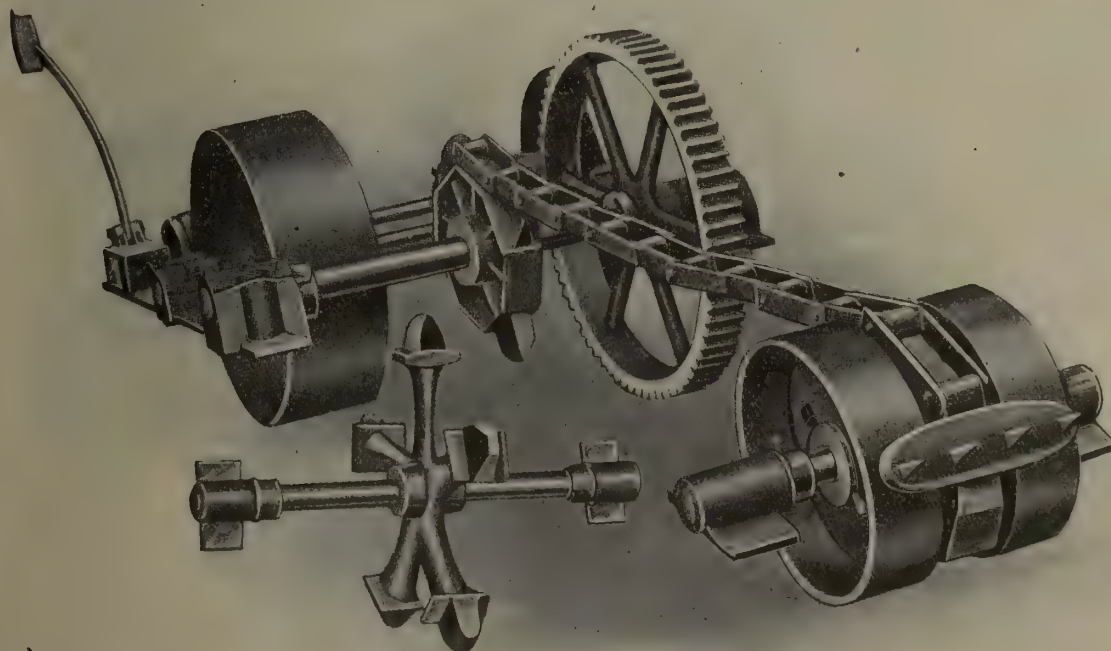
Send for illustrated Circular, with testimonials, and let us convince you of the truth of these claims. Address

MAIN OFFICE AND SHOPS:
2661 W. 57th Street, SEATTLE, WASH.

INTERNATIONAL LOG BUNK & EQUIPMENT CO.

CANADIAN OFFICE AND SHOPS
Redcliff, Alberta

The Log Jack for Heavy Work



New Double Powered Log Jack

The above illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR.—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and 1½ in. pitch.

PINION on intermediate Shaft has 13 teeth, 4 in. face and 1½ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

The G. Walter Green Company, Limited

PETERBOROUGH, ONT.

Send for Catalogue.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$55 00	\$57 00
1 1/4 and 1 1/2 x 4/7 Good Strips	57 00	59 00
2 x 4/7 Good Strips	57 00	59 00
1 x 8 and up Good Sides	60 00	62 00
1 1/4 and 1 1/2 x 8 and wider Good Sides	77 00	79 00

2 x 8 and wider Good Sides	79 00	80 00
1 in. No. 1, 2 and 3 Cuts	48 00	50 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	55 00	57 00
2 in. No. 1, 2 and 3 Cuts	57 00	59 00
1 x 4 and 5 Mill Run	42 00	44 00
1 x 6 Mill Run	41 00	46 00
1 x 7, 9 and 11 Mill Run	42 00	44 00
1 x 8 Mill Run	44 00	46 00
1 x 10 Mill Run	48 00	49 00
1 x 12 Mill Run	49 00	50 00
5/4 and 6/4 x 4 Mill Run	43 00	45 00
5/4 and 6/4 x 5 Mill Run	43 00	45 00
2 x 4 Mill Run	41 00	43 00
2 x 6 Mill Run	44 00	46 00
2 x 8 Mill Run	44 00	46 00
2 x 10 Mill Run	48 00	49 00
2 x 12 Mill Run	49 00	50 00
1 in. Mill Run Shorts	34 00	36 00

Red Pine:		
1 x 4 and 5 Mill Run	36 00	38 00
1 x 6 Mill Run	38 00	40 00
1 x 8 Mill Run	38 00	40 00
1 x 10 Mill Run	42 00	44 00
2 x 4 Mill Run	36 00	38 00
2 x 6 Mill Run	40 00	42 00
2 x 8 Mill Run	40 00	42 00
2 x 10 Mill Run	42 00	44 00
1 in. Clear and Clear Face	43 00	45 00
2 in. Clear and Clear Face	43 00	45 00

Spruce:		
1 x 3 Mill Run	37 00	38 00
1 x 4 Mill Run	38 00	39 00
1 x 6 Mill Run	40 00	41 00
1 x 8 Mill Run	43 00	44 00
1 x 10 Mill Run	45 00	46 00
Mill Culls	29 00	31 00

Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	29 00	30 00
1 x 6 in. x 9 to 16 ft.	32 00	33 00
1 x 8 in. x 9 to 16 ft.	34 00	35 00
1 x 10 and 12 in. x 9 to 16 ft.	34 00	36 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	32 00	33 00
2 x 4 to 12, 10 and 16 ft.	33 00	34 00
2 x 4 to 12 ft., 12 and 14 ft.	32 00	33 00
2 x 4 to 12 in., 18 ft.	34 00	35 00
2 x 4 to 12 in., 20 ft.	35 00	36 00
1 in. No. 2, 6 ft. to 16 ft.	26 00	27 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	25 00	26 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 8x10, 10x10 and 12, 12x12	\$48 50	
6x10, 8x10, 10x14, 12x14, 14x14	49 00	
6x12, 8x12	49 50	
14x16, 16x16	50 00	
6x14, 8x14, 10x16, 12x16	50 50	
14x18	51 00	
8x16, 10x18, 12x18	51 50	
18x18, 20x20	52 00	
12x20, 24x24	52 50	
Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain.	46 00	50 00
Fir flooring, 1 x 4, edge grain.	47 00	52 00
Fir flooring, 1 x 4, flat grain.	40 00	
No. 1 and 2, 1-in. clear Fir rough	47 00	62 00
(Depending upon widths).		
No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough	50 00	65 00
No. 1 and 2, 2-in. clear Fir rough	50 00	63 00
1 1/2 in. No. 1, 4-ft. pine lath.	6 00	
1 1/2 in. No. 2, 4-ft. lath	5 70	
1 1/2 in. 32-in. pine lath	2 50	
1 1/2 in. No. 1, 4-ft. hemlock lath	5 00	
1 1/2 in. mill run hemlock lath.	4 75	
XX B. C. cedar shingles	3 15	
XXXX butts to 2 in.	4 20	
XXXXX	4 80	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$75 00	\$50 00
5/4 & 6/4	85 00	60 00
8/4	105 00	75 00
10/4 & 12/4	135 00	105 00
16/4	145 00	125 00

Ash, Brown		
4/4	65 00	45 00
6/4	72 00	60 00
8/4	74 00	62 00

Birch, dry weight 4000 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	60 62	42 45
5/4 & 6/4	65 68	48 50
8/4	68 70	50 52
10/4 and 12/4	80 82	65 67
16/4	90 92	75 78

Basswood, dry weight 2500 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$60 00	\$47 00
5/4 & 6/4	68 00	52 00
8/4	68 00	52 00

Chestnut, dry weight 2800 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$65 00	\$50 00
5/4 & 6/4	72 00	56 00
8/4	72 00	56 00

Elm, soft, dry weight 3100 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$54 00	\$42 00
6/4 & 8/4	63 00	50 00
12/4	70 00	57 00

Gum, red, dry weight 3300 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$57 00	\$60 00
5/4 & 6/4	65 00	55 00
8/4	65 00	55 00

Gum, Sap		
	1s & 2s	No. 1 Com.
4/4	\$49 00	\$42 00
5/4 & 6/4	52 00	45 00
8/4	52 00	45 00

Hickory, dry weight, 4500 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$65 00	\$45 00
6/4	100 00	75 00
8/4	90 00	60 00

Maple, hard, dry weight 3900 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$58 00	\$45 00
5/4 & 6/4	63 00	48 00
8/4	65 00	50 00
12/4	80 00	62 00
16/4	90 00	75 00

Soft Maple
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$35 00
No. 2 and better	42 00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$80 00	\$55 00
5/4 & 6/4	87 00	60 00
8/4	95 00	65 00
10/4	120 00	90 00
12/4	120 00	90 00
16/4	120 00	90 00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$100 00	\$66 00
5/4 & 6/4	105 00	68 00
8/4	108 00	68 00

Red Oak, quarter cut.		
	1s & 2s	No. 1 Com.
4/4	\$90 00	\$65 00
5/4 & 6/4	100 00	70 00
8/4	105 00	75 00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 1/2-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/2-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings	47 00	50 00
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00
Pine, 1-in. x 4-in. s.c. strips	42 00	
Pine, 1-in. x 5-in. s.c. strips	42 00	
Pine, 1-in. x 6-in. s.c. strips	44 00	
Pine, 1-in. x 7-in. s.c. strips	44 00	

Pine, 1 x 8-in. s.c., 12 to 16 ft.	40 00	46 00
Pine, 1-in. x 10-in. M.R.	49 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
Pine, 1 1/2 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 5	36 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6' - 11', 1" x 10"	45 00	

Pine box boards:		
1" x 4" and up, 6' - 11'	36 00	
1" x 3", 12' - 16'	36 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12'-ft. and up		
	35 00	

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.		
	30 00	

O. culls r & w p		
	25 00	

Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/2-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1" x 7"		
and up	34 00	

Mill run Spruce:		
1" x 4" and up, 6' - 11'	32 00	33 00
1" x 4" and up, 12' - 16'	34 00	
1" x 9" - 10" and up, 12' - 16'	40 00	42 00
1 1/2" x 7" - 8" and up, 12' - 16'	40 00	42 00
1 1/2" x 10" and up, 12' - 16'	46 00	
1 1/2" x 2" x 12" and up, 12' - 16'	46 00	

Spruce, 1-in. clear (fine dressing and B)		
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	
Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25
White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUEBEC, QUE.

White Pine		
	Cts.	Per Cubic Foot
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95
Spruce Deals		
3 in. unsorted, Quebec, 4 in. to 6 in. thick, per M. ft.	22 00	25 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick, per M. ft.	26 00	28 00
3 in. unsorted, Quebec, 9 in. thick, per M. ft.	30 00	35 00

Oak		
According to average and quality		
55 ft. cube	75	85

Elm		
According to average and quality,		
40 to 45 feet, cube	85	95
According to average and quality,		
30 to 35 feet	55	65

Ash		
13 inches and up, according to average and quality, per cu. ft.	25	30
Average 16 inch	30	40

Birch		
14 inch, average	22	25
15 inch, average	26	28
16 inch, average	30	35
18 inch, average	35	40

Birch Planks		
1 to 4 in. thick, per M.-ft.	25 00	30 00

SARNIA, ONT.

Fine, Common and Better		
1 x 6 and 8 in.	\$74 00	
1 in., 8 in. and up wide	83 00	
1 1/2 and 1 1/2 in. and up wide	86 00	
2 in. and up wide	88 00	

Cuts and Better		
4/4 x 8 and up	No. 1 and better	58 00
6/4 x 8 and up	No. 1 and better	72 00
8/4 x 8 and up	No. 1 and better	74 00
6/4 x 6 and up	No. 2 and better	61 00
8/4 x 6 and up	No. 2 and better	63 00
6/4 x 6 and up	No. 3 and better	55 00
8/4 x 6 and up	No. 3 and better	59 00

SLAB WOOD

is as easily barked in an

American Barking Drum

as is any other kind of wood.

This photograph, for example, shows a slab that is being successfully barked on the Pacific Coast.

The Powell River Co., Powell River, B.C., learning of the success of our drums in barking ordinary pulp wood, sent us twelve unbarked sticks, asking us to run them through a standard 10 ft. by 30 ft. American Barking Drum on a regular run. This we did, and the slabs were barked so successfully that a drum was immediately ordered. And, what is more, they were so well pleased with the drums that they are now installing another.

Photographs showing the construction of American Barking Drums have appeared in recent issues of this publication. We have shown a great many different actual installations. We have told all about the progress made in the barking field.

We take great pride in the fact that our drum is, as one gentleman expressed it, "HEAD, NECK AND HEELS" superior to all other barking methods. This is attested in the fact that American Barking Drums are now barking over 50 per cent. of the combined production of pulp wood in the United States and Canada. This is a great record, and it has been accomplished in a little over two years.

We have been so successful, not alone because of the excellent design of the drum, but because we continue to give service even after the drum is sold and installed. We install the machine complete and start it a-going satisfactorily to the purchaser. At any future time we are always ready to advise and assist the user in any way possible.

Unquestionably, if you have much wood to bark, the best way to save a few thousand dollars this year, in addition to paying for the American Barking Drum, is to begin installation right away. We can deliver promptly. You should hasten to get in touch with our engineers, who will give you valuable, honest advice. If it won't pay you to install a drum (and it may not if your plant is small) we will frankly tell you so.

Simply put the matter in the hands of our engineers and they will attend to the rest.

American Barking Drum Co.

CONTINUOUS PROCESS

124 Drums Sold Last 30 Months, Barking
3,000,000 Cords per Year.

440 South Dearborn Street
CHICAGO



Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decreases the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

Chapman Double Ball Bearing Co., Ltd.

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	33 - 35	17 - 19
5/4 to 8/4	56 - 58	29 - 31	19 - 21
ASH, WHITE AND BROWN			
4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	75 - 88	41 - 49	23 - 25

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	124 00
White pine uppers, 2½ and 3 in.	139 00
White pine uppers, 4 in.	149 00
Selects, 1 to 2 in.	110 00
Selects, 2½ and 3 in.	129 00
Selects, 4 in.	139 00
Fine common, 1 in., 30 per cent.	80 00
12 in. and up	77 00
Fine common, 1 x 8 to 11 in.	91 00
Fine common, 1½ to 2 in.	94 00
Fine Common, 2½ and 3 in.	124 00
Fine Common, 4 in.	125 00
1 in. shaky clear	65 00
1½ to 2 in. shaky clear	69 00
1 in. No. 2 dressing	57 00
1½ to 2 in. No. 2 dressing	62 00
No. 1 Cuts, 1 in.	62 00
No. 1 Cuts, 1½ to 2 in.	79 00
No. 1 Cuts, 2½ and 3 in.	104 00
No. 2 Cuts, 1 in.	54 00

No. 2 Cuts, 1½ to 2 in.	66 00	67 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	34 00
Barn Boards, No. 1, 1 x 12	65 00		3 x 4 and 4 x 4 in.	36 00
No. 1, 1 x 10	59 00		2 x 8 in.	38 00
No. 1, 1 x 8	56 00		All other random lengths, 7-in.	
No. 2, 1 x 12	60 00		and under, 8 ft. and up	34 00
No. 2, 1 x 10	57 00		5-inch and up merchantable	
No. 2, 1 x 8	54 00		boards, 8 ft. and up, p 1s	34 00
No. 3, 1 x 12	53 00		1 x 2	34 00
No. 3, 1 x 10	53 00		1 x 3	32 00
No. 3, 1 x 8	51 00		1½ in. spruce lath	4 50
Can. spruce; clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 25
1 x 10 in.	52 00		New Brunswick Cedar Shingles	
No. 1 1 x 4 to 7 in.	55 00		Extras	4 75
No. 1 1 x 8 & 9 in.	56 00		Clears	4 40
No. 1 1 x 10 in.	57 00		Second Clears	3 50
No. 2 1 x 4 & 5 in.	38 00		Clear Whites	3 00
No. 2 1 x 6 & 7 in.	40 00	42 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 8 & 9 in.	42 00	44 00	Extra 1s (Clear whites out)	1 65
No. 2 1 x 10 in.	48 00		Red Cedar Extras, 16-in. 5 butts	1 90
No. 2 1 x 12 in.	52 00		to 2-in.	4 73
Spruce, 12 in. dimension	50 00		Red Cedar Eureka, 18-inch 5	4 98
Spruce, 10 in. dimension	47 00		butts to 2-in.	5 40
Spruce, 9 in. dimension	46 00		Red Cedar Perfections, 5 butts	6 07
Spruce, 8 in. dimension	45 00		to 2½	
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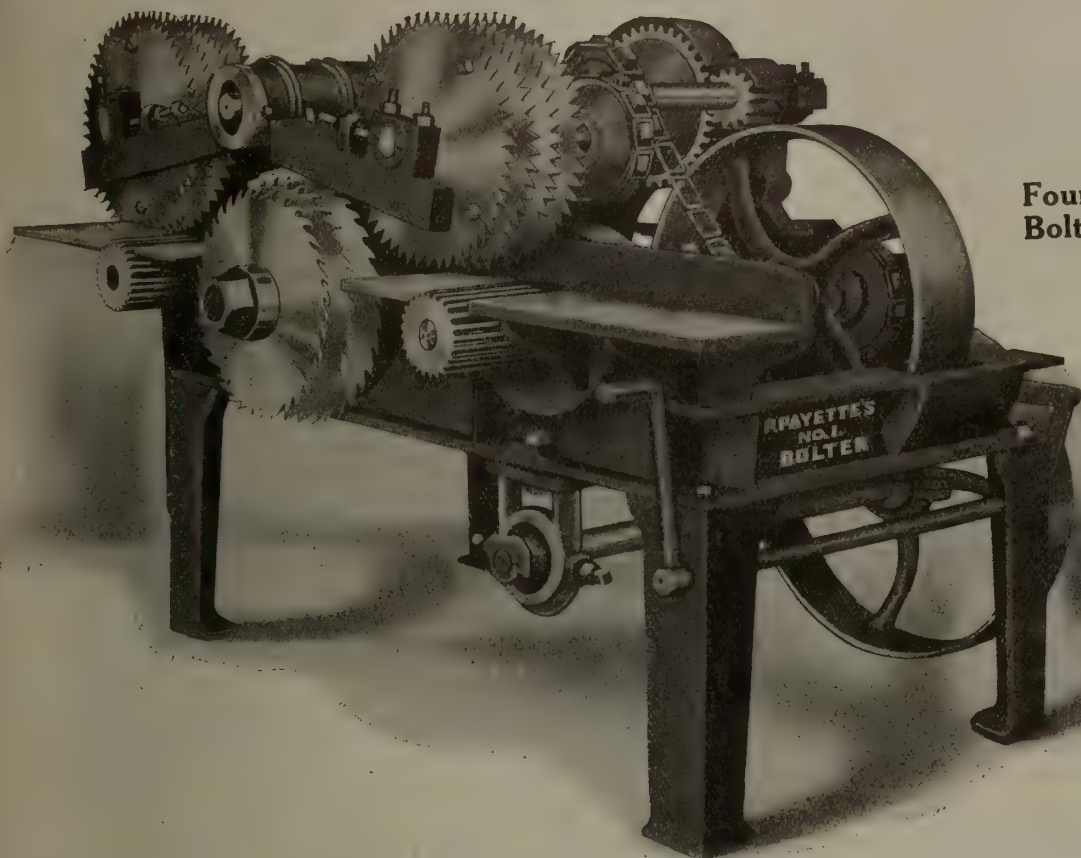
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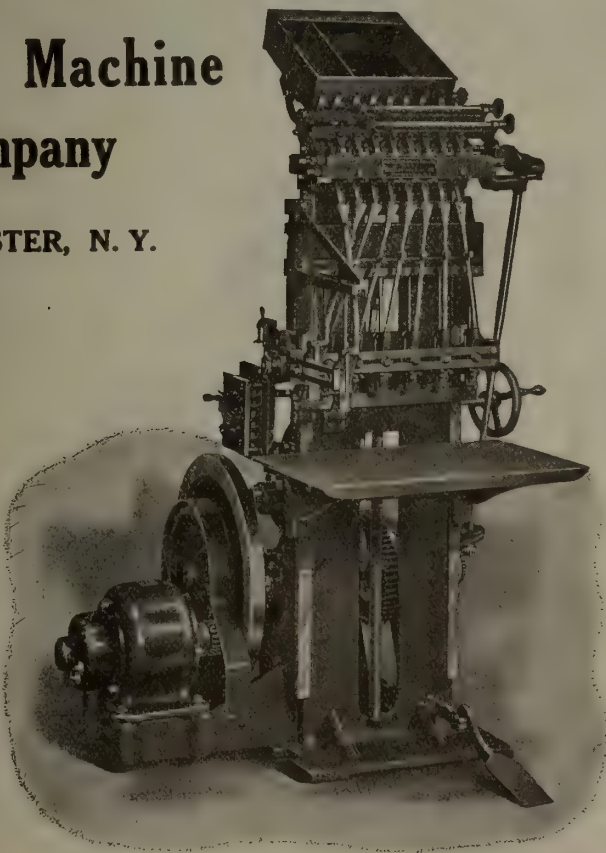
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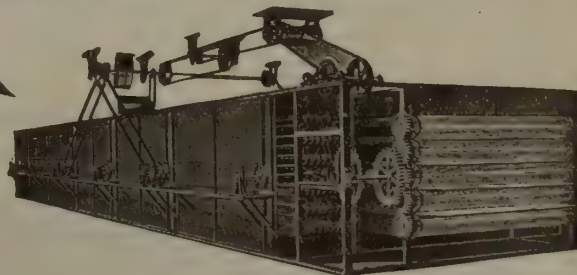
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*Specify ATKINS on your next
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LOCOMOTIVE BARGAINS

Immediate Delivery

- 1—45 ton standard gauge Switcher, cylinders 17 x 24, 135 lb. steam pressure; haulage capacity 2741 tons.
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- 2—50 ton standard gauge Road Engines, cylinders 17 x 24, 150 lb. steam pressure; haulage capacity 1812 tons.

- 1—28 ton standard gauge Road Engine, cylinders 17 x 24, 150 lb. steam pressure; haulage capacity 980 tons.

- 1—45 ton standard gauge Road Engine, cylinders 17 x 24, 140 lb. steam pressure; haulage capacity 1521 tons.

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All above Locomotives in first class operating condition and for immediate shipment. Write us for fuller specifications and prices. These are the lowest offerings in the market to-day.

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Government Contractors and
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Lumbermen's Tents, Bed Ticks, Grey Blankets,
Nose Bags, Waterproof Goods, Steel Ranges
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Locomotives on trunk line railroads have the advantage of the best facilities for inspection and repairs.

Logging locomotives face different conditions. They must work day after day in the hardest service, and often in localities where repairs cannot be made without great inconvenience. That is why we build our logging locomotives from interchangeable stock parts. With this

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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD AND IRON RAILS



A 62-ton
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Locomotive
Designed
Especially for
Heavy
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Climax Locomotives are successfully operated on steep grades and sharp curves. Any weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."
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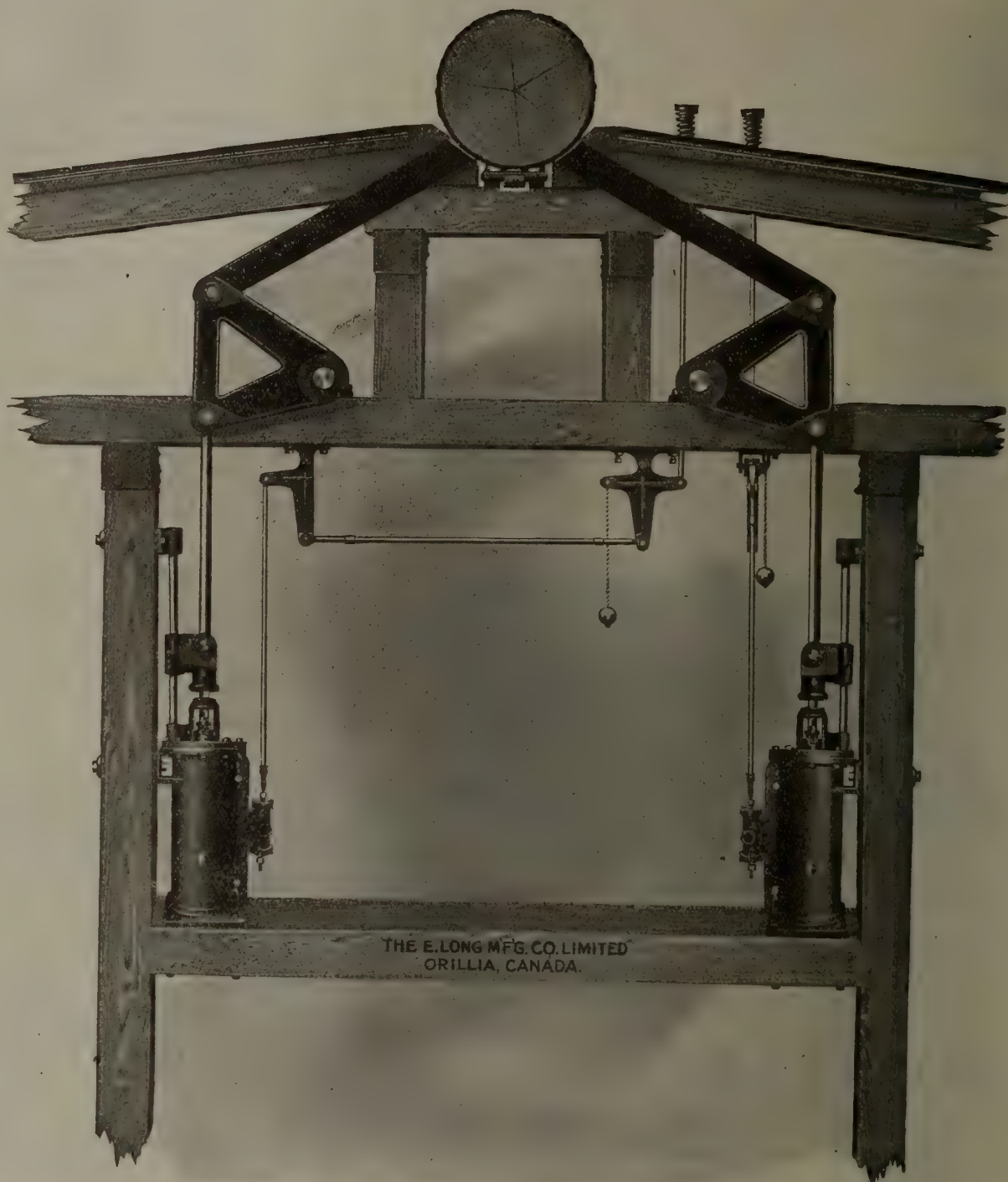
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Machine Knives, Circular Cutters
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The illustration shows our Standard Double Deck Steam Log Kicker which we manufacture with cylinders 8 in., 10 in. and 12 in. bore. This kicker is made for either single or double deck mills. The bottom head of the cylinder is cast solid, eliminating the necessity of taking the machine apart for packing. The joint between the valve case and cylinder is a "ground joint," which is perfectly steam tight and requires no packing.

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We have the following on hand ready for shipment

one Portable Saw Mill outfit with Right hand Saw Frame and Carriage—set of track timbers, also the following items:
No. 1 Log Jack with foot wheel and idlers.
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10 inch by 36 ft. Steam Feed.

10 inch by 42 ft. Steam Feed—Either feed can be furnished with vertical or horizontal valves.
Double acting set works in No. 1, 2 and 3 sizes.
We have one second hand plain slide valve engine, right hand, side crank, 9 x 13, suitable for a small saw mill plant.

Write at once for information regarding the above or any other equipment you may need

The E. Long Manufacturing Co., Ltd.

ORILLIA ONTARIO

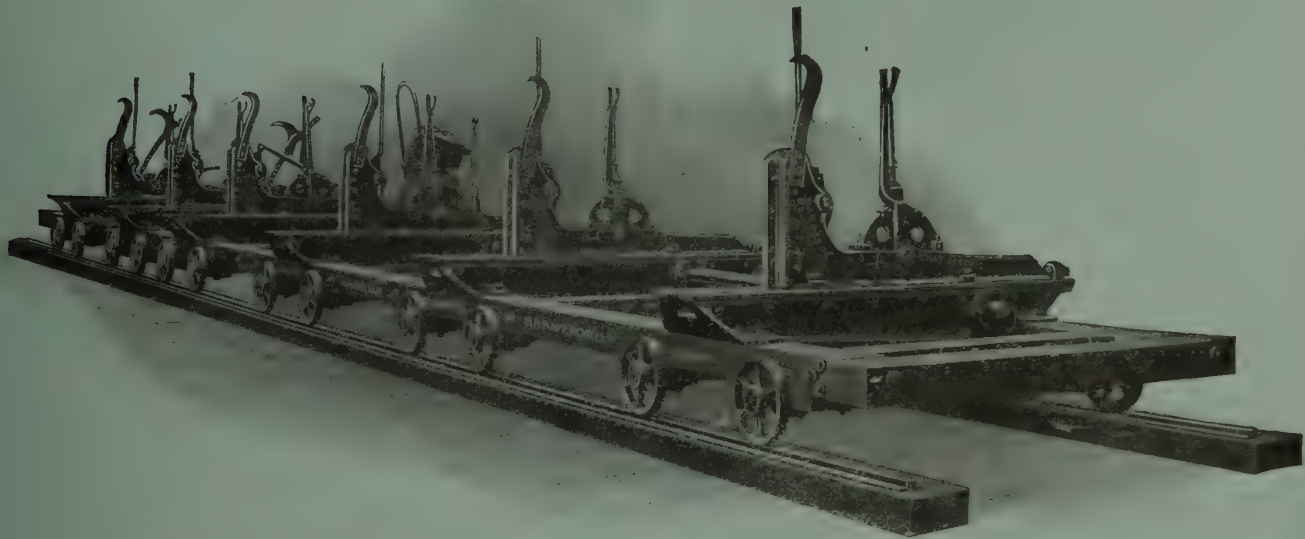
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For Fast Cutting Service



Waterous Steel Carriages are being used in the largest and best equipped Saw mills in Canada to-day.

They are carefully put together, of the best materials possible.

These Carriages are designed to give the utmost efficiency and cutting speed.

Lost motion is overcome through improvements in the knee and head blocks. The Waterous dog is supplied on all knees. This is quick and efficient and will operate equally well on any size log or cant.

Our number four set works is of new design absolutely preventing slack. This set works may be attached to steam setter or replaced by Trout power set works. Carriages equipped by friction receder operated with the set works.

*Carriages built any length with any number of head blocks
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Our thirty-five years experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal made of the very best selected stock, and carefully compounded.

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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

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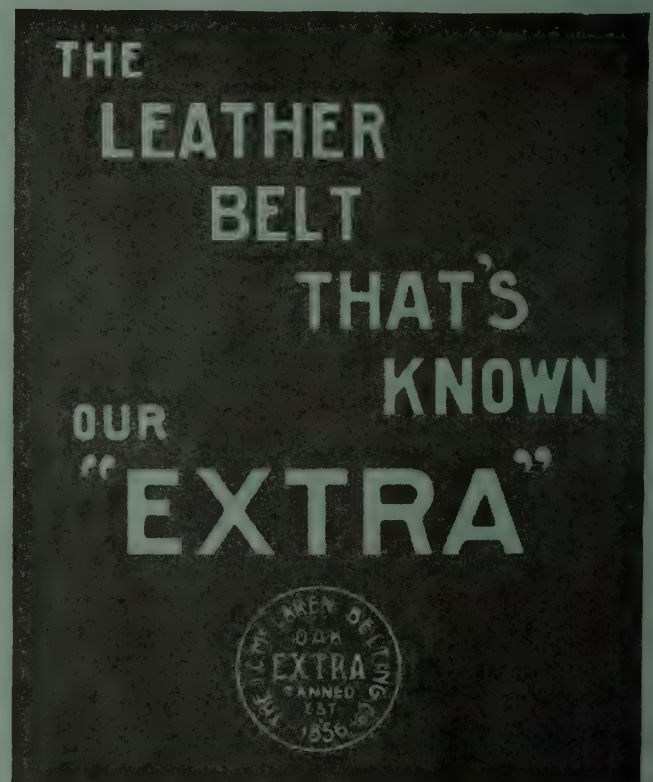


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Will move a bag containing 60,000 logs,
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anyway, you
take it, and
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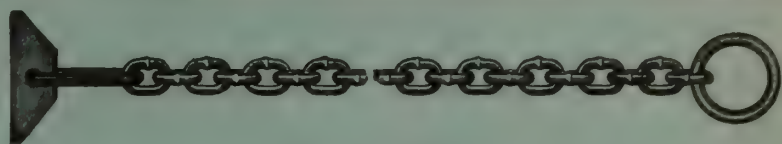
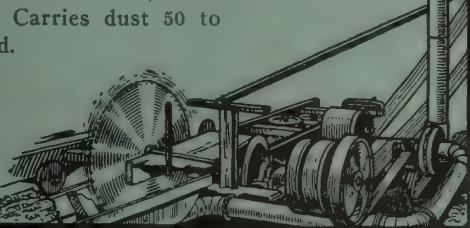
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REDUCE YOUR LABOR WORRIES by installing a Cyclone Saw Mill Blower. Proper sizes for any make of mill, portable or stationary. Is guaranteed to get all the dust, all the time. Guaranteed against breakage. Carries dust 50 to 100 feet in any direction desired.

Won't clog, choke or gum.

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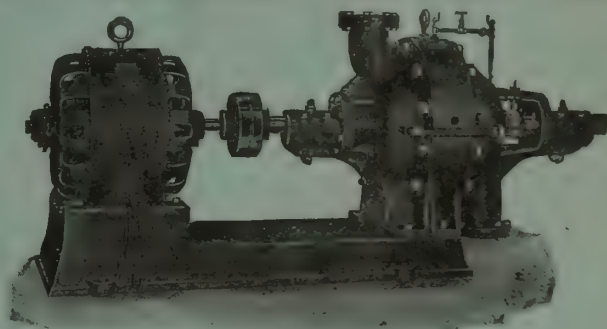
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The best belt for sawmills.

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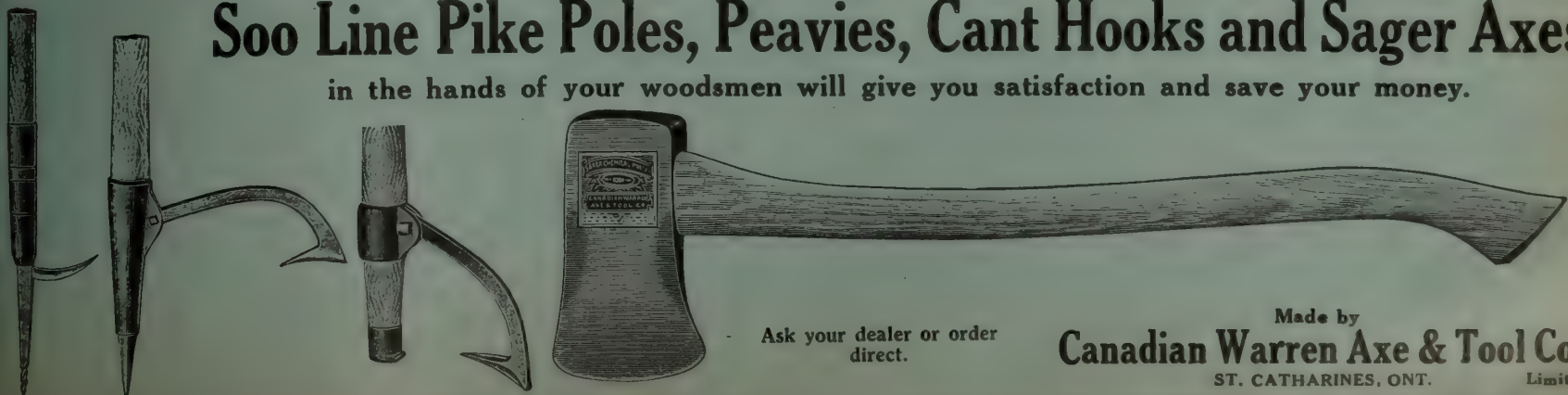
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in the hands of your woodsmen will give you satisfaction and save your money.



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Look over the list of our clothing and send for catalogues and prices on any quantity you require.

*Gloves
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of
Duck
Beaver
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Leather and
Sheepskin*



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TORONTO

Montreal

-

Quebec

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1 x 4 and up x 8/16	Merchantable
1 x 3 and up x 6/10	"
1 x 3 x 10/16	"
2 x 4 x 8/16	"
2 x 5 x 8/16	"
2 x 6 x 8/16	"
2 x 7 x 8/16	"
2 x 8 x 8/16	"
2 x 9 and up x 8/16	"
3 x 4 and up x 6/14	Culls

32" LATH 4 ft.

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B.C. Fir Lumber and Timbers

Rough and Dressed

Timbers in Transit

5 cars 12 x 12 x 22 to 40.
10 cars 14 x 14 x 24 to 70.
5 cars 4 x 4 Edge Grain Decking.
5 cars timbers mixed sizes.

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2 cars 1 x 4 Hemlock Flooring.
1 car 1 x 4 2/3 Ceiling, 1/3 Flooring.
1 car 1 x 4 Fir Flooring.
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3,500,000 ft. Timber, sawn to your specification.
100,000 ft. Ship Decking.
100,000 ft. long Timbers, 40 to 80 ft.

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Red and White Pine

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6 x 8-10/16	20,000 ft.	10 x 12-12/16	10,000 ft.
8 x 8	35,000 ft.	12 x 12-12/22	185,000 ft.
10 x 10-12/20	70,000 ft.		

Write for prices.

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This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.

HEMLOCK

will be in shipping condition June 1st

1 x 4 and up, 6 to 16 ft., Merchantable Hemlock	180,500
2 x 4 and 6 up, 10 to 16 ft., mostly 6 in., Merchantable Hemlock	326,000
2 x 8 in., 10 to 16 ft., Merchantable Hemlock	365,000
2 x 10 in., 10 to 16 ft., Merchantable Hemlock	157,000
2 x 10 and 12 in., 10 to 16 ft., Merchantable Hemlock	65,000
2 x 12 in., 10 to 16 ft., Merchantable Hemlock	64,000
2 x 6 to 12 in., 18 to 24 ft., Merchantable Hemlock	48,000
2 x 4 to 12 in., 10 to 16 ft., Merchantable Hemlock	45,000

Will sell in Block or Car Load lots

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The Long Lumber Company
Hamilton
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Vancouver Lumber Co.

LIMITED



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B. C. Hemlock Products

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Special Prices on the Following

150,000' 3 x 10—10/16 White Pine Mill Run
800,000 Pcs. 1½ x 32" Mill Run Hemlock Lath
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THE BRITISH COLUMBIA MILLS TIMBER & TRADING CO.
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Vancouver, B. C., Branch
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⅝ in. Merchantable Spruce and ⅝ in. Mill Cull Spruce, 1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill Cull Spruce; also Basswood, Birch, and Maple, in all thicknesses. I can make immediate shipment of plain and Qtd. White and Red Oak, ¼ in., ⅜ in., ½ in., ⅝ in., ¾ in., and 4/4 in. Qtd. White Oak Strips, 3½ to 5½ in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

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All Grades in White Pine Lath A Specialty

Milling in Connection

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*Yards at—Nashville, Tenn.
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*Mills at—Sumter, S.C.
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We can ship you promptly any of the above Stock, Carefully Inspected

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Real Estate Trust Bldg., Philadelphia, Pa.

Northern-Southern Hardwoods

—PINE—

I specialize in

Plain Oak and Quartered Oak, Chestnut and
Poplar and Southern Pine Finish

CAN SHIP MIXED CARS AND SAW LUMBER
TO ORDER.

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Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

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**White Pine
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Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in **Birch and Maple**
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
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Can saw to order at MacDonald's Siding
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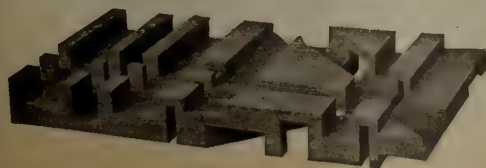
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Fits Any Saw Mandrel

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OUR SPECIALTY

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Specially selected for WAGON and IMPLEMENT use.

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"For Immediate Shipment"

Dry Merchantable Spruce

25 M. ft. 2 x 5—10/16
100 M. ft. 2 x 6—10/16
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30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.
Above stock sawn plump thickness.

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All Edge Grain Full Count

Absolutely Guaranteed by

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Incorporated 1905

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Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mill

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

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Double Band Mill For Sale

Including:

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Engine—28" x 62"

Log Machinery

All the machinery for a clothes
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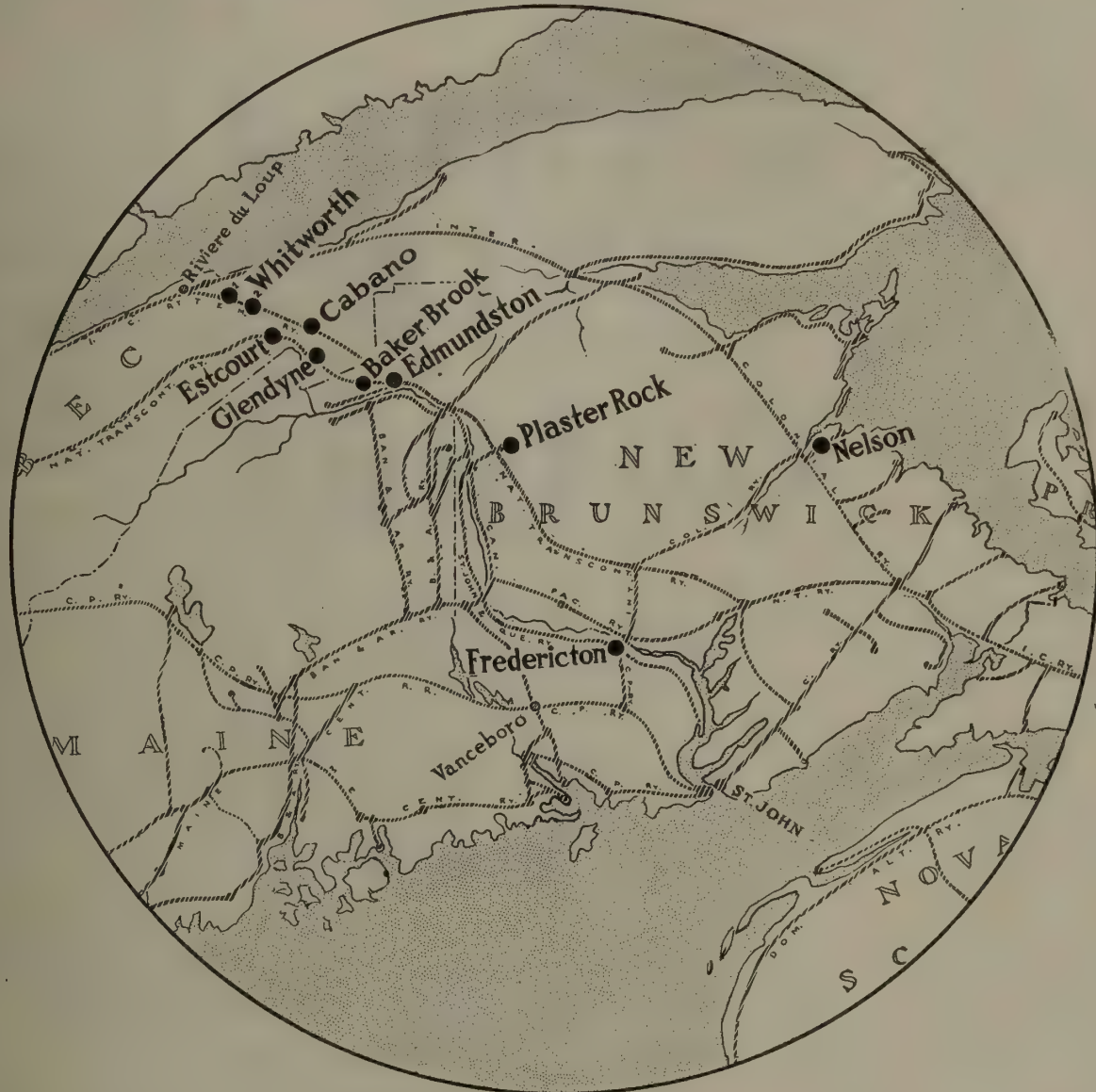
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100 M. ft. 1 x 3	200 M. ft. 1 x 4
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26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
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26 M. ft. 1 x 4 and up x 6/9	100 M. ft. 1 x 4 and up

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Maple and Birch—Good and
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- 1—Waterous log loader, 3 arms, 10-in. cylinders.
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- 1—Waterous double edger for 20-inch saws, lever shifter.
- 1—Payette double edger for 18-in. saws, lever shifter.
- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops. 24 in. heavy wheels on 3 in. axles, standard gauge.
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- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
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- 1—Rogers twin circular or tie maker.
- 1—Payette lath bolter and lath machine.
- 1—Pair lath trimmers.
- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
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- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.
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1 Car 6/4 No. 2 Com. and Btr. Birch

3 Cars 8/4 " " " "

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1st and 2nds	1,000 ft	49,100 ft	22,000 ft	14,600 ft	26,200 ft	5,600 ft	8,500 ft	900 ft
No. 1 Com.	2,800 ft	9,000 ft	38,200 ft	25,200 ft	42,000 ft	4,500 ft	5,800 ft	900 ft
No. 2 Com.		13,000 ft	2,900 ft	500 ft	110 ft	440 ft	1,000 ft	200 ft
CYPRESS.								
1st and 2nds		32,800 ft	41,500 ft	30,000 ft	35,400 ft	33,400 ft	44,000 ft	21,300 ft
Selects		40,800 ft	34,700 ft	28,300 ft	31,100 ft	16,300 ft	38,300 ft	7,500 ft
No. 1 Shop		500 ft	12,000 ft	1,700 ft	9,900 ft	2,500 ft	5,400 ft	3,300 ft
HARD MAPLE.								
1st and 2nds	2,800 ft	44,400 ft	30,800 ft	36,000 ft	102,000 ft	34,200 ft	50,000 ft	5,100 ft
No. 1 Com.	5,200 ft	99,000 ft	9,700 ft	94,600 ft	134,800 ft	53,300 ft	50,100 ft	1,000 ft
No. 2 Com.		46,600 ft	1,200 ft	5,000 ft	31,000 ft	9,500 ft	18,700 ft	9,400 ft
SOFT MAPLE.								
1st and 2nds	2,000 ft	14,000 ft	1,300 ft	5,000 ft	27,500 ft	15,900 ft	20,000 ft	6,600 ft
No. 1 Com.	2,500 ft	21,000 ft	900 ft	13,000 ft	22,000 ft	15,900 ft	19,500 ft	3,900 ft
No. 2 Com.		11,000 ft	100 ft	2,300 ft	8,200 ft	1,300 ft	13,000 ft	
PLAIN RED OAK.								
1st and 2nds	5,300 ft	144,600 ft	79,600 ft	44,000 ft	75,300 ft	27,000 ft	15,600 ft	25,000 ft
No. 1 Com.	11,400 ft	128,600 ft	63,340 ft	42,400 ft	84,100 ft	25,000 ft	12,000 ft	6,500 ft
No. 2 Com.		34,600 ft	1,200 ft	1,000 ft	7,700 ft	5,200 ft	4,300 ft	500 ft
PLAIN WHITE OAK.								
1st and 2nds	1,200 ft	22,600 ft	21,700 ft	32,900 ft	84,100 ft	23,000 ft	40,000 ft	16,500 ft
No. 1 Com.	80 ft	74,200 ft	17,900 ft	37,300 ft	183,000 ft	14,400 ft	28,700 ft	28,000 ft
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A Few Miscellaneous Cars We have in Stock

1 car 1 1/4 in.	No. 1 Com.	Wh. Ash
1 car 1 1/2 in.	No. 1 Com.	Wh. Ash
1 car 2 in.	No. 1 Com.	Wh. Ash
1 car 2 in.	No. 2 Com.	Wh. Ash
1 car 3 in.	No. 2 Com.	Wh. Ash
1 car 1 1/4 in.	No. 1 & 2,	Basswood
1 car 1 in.	No. 1 Com.	Basswood
1 car 1 in.	No. 1 Com.	Beech
1 car 1 1/2 in.	No. 1 Com.	Beech
4 cars 2 in.	Beech & Maple	Road Plank
3 cars 3 in.	Beech & Maple	Road Plank
1 car 1 in.	No. 1 Com.	Cherry
1 car 1 in.	No. 2 Com.	Cherry
1 car 3 in.	No. 1 & 2 Soft	Elm
1 car 3 in.	No. 1 Com.	Soft Elm
1 car 1 1/2 in.	No. 1 & 2,	Red Gum
1 car 2 in.	No. 1 & 2,	Red Gum
1 car 2 1/2 in.	No. 1 Com.	Hickory
1 car 2 in.	No. 1 C.,	Q. W. Oak
1 car 1 1/2 in.	Selects,	Poplar
1 car 1 in.	No. 2 Com.,	Poplar
1 car 1 in.	Sap & Selects	Poplar
1 car 1 in.	No. 1 Com.,	Walnut
1 car 1 in.	No. 2 Com.,	Walnut
1 car 1 in.	No. 1 C.,	Cottonwood
1 car 1 1/4 in.	No. 1 C.,	Cottonwood
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23,000 feet 2 x 6—6/16.

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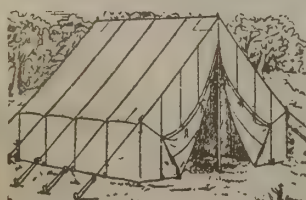
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THE WILLIAM DAVIES COMPANY LIMITED

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TORONTO

WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

HUGH C. MACLEAN, LIMITED, Publishers

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Vol. 38

Toronto, April 15, 1918

No. 8

The Increased Stop-off Rates and Shipping of Lumber

What is the most disturbing factor in conditions as they affect the Canadian lumberman to-day? Ask this question of any leading operator and the chances are he will not say the shortage of labor, the high cost of production, the constant demand for more wages, the abnormal advance in the price of supplies, the restricted cut in the bush, the credit system, or loose merchandising methods, but that his answer will be the railways. Now, whether this is true, so far as service and attention, in the matter of shipments, is concerned, is not the question of most interest at the present moment. Whether the roads have exerted every effort and put forth all available organizing and executive ability to furnish adequate transportation, considering the numerous difficulties which they had to overcome during the past winter, is a subject which would involve appointment of a Royal Commission, and then it is doubtful if the finding of such a judicial body would satisfactorily clear up the situation.

A well-known Canadian publisher once remarked that "there are two sides to every question and the truth besides," and the latter is seldom arrived at. But the last straw placed on the camel's back has been the united effort of the railways to curtail the stop-off facilities in connection with the shipment of car loads of lumber and also to double the rates. This service is a factor that has come into the life and movement of the trade, and operates to the advantage of the small mill owner and the retail yard man neither of whom has a planing mill. Many business connections have been built up on this service, and not a few mills make a specialty of dressing lumber in transit. The stop-off arrangement is not only a decided advantage to the interests already mentioned, but it is a link in the chain of many a whole-sale business. In fact, all branches of the trade find it at times a contributing factor in the sale and distribution of the products of the forest, and the proposal to double the tariff from one to two cents per hundred and increase the minimum to eight dollars instead of five, in

the face of the advance of 15 per cent. on freight rates, makes the average lumberman wonder where the demands and exactions of the railways will end, or, if this plan is successful, what will be the next move on the part of the carrying companies.

To restrict the stop-over service to planing, resawing, and sorting would seem in itself to be enough in the way of exorbitancy, but to increase the rate for the accommodation by 100 per cent., on top of a general advance of 15 per cent., savors apparently too much of the avaricious.

In view of the patience exercised by many lumbering firms during the past season, when one-tenth of the cars needed were not supplied, orders placed months and months ago not yet delivered, and other distressing conditions which have been referred to in these columns, to curtail the service and make the rate two cents instead of one, would seem to be "going the limit." At a recent conference the lumbermen put up a strong fight, and when the matter comes before the Dominion Railway Commission, if an adjustment is not effected in the interim, the whole facts of the case will be brought out. It is understood that the railways are now offering certain concessions, and there may be a satisfactory outcome without any radical order being issued by the board. Meanwhile the lumber companies consider they are doing their share in paying the increased freight rates without having an important arrangement in the distribution of the products of many mills, hampered and handicapped by such a rigid revision as that proposed by the transportation interests.

What the Get-Together Movement Can Do for Retail Lumbermen

More is heard about co-operation and conservation to-day than at any previous period in the history of the world. The translation of these words into action is also accomplishing what would never have been dreamed of a few years ago. In the line of getting together, circumstances sometimes force the movement, and out of chaos there is brought order, and from misunderstandings and bickerings harmony and unity arise. Much has been written on this subject, and if there is still any retail lumber dealer who thinks he is from Missouri, and manifests the "show-me" spirit, he will find ample demonstration and concrete evidence of the benefits and advantages of co-operation in the article which appears on another page in this issue of the "Canada Lumberman," from the pen of J. O. Chalifour, secretary of the Retail Lumber Dealers' Association in Quebec City.

There is no need of elaborating on what has been accomplished, for that is ably done by the man who took matters in hand and went to brother dealers in a spirit of sympathy, good-will, and helpfulness. Each found that the special problems which he was up against also affected the other fellow to a greater or less degree. Isolated effort would never have rid the trade in the Ancient Capital of the evils of too much credit and free delivery. But association and co-operation have achieved a great deal, and the business of selling builders' supplies in Quebec City was never on a better mutual basis than it is to-day. The losses through credit, often extended in a jealous rivalry of dealers to contractors who were not able to furnish any security, have been eliminated, and a uniform tariff has been adopted for delivery which is a fair and reasonable one.

Once grant a special privilege or concession, free of charge, and there are scores who will abuse it. To use a colloquial expression, "give certain parties an inch and they will take a mile." The result was that customers, devoting no thought to the quantities required for whatever job they had in hand, would rush to the telephone four and five times and order up additional material, knowing that delivery cost them nothing and little heeding what expense or trouble they put upon the lumber dealer. Then the practice of free delivery was growing to such absurd proportions that some dealers adopted the plan of adding from fifty cents to a dollar for delivery on each thousand feet, as they could no longer endure the loss occasioned through the unbusinesslike methods in vogue. This arrangement was tried and found to work anything but equitably so far as the customer was concerned. On a few boards the dealer sustained a direct loss, while on a larger

quantity the plan operated against the customer who was really taxed too much.

Now all deliveries of lumber and other materials are made within the city limits, at seventy-five cents for a one-horse load or part thereof, and one dollar and a quarter for a two-horse load or part thereof. The outcome has been that customers take the trouble to find out just about how many feet of lumber they will require to finish any job in hand and have the supplies sent up in one load. A great saving has been effected by the new regulation which the dealers agreed upon, and it works to the advantage of both patron and lumber merchant. Better relations exist between the members of the trade and their clients than at any previous period, and all persons are treated alike. There is no room for argument or dispute, and thus the profits of the retailers have been increased, undesirable methods relegated to the scrap heap, and the trade conducted on a sound, satisfactory footing.

Many other matters have been taken up and adjusted in an amicable spirit by the yard owners, and it is safe to say that the leading dealers in the city would not revert to the former order of things under any consideration. What has been brought about in the betterment of conditions and trade customs in Quebec can, with a spirit of concord, liberality and helpfulness, be introduced in any community, large or small, for, as a well-known authority on the "Legitimate Functions of Trade Organizations" aptly and forcefully remarks: "The go-it-alone policy had had its day, with results that all now see and are paying the penalty for. The pull-together policy is that of to-day and to-morrow."

Is the Log Export Problem Finally Adjusted?

To export logs or not to export them?—this has long been a vexed question in British Columbia. After many years' agitation, pro and con, it is announced that the issue has at last been amicably settled. The embargo has been, like Banquo's ghost, in that it would not down, and there has been at times considerable feeling existing between the lumber manufacturers and the loggers.

The sawmill man has contended that it is only right and proper that all logs should be manufactured in the province, and that for the permanence and stability of the industry and the development of the great lumbering interests of the coast the embargo should be restored. In spite of the export privilege, it is stated by the mill men that there has been little or no surplus, and that the price in the Pacific Province is based on what is paid on the other side of the line, and that many shingle and sawmills have been built on the assurance of an unending supply of British Columbia timber. The sawmill men have, of late, been complaining that they could not get an adequate quantity of logs for home consumption, owing to the increase in exportations. They also advanced the argument that turning the logs into finished product meant the employment of more labor in the province, the putting in circulation of more capital, and the general stimulation of the industry. That a country exporting its raw materials never attains the highest commercial and industrial development was another economic reason against the shipment of logs across the line. Millmen have asserted that if they thought there was to be no embargo they would have erected their plants to the south of the border. A number of years ago the British Columbia Government ruled that logs must be manufactured within the province, but in 1914, under special conditions, the restriction was lifted and logs allowed to go over to Washington State duty free. Two years ago the duty was placed on No. 1 and 2 logs, but the exportation has continued under special departmental permits.

The stand taken by the loggers has all along been that the very moment they were restricted to the home market they have found the mill men cutting down the price of the product of the forest; that the lifting of the embargo was a sort of safety-valve and a needed protection of the interest of the loggers, who contend that at no time last year, except in the stress of weather, was there a shortage of logs for the home mills. They affirm that, at the beginning of 1918, there were 135,000,000 feet of logs in salt water in the province, and this did

not look like any scarcity. The men in this industry also submit that if there is an embargo it will reduce the annual logging output and seriously curtail operations. It was emphasized that, under the special export privileges, loggers have vastly increased their plants, and that it would be neither fair nor just to cut off export rights. They also point out that, under the order-in-council, only 1.8 per cent. of last year's cut was exported, and the balance could have been exported in any event.

At a recent conference of representatives of logging, shingle, saw-mill, and box factory interests held with the Minister of Lands at Victoria, a clean start was reached on the perplexing problem and a war advisory committee appointed, which will consider the situation from month to month and report. An official memo has been issued dealing with the situation and the resolutions carried at the round-table conference have been approved by Hon. T. D. Pattullo, Minister of Lands. They are as follows:

"1. That to provide a channel of information for each industry concerned, as well as a method for keeping in continuous touch with the complex factors and changing conditions affecting log supply and demand, there be formed a war advisory committee. This committee to meet once a month and to be composed of nine members—three for the lumber manufacturers, three for the loggers, and three for the department. An emergency sub-committee, consisting of one representative for each interest, to meet, when necessary, during each month, the manufacturers' representative being chosen each month from the industry most likely to be affected by current conditions.

"2. That a fresh start for the consideration of the question of log export be made as from the date of the present meeting, March 20; that the matter be considered at each monthly meeting of the committee in the light of facts as they then exist, and that the recommendations made to the minister at each meeting cover a period of one month ahead.

"3. That, except for logs covered by export permits issued up to March 24 for booms with tugs alongside by that date, there be not allowed up to the next meeting, on April 22, any export of hemlock or fir, nor any export of cedar other than of low-grade cedar booms, approved by the emergency sub-committee."

Protection of the Woods is Practical Community Business

Never have the forestry movement, the protection of the timber wealth of the Dominion and the conception of the potentialities of the natural wooded areas of Canada been so firmly fixed in the public mind as now. What timber is doing for the cause and progress of the Allies, the new uses that wood is daily being put to, and the vital importance of the lumbering interests are being forced home as never before. The strip of woods, once thought to be an encumbrance and a relic of pioneer days, to be wiped out as speedily as possible, has come to have much more significance and prestige. The only way to convince some, otherwise well-meaning, people is through their pockets. Let them pay dearly or suffer a financial reverse in connection with their acquaintance or experience with a proposition and they at once belong to that class who speak not only with authority but from painful conviction. They are then quite ready to listen to wisdom and the advice of others.

The recent shortage in coal, its abnormal value and uncertain delivery, has directed attention to wood as a desirable means of heating our homes and offices. In the past wood has been little thought of, and thus a new sense of appreciation has come to many of the splendid asset which standing timber represents. The sylvan patch on the farm or old homestead is no longer an eyesore, but regarded more in the light of a gold mine. The trees that were thought a nuisance or a barrier are now viewed with pride and affection. How time brings in its wake the upheaval of old ideas and ideals and imparts a broader and more intelligent vision!

Co-operation and Confidence the Basis

How the Organization Movement Has Expanded Among Lumbermen—The Work and Worth of the Bureau of Information—Lumbering More and More a "Man's Business"

By Horace Boulton

Nearly every lumberman in Ontario to-day knows that credit bureaus have been organized and carrying on business for a few years in connection with the retail lumber trade at Toronto and at Ottawa, and also that one has been in operation since the beginning of the present year in connection with the wholesale lumber business of Ontario and Quebec, with its head office at Toronto. The results which are being obtained by these organizations are of a very definite and valuable nature. They provide a means of protection against loss which cannot be obtained in any other way. There are other results, however, of a less evident nature, which are, nevertheless, of importance. An idea of all that these organizations mean to the trade can only be obtained by considering their origin, the reason for their existence and their general moral effect both upon individual members of the trade and upon the trade at large.

Natural Outgrowth of Trade Conditions

The origin of these associations and of others which are being worked out to-day is easy enough to understand. They are the natural outgrowth of trade conditions. The credit problems of business cannot be solved by individuals. Their solution depends upon information which no one firm or individual can obtain. A customer's habit of paying his accounts with one firm may have little or no bearing upon his standing as a credit risk. It is essential to learn how he conducts himself in connection with every firm with whom he deals. Co-operation is the keynote of successful credit granting, and such co-operation becomes possible and valuable just as two or more firms or individuals who are selling to the same customer learn that their interests are mutual and that they can trust one another. The foundation of any successful credit bureau is confidence. If it exists there is no limit to the amount of co-operation possible. The minute confidence ceases to exist, the whole fabric of credit information exchange crumbles.

Out of the chaos which existed in the lumber trade some years ago, when each merchant considered it good business to secure an advantage over his competitor by fair means or foul, order has been brought in many districts by the considerations of common sense, leading to the growth of confidence in one another, and finally, to the formation of associations for the definite purpose of capitalizing this confidence by the exchange of credit information.

The Function of Credit Bureaus

The reason for the existence of these bureaus is already partly explained by the account of their origin, and it is easy to understand. If all customers were honest and equally capable of balancing their expenditures against their receipts, credit granting would be a simple enough matter. There are, however, many types of customers. Broadly speaking, there are the safe customer, the unsafe customer, and the customer who is on the border between the two. The function of the credit bureau is to classify information received in such a way as to indicate definitely to which class a customer belongs and to keep track of the migrations from one class to another. Upon the basis of this information the merchant is able to decide how to deal with a customer, with reasonable certainty that he is avoiding a risk or, not losing a good sale, or that he is delivering goods for which he is going to be paid.

The points referred to above have to do, more or less, with the actual affairs of credit bureau work. All members of the associations already operating in Eastern Canada realize how greatly to their advantage the scheme is working out. The influence of these associations upon the general lumber trade situation, however, may not be as fully appreciated by the trade in general or even by all of the members of the associations themselves as it should. A member of one of these associations will see quite definitely the value of the service which he secures but may overlook the moral effect upon the trade community at large.

The influence of these associations for good is far-reaching. Upon the members themselves it is exerted most forcibly, cementing them in their friendships and leading them into more efficient, progressive and profitable ways of doing business. Upon the members of the trade outside of the associations, while the influence may not be so personal and direct, it is none the less extensive. Take a glance, for instance, at the general situation of the trade in Ontario to-day and compare it with the situation a few years ago before the retail or wholesale lumber dealers were co-operating. In those days there was a certain amount of interchange of credit information between a few firms who

knew one another intimately and were friendly enough to swap experiences. On the other hand, there was a large volume of distrust and evil-minded back-biting between competitors, the results of which were disastrous. It was then an everyday occurrence for those who had intimate relations with lumber dealers, but who stood to some extent on the outside, to hear one firm criticize another and even go to the length of endeavoring to convey to a competitor false information which would lead him to put faith in a customer who was not entitled to it, or to distrust one who did not deserve distrust. By a good many firms in those days it was not considered unbusinesslike to mislead a competitor in this way. The association movement is doing away with this rapidly. Its foundation is the conviction that what your competitor says about a customer is always true.

There is Business for Everyone

It has come to be realized, in short, that even in these days of abnormal trade conditions, there is a fair amount of business for everyone and that a disaster to a competitor may have so direct an influence upon one's own business as to make it worth while to endeavor to prevent it, even by divulging what used to be looked upon as sacred trade secrets.

The moral effect of all this is perhaps equally as important as the practical effect upon the bank accounts of the trade. It is making itself felt upon the business methods of everyone in the trade, whether he is ready to acknowledge it or not. Take, for instance, the retail lumberman who belongs to a credit bureau. The fact that a strong credit bureau exists, which makes it impossible for a dishonest customer to purchase stock on credit, soon becomes known to the lumber purchasing public and the dishonest or unsafe customer finds himself weeded out, so far as the members of the bureau are concerned. Then the good customer finds his lot much pleasanter and he becomes known to all the trade as a man with whom it is safe and profitable to deal.

Results in Reduction of Losses

The moral effect of the new credit reporting plan does not stop here. Retailers who were annually obliged to write off large amounts for bad debts, now find this source of loss reduced to a minimum, as a result of the dependable information which they are able to secure. They are to-day a gilt edged business compared with that of a few years ago. What this means to a retailer in dollars and cents, to say nothing of relief from worry, cannot be over estimated. It means all the difference between failure and success.

The wholesalers have been quick to appreciate this and have been loud in their praises of the improvement which the retail credit bureaus have brought about. It is a frequent thing now, to hear a wholesaler remark that it would pay the wholesalers to finance the retail credit bureau, in order to improve the ability of the retailers to settle for their wholesale purchases.

In Ontario, the organization of the retail credit bureaus has acted like the casting of a pebble into a pond. The circle of results has been growing wider. The wholesalers saw the logic of the situation and applied it to their own case. The formation of the Wholesale Lumber Dealers' Association, Inc., may be set down as one of the definite results of the success of the retail bureau. This general moral influence for good justifies the existence of the associations almost as surely as the actual results secured in the form of valuable information furnished.

Weeding Out the Bad Accounts

The Wholesalers' Association is in its early stages, yet its influence is being felt in many quarters already. Good customers of the wholesalers are finding out, in the same way as did the customers of the retailers, that it is to their advantage to be purchasing from wholesale firms which exchange credit information, and are thus able to weed out the bad accounts and encourage the good ones. Nowadays, moreover, there exist, in nearly every line of trade, numerous firms that are finding it difficult to pull through the present trade conditions. The co-operation of the wholesalers makes it possible for those who are interested in such firms to decide upon a definite line of action which in many cases will result in bringing them safely through their troubles. In fact, the co-operation that exists to-day, small as it is compared with its possibilities, is not confined to the retailers themselves or the wholesalers themselves, but is reaching out and bridging the gap between the two branches of the trade. A

friendliness is developing between the branches of the trade which formerly was impossible. In short, the lumber business is becoming more and more "a man's business."

These are remarkable developments when it is considered how short a time has elapsed since their commencement. Their significance is perhaps greater even than has been pointed out. For they mean that the whole organization among the lumber trade in Ontario is upon a solid foundation. There already exists quite a distinct field of co-operation between the different associations, retail and wholesale and this co-operation promises to extend to the larger field of the whole of Canada through the sympathetic assistance of the Canadian Lumbermen's Association.

It may seem somewhat optimistic to predict the extent to which

this movement will grow, yet there is every indication that it will not be long before there will be in existence, in every part of Canada where the lumber trade is of importance, a chain of associations covering every branch of the trade, working out their local and individual problems in their own ways, co-operating with one another on problems which concern all alike and combining to make their influence effective in connection with all matters that concern the trade in general. Some people will consider such an idea as too visionary, but only a few months ago the present organizations were set down by some as being impossible of achievement. There is undoubtedly a definite trend to the whole organization movement in Eastern Canada, in the direction of a self-contained and fully developed scheme of this type.

General Bankruptcy Law for Dominion

**Endorsed by Many Trade Associations the New Measure will Make Insolvency Proceedings Uniform
—Main Purpose of Bill to See that Honest Debtor Can Get Discharge**

It is said that practically every civilized country in the world has a Bankruptcy Act except China and Canada, and that even China is now passing such a measure. After years of agitation and discussion in which various retail and wholesale organizations have given the matter hearty support, there has been introduced in the House of Commons at Ottawa, by S. W. Jacobs, M.P., of Montreal, a bill which will apply to all the provinces of the Dominion. At present each of the nine provinces has a separate and distinct act covering insolvency and assignments, and there is no uniformity or perfection in any of them. The insolvency act in one province may possess desirable features in certain respects and be lamentably weak in others. The deficiencies sometimes favor too much the creditor, and in other instances the scheming and dishonest debtor. The legal machinery is too involved and the method of disposing of estates often irksome and tedious to a degree.

Then it is argued that enough distinction is not made in the case of honest assignor versus the dishonest man who resorts to every trick and device to get ahead of his creditors and make away with as much collateral as possible. The main purpose of the measure introduced by Mr. Jacobs is to see that the debtor can get a discharge from his creditors. Under the Ontario Act at present if an honest man who has been up against it, fails and makes a settlement at so much on the dollar after his effects have been disposed of by the assignee, he is by no means relieved of the remaining amount due unless he secures a discharge from every creditor. No legal means can be undertaken to force creditors, who may hold out to sign a receipt in full, as it were, and thus the insolvent may have the obligation hanging over his head perpetually. Times may get good, he may decide to re-enter business, but he cannot do so in his own name and has to resort to various expedients. There is no distinction made at the present time between the honest and dishonest trader in the matter of securing a discharge or release, and under the law all are treated or regarded alike. Every one is thrown into the discard.

New Bill is Widely Favored

Now under the new bankruptcy act which has been endorsed by various trade organizations, including the lumbermen's associations, it is proposed to separate the sheep from the goats in the matter of assignments and afford the honest trader an opportunity to begin over again with a clean sheet. There will be no sword hanging over his head and a debtor, who through his misfortune or short sightedness has been obliged to assign, will be afforded the necessary relief. Many provisions of the English and American bankruptcy acts have been embodied in the proposed Canadian measure, by H. P. Grundy, K.C., of Winnipeg, who has drafted the bill after a most exhaustive and thorough study, while new features deemed fair and reasonable have been incorporated in this progressive legislation. A synopsis of the proposed bill has been issued by the Canadian Credit Men's Trust Association, Limited, which covers succinctly the various points in regard to involuntary bankruptcy, assignments and compositions, trustees, their appointment and administration of estates, creditors, debtors, and bankruptcy offences. The first part of the act dealing with involuntary bankruptcy sets out what acts committed by a debtor constitute "Acts of Bankruptcy," entitling his creditors to present a petition to the court asking for a receiving order. For example: if the debtor makes a fraudulent conveyance, or gives a fraudulent or preferential security to one of his creditors, or if he becomes insolvent, or if he assigns or removes any of his property to defraud creditors, he commits an "Act of Bankruptcy."

Then if he does not make a voluntary assignment for the general benefit of creditors, as provided by part 3 of the Act, a creditor, or creditors, may proceed against him by petition to the court for a receiving order.

This part also makes provisions for the appointment of an interim receiver if the court thinks fit. Also the winding-up under the provisions of the Act of the insolvent estates of deceased persons.

Part 2 of the Act does not apply to wage-earners, or persons engaged solely in farming or the tillage of the soil. Now although part two is modelled on the English Act, there is this important difference—Under the English Act when a receiving order is made appointing the official receiver, the court still continues in full charge, the official receiver prepares a statement of the debtor's affairs and calls a meeting of creditors, then when the creditors meet a trustee is appointed, who can make no important step without applying to a judge for directions; so that they have a judge, official receiver, trustee, the registrar and other court officials, to say nothing of the solicitors, all helping eagerly, to do what? Why, merely to sell a stock of merchandise, collect some book accounts, and distribute the money among creditors. It seems, and it is, absurd.

Now, in order to save the wholly unnecessary expense and delay involved in this procedure, the proposed act provides that when a receiving order is made, the judge names as a receiver, a trustee appointed under the Act; the property of the debtor then vests in the trustee, and without further intervention by the court or its officials, the trustee proceeds to close out the estate, as if an assignment had been made.

The Matter of Voluntary Assignment

Part 3 of the proposed Act is a radical departure from the procedure contained in the English and American Acts, and in the Acts of other countries having bankruptcy laws. It should recommend itself to both debtor and creditor classes in Canada, because it contains the voluntary system of assignment for the benefit of creditors to which we have been accustomed without court proceedings or machinery. New legislation should not disturb or change existing laws or usages more than is necessary.

Under the provisions of this part any person, firm or corporation may make an assignment for the general benefit of creditors.

Although a farmer cannot be adjudged a bankrupt, or a receiving order made against him, under the involuntary procedure by part 2, he may if he chooses make a voluntary assignment under the provision of part 3.

In regard to debtors, provision is made for the discharge of a debtor if he is reasonably honest and certain duties are imposed upon him. It is said that our present insolvency laws are deficient in not requiring debtors to attend personally the first meeting when required to do so.

The provisions as to discharge apply to both a bankrupt and an assignor—the sections of the English Act have been wholly adopted, for inquiries among commercial interests in England show that no complaint exists on the part of creditors to that portion of the English Act relating to the discharge of a bankrupt, or to the manner in which the Act is interpreted and administered by the English Bankruptcy Judges.

The discharge of the debtor will be refused if he has committed a misdemeanor under the Act.

Must Have Clear Record on These

The discharge will also be refused, or suspended, or granted only on fulfilment of certain conditions in a large number of cases where the debtor has not carried on his business according to "Hoyle." A few examples of these are:

1. Failing to keep proper books of account.
2. Continuing to trade after knowing himself insolvent.
3. Failing to account satisfactorily for deficiency of assets.

4. Giving an undue preference to one or more of his creditors.
5. Having previously been adjudged or made an assignment.
6. Been guilty of fraud.
7. Culpable neglect of business, etc., etc.

It is not proposed that a discharge shall release the debtor from debts for necessities of life, unless the judge deems it advisable.

A careful scrutiny of this part shows that the honest debtor would have no difficulty in obtaining his discharge.

Nearly all the bankruptcy offences mentioned in the English Act, and the offences provided by the American Criminal Code have been gathered together in part seven.

An honest trader, or even the trader who is honest or dishonest from expediency need not fear any of the provisions, but on the other

hand, the honest man will benefit by the better controlling of his dishonest competitor—who when he makes a failure and his wife buys in the stock at a rate on the dollar, can afford to, and does, undersell the honest trader.

The only persons who can reasonably object to the provisions of this part are the business crooks—the men who are lowering and keeping low the standard of business morals in Canada. Why should not our standard of business morals be as high as that of England? The provisions of part seven are not too harsh for England, and why should they not be enacted here? Is it because of the foreign born trade who is becoming more numerous every day? If so, why should we not educate the foreign trader up to the high standard of English business morals rather than permit him to lower ours?

How Rising Costs Have Hit Lumbermen

Expenses of Camp Maintenance Have Enormously Increased—Everything Required in Logging and Mill Operations is at an Abnormal Price—The Closing of the British Market

By Elihu Woodworth. Parrsboro, N. S.

The high cost of living resulting from the great war affects in varying degrees all classes in the community, and in some respects may be said to have universal application, but in some important particulars the enormous increase in prices seems to be felt with special severity by those engaged in lumbering. This is due to the fact that the conditions governing lumbering operations differ materially from those which regulate and control other industries.

A very marked difference between lumbering and many other industries comes prominently to the front in the matter of food and lodging. As a general rule the employers of labor in other occupations do not undertake to feed or lodge those who work for them. Even in places where it is necessary to establish boarding houses for the accommodation of some of the employees, a considerable portion of them will usually be found living in their own homes. In lumbering operations the nature of the employment renders it impracticable for any of the men to cater for themselves. Therefore, when half a hundred or more sturdy lumberjacks make an all-winter's engagement, and go into the woods, miles it may be from the nearest village or settlement, to keep them supplied with an abundance of well-cooked nutritious food, and an abundance will be needed, becomes a serious proposition, and one that requires not a little executive ability to handle.

The Sharp Advance in Supplies

Of course, lumbermen require and receive the same kinds of food that are supplied to other workmen, but there are some staple articles which from their universal use in lumber camps, may almost be regarded as specialties, and have been subject to a very marked advance in prices. Prominent among these staples may be mentioned pork and beans—two standard articles of food generally used in conjunction, and proved by long experience to be admirably adapted to sustain hard-working men exposed to the rigors of our maritime winters. A few years ago prime pork might be bought for thirty dollars per barrel—or less. Now clear pork is quoted at sixty-eight dollars per barrel. This is certainly a pretty strong advance in price, but is small in comparison with the increase in the price of beans, which now cost at least two hundred per cent. more than when the war began. Corned beef, which is an important item in the lumber camp bill of fare, has not shown such a violent upward tendency as either pork or beans, but plate beef, such as is now quoted at about thirty-two dollars, could have been bought a few years ago for little more than half the present price. Molasses, of which large quantities are used in the average camp, costs at least twice as much as it did two or three years ago, while the advance in the price of butter, cheese, lard, eggs, sugar, flour and a hundred and one other essentials is felt by the caterer for the lumber camp or cook-house the same as by any housekeeper in town or village.

But the advance in cost of provisions, great as it is, is not the only obstacles the lumber operator has to encounter and overcome. Lumbering in this province cannot be successfully carried on without horses, and horses as well as men must be fed. Fortunately for lumbermen the price of hay, although higher than it has been for years, has not yet become prohibitive. With oats, however, the limit must be pretty nearly reached.

Oats, Once 23 cents—Now \$1.50 Per Bushel

A lumberman who formerly operated largely tells me that he once bought his winter's supply of oats for twenty-three cents per bushel. This, undoubtedly, was an exceptionally low figure, but for many years the price of oats ranged from thirty to forty-five cents, and before the war forty cents would perhaps have been a fair average. Last fall, when the lumber camps were being outfitted, the price rose to ninety

cents, and finally climbed to one dollar. Now the price of oats is quoted at \$1.25 per bushel, wholesale. This is not the maximum price, either, for some Nova Scotia farmers, who have the reputation of turning out clean grain, have already sold their last year's crop of oats, for seed, at \$1.50 per bushel. The man who buys oats now will have to pay about three times as much as was paid a few years ago, and the high cost of living affects the teams in the lumber woods as well as the teamsters and choppers.

However, the abnormal prices of provisions and feed are not the only advances the lumber operator has to meet. Everything required in his business has appreciated in price, and although all the increases are not equally large, yet they are sufficient to make a big difference in the final results. The prices of axes, saws, peavies and cant hooks have probably advanced somewhere in the vicinity of fifty per cent. Harness, sleds and chains have largely increased in price, and in short everything required in lumbering operations costs much more than it formerly did. Of course, there has been a considerable advance in wages, but not so large as in many other employments, and the scarcity of men at any price is the greatest difficulty in that line. In the associated industry of shipbuilding men are not only very scarce, but wages are extremely high. Some important branches of the art were acquired by only a limited number, and of that number very few remain. Consequently, shipsmiths, caulkers, dubbers and riggers can command almost any amount of wages they may choose to ask, and the same holds true with regard to wooden shipbuilding in the neighboring states.

Some Effects of Transportation Handicap

The price of lumber has largely increased in late years, or it would scarcely pay to continue the business. Some of that increase occurred without a corresponding advance in the cost of production, and the operators reaped the benefit. Now they are handicapped by having their best market closed for an indefinite period, but the demand in the United States has grown greatly. This in its turn is partly offset by transportation problems. The scarcity of bottoms has augmented freight rates to such an extent that nearly three prices have now to be paid for carrying the lumber to market, and there is no assurance that sufficient vessels can be obtained at any price. Some lumber is being sent to market by rail, but this is a very expensive as well as a very tedious process, and it is feared that little can be done in this way to relieve the congestion.

Owing to the closing of the British market and the scarcity of labor the output this year will be considerably smaller than usual—the smallest in fact, for many years—but if it can be got to market at present prices the results will be fairly satisfactory. If, however, some of this year's cut has to be added to the large quantities already held over, the owners will have the satisfaction of knowing that it still represents good value, and that they still have a reasonable prospect of being recompensed for their enforced waiting.

Hon. E. A. Smith, Minister of Lands and Mines, has introduced in the New Brunswick Legislature bills providing for a Forestry Advisory Commission of five members, and for forestry protection in the province calling for an expenditure of \$100,000, which will be met largely by a special tax on wild lands and on Crown leaseholders. There has also been introduced in the New Brunswick Legislature a new Workmen's Compensation Act, which relieves the individual employer and provides for the payment to injured workmen from a general fund assessed according to the class of industry in which each workman is employed.

Practical Ideas on Present Day Problems

THE average retail lumberman wants to get what he pays for, and I believe that is what the shipper wants to give him, and it is my belief that there should be an effort made to create closer co-operation between the wholesaler and the retailer not entirely as individuals, but through their organizations. Misunderstandings have been the cause of endless trouble and loss of money to both, and it would be to the shipper's advantage as well as the retailers' to have every point covering an order thoroughly understood by both before the order is finally placed.

If you want the stock air dried and will accept slight stain, say so. If you must have for your trade 13-16 x 5½ or 7½ inch face, say so. If you want 18-foot and 20-foot, state the amount you will take. Then see to it that the shipper lives up to his agreement.

We can not, of course, be dictatorial, but these are all requests that can reasonably be made and in most case would be granted by the shipper. If he could not live up to them he would say so and you know just what to expect.

In our office we have made up a list of items to be observed when ordering a carload of lumber. We find that when it is used there is seldom a dispute when the car arrives, but when it is overlooked, something always turns up that is not just as we expected. We have on this list some things you would not think necessary, but you would be surprised how many things it calls to mind when ordering. I will mention a few of the items: Route, terms, time of shipment, width or average width, lengths, percentages of shorts, percentage of long, grade, bundling, air dried, kiln dried, finished thickness and width, amounts of each kind, total amount in car, box car or open car, and piece tally with invoice.

Besides exercising care in ordering lumber there are other things which we should avoid in order to keep our relations good. Do we quibble over little things? Do we send our statements within the specified time? Are we fair minded in our judgment even though a car is slightly off? I claim that we as retailers are to blame for many of the misunderstandings that lead to loss where many a transaction would be profitable and thousands of dollars saved.

On the other hand, the wholesaler must do his part and meet us at least half way, and here is where our association comes in.—R. B. Chapman, before N. Y. State Retail Lumber Dealers' Association.

Get Enthusiasm—More Enthusiasm

SOMEONE has said: "Enthusiasm is the headlight on the train of progress." Emerson said: "Nothing great was ever achieved without enthusiasm." For example, enthusiasm discovered America, led to the Declaration of Independence, and made the United States.

Enthusiasm was a dominant quality in Alexander, Hannibal, Caesar, Napoleon, Washington, Lincoln—Burns and Gadd.

Enthusiasm is contagious! If the head of the house has ginger germs, the other members of the establishment will catch his enthusiasm. That is, they all should become inoculated. And if they're not, it's because they're immune.

You know the kind of humanity that's immune to enthusiasm. They're human wet blankets. Job's comforters, the cheer-up-the-worst-is-yet-to-come crowd.

Enthusiasm is the characteristic quality of actives. There are two classes of men—the actives and the passives. The actives are, first of all in control of themselves and then are actively thinking and doing for self-advancement. The passives are slaves to their work and to their environment generally. The active man is always reaching out—reaching out for new ideas, for new friends, for new opportunities, for everything that is worth while, and this reaching out process slowly, but surely, brings results.

Enthusiasm sells goods. An enthusiastic salesman can sell horse liniment to a man who owns an automobile; an enthusiastic real estate dealer can sell a swamp to a man with inflammatory rheumatism, an enthusiastic builder can sell a fireproof building to a merchant who needs insurance.

It's the same in every line. The enthusiastic minister is the most convincing: For example, Henry Ward Beecher, Cardinal Gibbons, Rabbi Wise. The enthusiastic actor is the most impressive: For example, Irving, Mansfield, Bernhardt. The enthusiastic business man is the most successful: Carnegie, Schwab, Patterson. The enthusiastic speaker is the most persuasive: Wilson, Roosevelt, Billy Sunday. The enthusiastic advertising man commands the biggest patronage: Barnum, Wanamaker, Ford.—Wm. G. Rose, before Hardwood Manufacturers' Association at Cincinnati.

Pushing the Sale of Side Lines

I AM sorry to say that I think a specialty line or side line, is the first to feel the conditions under which the country is at the present time. Two large concerns in our town had given us orders for a large amount of floor enamel, but these orders were cancelled with the reason given that conditions would not warrant the expenditure. However, had either one of these concerns needed a new floor for their factory neither would have hesitated five minutes in making repairs.

The whole thing sums up in the fact that it does not make any difference whether you are selling lumber, cement, tile or floor enamel, you must give your customer service and fair treatment in order to get business. If the dealer gives his customer service he will get his share of business even though his price may be a little higher than his competitors. If a contractor orders a load of lumber from you he had rather pay you 50 cents a thousand more and have that lumber delivered when he wants it than to pay a less price and have it delivered, possibly, after six or eight carpenters at the rate of 50 cents an hour, have been standing around waiting for it.

If we have an order for five pieces of 2 x 4 to go to the other end of the city, we try to get that order to our customers as promptly as though the order was for five thousand feet. It is true that the cost of delivery of the small order is more than the profit on the goods, but if you take care of the contractor with the small order, when he wants a larger one you are the first man he thinks of.

There are times when any salesman has to use good judgment in the extent to which he pushes the sale of his product upon the prospective buyer. This is especially true in the specialty lines and to explain this I will give you a little incident: A certain contractor in our town had just finished a building and wanted some twenty-five gallons of floor enamel to use on his floors. This, of course, we tried to sell him. But figuratively speaking, he was married to another brand and did not take to ours. We immediately dropped trying to make a sale. This same contractor was about to build another large building and a few days later we went to him and sold lumber, cement, etc., for this job. The result was that we received a large portion of his business. I am fully convinced that had we pushed the sale of the little floor enamel the contractor might have gotten sore, with the result that it might have cost us his business.—R. G. Pratt, before the N. Y. State Retail Lumber Dealers' Association.

Co-operation in Production and Distribution

RIVALRY without co-operation means reckless, destructive competition; co-operation without rivalry means price fixing—the dry rot of business—deservedly condemned by the law.

We have learned some tremendous economic lessons since this great war started. Among these lessons count as the greatest and most important the lesson in the advantage of co-operation. Patriotism is the desire for co-operation in the conduct of government. Co-operation is the manifestation of patriotism in the conduct of business. Shall we go farther and say that restrictive laws are out of place and abhorrent to the idea of co-operation? We may now view the trust movement as the first step towards the attainment of co-operation. If the idea was abused, if it worked tyrannically and unsatisfactorily in relation to the consuming public, it must be taken nevertheless as the first step towards a co-operative attainment that is bound to be achieved. Why? Because the first idea of the trust makers was economy—economy in production. Economy in production has nothing whatever to do with control of distribution, and it was in the control of distribution and the efforts to secure control of distribution that the abuses came. The trust men forgot that there can be no complete co-operation unless the public is considered. The public must be considered and it will be considered. We must have co-operation in production for the sake of economy. And we will have competition in distribution also for the sake of economy. The first economy will make commodities cheap for the producer and the second will make commodities cheap for the consumer.—C. A. Hinsch, before Hardwood Manufacturers' Association.

The first consignment of rived spruce from the Queen Charlotte Islands has arrived in Prince Rupert for shipment to the manufacturers of aeroplanes. It consisted of 12,000 feet, and came in all lengths and sizes. The timber is straight-grained and is split out of the log lengths in the woods in much the same manner as the old-fashioned rails for fences were split in the eastern parts of Canada and the United States.

New Brunswick Changes Timber Policy

**New Method of Scaling Adopted—Regulations Regarding Cutting of Spruce and Fir—
Stumpage Rates Raised—Sale of Timber Licenses in August**

The report of the Crown Lands Department of New Brunswick has recently presented to the Legislature and embodies several new features in connection with the timber land policy of the province which are of much interest to timber and pulpwood operators, as well as lumbermen. Hon. E. A. Smith, who presented the report, stated that the income of the department was greater than that of the previous year. So far as he could see as long as the war continued, there was little prospect of a larger cut from the Crown lands. The outlook for a large return for the present logging season was not promising. From the information at hand the cut would not be more than fifty per cent. as compared with last year. One of the first questions that the government had taken up was the unsatisfactory method of obtaining a true account of the lumber cut on Crown lands.

The general principle, he said, was to pay the scaler a flat rate of seven and one-half cents per thousand on the logs he scaled, this presumably being thought an incentive to the scaler to get as large a count as possible to remunerate him for his activity. However well this may look in principle, in practice it is not borne out.

We have therefore decided to commence building up an outside service by utilizing to some extent the forest engineers, and gradually eliminating the objectionable features of the present system.

During the short time I have been in office, I am convinced the present methods of scaling are antiquated and very often not much more than a guess, said the speaker.

Size of Spruce and Fir

Having been convinced of the difficulties of lumbermen in estimating the size of the tree to be cut in accordance with the regulations, I have seen fit to change this regulation by providing the simple requirement of a stump diameter, viz., 12 inches for spruce and 9 inches for fir inside of bark, said the Minister.

Early in the season I sent a circular letter to every operator on Crown lands under the authority of legislation passed at the last session, asking for the cut on both granted and Crown lands. The responses from the lumbermen, to a very large extent, were unsatisfactory. As the law was enacted after the operations were completed last season, I have concluded, however, unwillingly, not to press the matter too strongly against the lumbermen in this connection, but should proper returns not be forthcoming during the present season, the law will have to be invoked and the penalties claimed as provided by the timber regulations.

The tremendous rise in the price of pulpwood has given an impetus far beyond anything ever experienced before in this province, to the cutting of this wood. As a natural sequence trespassing is a common occurrence requiring great vigilance on the part of the scalers in reporting these trespassers, who are now required to pay a penalty

stumpage of \$3.75 per cord or in superficial feet \$7.50 per thousand. One of the hard problems I found in taking over the administration of affairs in this office was to know how to deal fairly with the settler on Crown lands in disposing of the pulpwood he cuts in making his clearing. If it were a matter dealing with bona fide settlers, then the problem would be a simple one, but where the records of the department show that a very large proportion do not fulfill the requirements of the settling act, it will be seen at once the question of dealing out justice is approached with a great deal of difficulty. Accordingly I gave orders that all green pulpwood cut outside of the first ten acres be subject to a stumpage of \$3.75 per cord, burnt wood \$1 per cord and payment be exacted by the department. When it is shown that the settler has complied in every way in homesteading his lot, then 75 per cent. of the stumpage collected will be returned to him.

My proposal for this new Crown land policy is to remove the administration of the forests to a very large extent, if not altogether, from the sphere of politics. It is proposed to combine the following services, viz.: Protection of forests from fires; scaling of lumber cut on Crown lands, and protection of game, with one efficient staff the chief officer of which will be the director of forest surveys under a board consisting of the Minister, the Deputy Minister, the Director of the Forest Branch and two others, one representing the leaseholders and one representing the owners of Crown granted timber lands.

The board will have authority to appoint the necessary staff to carry out these duties and the men employed to possess the necessary qualification after examination.

A new up-to-date fire service to be inaugurated to include the organization of sufficient competent men to cope with forest fires in all parts of the province, whether on Crown or granted lands; building telephone lines in the forest; erection of lookout stations; cutting fire trails; necessary tools for fighting fires; gasoline engines for railway work; in short, everything that experience has taught is necessary in the prevention of the great fire evil.

On the first of August, 1918, the licenses which were sold in the year 1893 and not renewed under the legislation passed in the year 1913 will expire. There was strong influence brought to bear that we shall allow the licensees to pay the bonus and interest an amount that would equalize the payments made by those who renewed their licenses under the legislation referred to, but the government thought it would be more advantageous to the province to allow these lands to go up for sale.

In these days of high stumpage values it was our opinion the tariff rates existing when we came into office were not in keeping with those charged by owners of private lands, accordingly we raised the rates on spruce from \$1.50 to \$2.50 per thousand, other lumber in



Hon. Irving R. Todd, of Milltown, N.B., widely known in the lumber trade, who was recently appointed a member of the Upper House, Ottawa, and has taken his seat.



Capt. A. P. Maclean, son of W. B. Maclean, President of Conger Lumber Co., Toronto, who is reported missing. He is a member of the Royal Flying Corps and 22 years old.



D. McLachlin, Arnprior, Ont., who is first vice-president of the Canadian Lumbermen's Association and a member of the Joint International Committee of that body.

proportion. The increased rate has been well received, so far as can be ascertained, by the licensees. The renewal rate of \$8 a square mile annually has been left the same.

During the year arrangements have been made for the placing of five parties in the field, whereas last year there were but three. These parties completed the survey and inspection, under forestry methods, of 925,000 acres, which is now being tabulated and mapped in this department. The total area surveyed so far amounts to \$1,245,000 acres, or 16½ per cent. of the Crown lands. While the cost of labor and supplies has increased from last year the cost per acre of the survey makes a very favorable showing. The figures are as follows: 1916, \$27.20 per square mile; 1917, \$27.07 per square mile. The total amount expended since the inception of the survey is \$44,574.57.

There has also been introduced in the New Brunswick Legislature, important measures with the object of giving greater protection to the forests of the province and to stop the wastage which has been going on for years. In speaking of the proposed new Acts Hon. Mr. Smith said in part:—

The most casual observer could note that the forests are failing. It would take only a visit to the rivers or mill ponds to see the change that had taken place within a comparatively short time, in the size and quality of the saw logs. Fir, which a few years ago was left standing in the forest, had come to a compromise thirty or forty per cent. of the operations. This was prima facie evidence that the spruce was being depleted rapidly. In the early days of New Brunswick, white pine formed the most valuable part of the forest, and huge quantities of that timber were exported to Great Britain. White pine failed to reproduce to any extent and little remains in the province at the present time. Later spruce was in demand. Large mills and scores of portable mills were operated to meet the demand for spruce and in consequence of the indifference and the wasteful methods of the jobbers, spruce fast was going the way of the pine.

Scalers' returns from 1910 to 1917 inclusive give a total cut of 2,228,337,215 feet, an average cut of 275,500,000 feet per year. This would indicate that the present assumed commercial softwood stand is about eighteen times the average cut of the last eight years. This did not mean that the softwood would be exhausted in eighteen years, because the annual growth was applied against the annual cut.

An annual growth could be expected on the greater portion of the timber estimate given before, and also on under size spruce and fir, which would be in the vicinity of 5,000,000,000 feet. Some of the under sized timber would reach commercial size in eighteen years. The average annual growth would apply to not more than five million acres.

Should Not Do Contracting Business

Let Regular Customers Carry on This Work Says
Head of Live Lumber Firm



K. J. Shirton, Dunnville, Ont.

"We consider contracting a separate business in itself, and believe that it would be better for the lumber dealer to let regular customers do this work. However, it seems to be impossible to eliminate contracting completely, as very often we have found it necessary to take a contract to prevent losing the supplying of material for the job."

This is the opinion of K. J. Shirton, president of the Wm. Shirton Company, Limited, Dunnville, Ont., which firm has been in business since 1896. The founder was the late William Shirton, who launched and successfully ran it until his death in 1909, when a partnership was formed consisting of the heirs of the estate. This arrangement continued until four years ago, when a joint stock company was organized, with K.

J. Shirton as president and Arthur S. Boyer as secretary-treasurer. The company are manufacturers and dealers in lumber, lath, shingles, fence posts, lime, pulpstone plaster, plastering hair, cement and coal, and have specialized in cross arms for telephone and electric lines, running this department as a side issue of their general business. Last fall a branch yard was started at Port Colborne, which is under the management of R. Barnhardt.

The Wm. Shirton Company have at Dunnville a well equipped and thoroughly modern planing mill and in the plant and yard employ

about twenty men. All the mill work for both Dunnville and Port Colborne is done at the latter place.

"We do no contracting at Port Colborne, and are trying to eliminate it from our Dunnville business as much as possible," declared Mr. Shirton, who is an enthusiastic member of the Ontario Retail Lumber Dealers' Association. "We believe," he added, "that one of the best ways for retailers to economize in the management and control of their business is to co-operate and learn from one another how to figure costs and profits properly. No man can know too much about the line in which he is engaged and no matter how well and successfully we may conduct our several businesses, we should never get too old to be taught, and the other fellow may have some ideas and suggestions well worth adopting. There are many matters for the Association to take up, such as freight rates, insurance, transportation, standardization grading of lumber, Workmen's Compensation Act and other problems. We believe that no retailer can afford to do without the services of the Association."

The storing and shipping facilities of the firm are very convenient. At Dunnville the company have ten thousand square feet of floor space in sheds and at Port Colborne about three thousand square feet. For shipping and unloading, a G. T. R. siding runs the length of the yard at Dunnville and a T. H. and B. siding is within one hundred yards of the plant. At Port Colborne, which place is growing rapidly, a very satisfactory business has been developed since this branch was established, and the yard is within a block of the G. T. R. team siding.

Always Have Good Stock on Hand

Tillsonburg Retailer Believes in Having Full Line
of Stuff to Satisfy Trade

"I try to keep a full line of stock in shingles, lath, doors, etc., and being in a country town the farmer usually gets what he calls for. I also take orders for interior trim and for sash, and have them come as specified. I am only a beginner, comparatively speaking, in the retail lumber game, but of two things I feel sure. One is that prices are going to be firm throughout the coming season, and the other is that a retail dealer is safe in always having a good stock on hand."

So said Harry Hazen, of Tillsonburg, Ont. He has been more or less in touch with lumber all his life, and from boyhood up has handled timber. He always liked working in the bush, and in his youth gained much practical knowledge from such operations. Mr. Hazen is a son of John M.



Harry Hazen, Tillsonburg, Ont.

Hazen, of Houghton Centre, a pioneer, of Empire Loyalist stock, who settled more than fifty years ago near Lake Erie, and there endured the hardships of hewing out a home in the virgin forest. Mr. Hazen, Sr., showed a little of the spirit that was in him by shouldering a rifle in defence of his country at the time of the Fenian Raid. In a log house, 16 x 20, made out of white oak (which building still remains as a sheep pen), a family of seven children was raised. They all knew what hard work was and could use the axe and saw at an early age. By pulling together they managed to create a home for themselves and the five boys all had 100 acre farms.

In 1916, Thos. Crawford, an uncle of Harry Hazen's, who had conducted a lumber yard in Tillsonburg for a long time, passed away. The subject of this reference thought that his opportunity to get into a business which he had always liked, had arrived. He sold his farm and bought the stock of lumber from the estate. By careful management he has succeeded in keeping things going. Mr. Hazen said he started buying a car at a time from reliable firms and found business very satisfactory, with, of course, a few trying experiences. He installed an Elliot Woodworker last fall, which is the only machine he has yet. This does mostly all the work that is required, such as ripping, making frames, and other odd jobs which Mr. Hazen looks after in his spare hours. His yard is situated near the G. T. R. track, from which a siding extends to his premises, thus enabling him to do most of the unloading right off the car.

"I think I will be more satisfied," concluded Mr. Hazen, "to continue along present lines and not trouble about millwork. I find that I cannot compete with the big mills around here and I nearly save the price of dressing in the freight."



Camp Cars Latest Thing for Lumberjacks

Writing to the "Canada Lumberman," a St. Paul lumberman says: "I have read with much interest the discussion in your paper on the proposed system of cottages for the housing, as outlined by Mr. Fitzpatrick, of the boys in the woods. In the early days, when my father was active on the headwaters of the Chippewa River, in Wisconsin, the old style camps were in vogue which, I presume, are somewhat similar to the accommodation now furnished in a good number of Canadian camps. As things went on, it was found necessary to improve conditions until, at the present time, the so-called lumberjack lives in the lap of luxury on the Pacific Coast.

"I am enclosing a clipping giving a description of the latest 'wrinkle' in camp equipment. The company mentioned is one of the concerns in which we are interested, and their cars are very similar to the ones we are still using in our larger operations near Stillwater, Washington. Cars of the character mentioned cost at the present time about \$1,200 cash and, for big operations, we would consider them much better than the old style camps. As cutting progresses the cars can be moved from place to place, thus keeping the men close to their work at all times.

"In spite of the comforts and conveniences which the men now enjoy, we still find that a large majority of them are of a roving disposition, and we are now considering giving our men an opportunity to buy cut-over lands in the vicinity of our larger operations. In this way we hope to get a greater percentage of married men, who will build homes on property purchased from us, thus giving us a more permanent and better satisfied class of labor."

The clipping enclosed states that the Snoqualmie Falls Lumber Company, of Snoqualmie Falls, Wash., has gone the limit in providing clean and comfortable quarters for the men and that a camp train, located at Snoqualmie, consists of twelve cars. The two dining cars are 60 x 15 feet; the kitchen car is 44 x 16 feet; the commissary car is 60 x 14 feet; the office car, power plant car and dryroom and shower bath cars are each 60 x 14 feet. The five bunk cars are divided into three rooms, with 10 men in a compartment. The cars are steam heated and electrically lighted throughout, with hot and cold water in every car. A. H. Onstad, the sawmill designer and engineer, made the plans for the cars. Mr. Onstad says it may be possible, if another set of camp cars is to be built, to provide for a corridor in the car, which would permit bathing facilities in each end of the car so the men could go directly from their berths to the bath. Sanitary toilets are provided and every effort has been made for the comfort of the men. The cars, in keeping with the general color scheme, are painted chrome yellow on the outside, and present a very attractive appearance. The company supplies the steel bunks and mattresses. The food is the best that can be purchased and is well cooked. This camp can well be classed among the camp trains de-luxe.

Product That Removes All Odors

The supreme test of the efficiency of any disinfectant is that it does its work thoroughly, satisfactorily and quickly, leaving no trace whatever of any odor and making the atmosphere sweet and wholesome. Such a product has been discovered in Rosealene, the worth and merit of which are widely recognized. It is not only a perfect disinfectant, but a deodorant as well and is employed with the most gratifying results in all classes of buildings and surroundings. It effectively destroys the strongest odors and its use ensures perfect cleanliness and sanitation. All germs are promptly killed and there is no unpleasant aftermath in its use.

One of the strongest features of Rosealene is that it does not suppress odors by substituting another possibly more vile. Its superiority is attested in the fact that its use leaves absolutely no odor. A Canadian product manufactured from the highest grades of chemicals obtainable, it not only kills vermin, germs and odors of all kinds—no matter how pungent or stale—but it is an excellent antiseptic for cuts, burns and wounds. Its use is harmless and the fumes are non-poisonous. Rosealene will keep any odor suppressed many times longer than any other disinfectant. For the cook house, bunkhouse,

stables and office premises of lumbering firms, the manufacturers state that it never fails as an antiseptic insecticide and germicide, being stainless, colorless and harmless, and all users are speedily convinced that this preparation is in a class by itself. It is manufactured by Rosealene Products, Limited, 145 Wellington Street West, Toronto. The number of repeat orders is a tribute to the esteem and confidence which Rosealene enjoys, for thereby is its genuineness attested and its pre-eminence established.

The Lumberjack Can Go "Over the Top"

Lieut. William O'Hara, a widely known baseball player and a native of Toronto, who went through the battles of the Somme, Vimy Ridge and Ypres with the 24th Canadians, says that the lumberjack is the greatest fighter of all at the front. In somewhat picturesque language, Lieut. O'Hara in a recent interview in a New York paper paid the following tribute to the sturdy Canadian woodsmen now overseas:—

"The 24th outlasted and outstayed every outfit in the front-line trenches. You want to know why? I'll tell you. Sixty per cent. of my outfit is made up of lumberjacks. There's the answer.

"Athletes? Shucks! Say, you know I was something of an athlete. At least that is what the papers used to call us when I played with the New York Giants. But if you want to see a real athlete just make goo-goo eyes at the next lumberjack you see.

"Ah, they're the athletes for you, tougher than hickory, hard as nails, and wiry as a bronco. A lumberjack may not be able to run 100 yards in ten seconds or bust the old ball out of the lot. The only reason he can't, however, is because he is not trained to it.

"But when it comes to the big game over on the French front, say, Bo, there's where Mr. Lumberjack becomes captain of the varsity! He'll outhike, outfright, outdog, outlast any athlete that ever got a headline on the sporting page. After living three weeks in ice water up to his neck on the spring logging drive, what is the cold, the mud, and the damp of the trenches to him? What are the labors of digging in to a guy who has been rassling big pine and spruce butts ever since he was knee-high to a grasshopper?

"He'll march thirty miles with a regulation kit on his back and do a backwoods breakdown at the end. His lungs will stand a gassing that would send the soul of an ordinary man on the long trek. When the rations run low he'll live on stuff that wouldn't keep a chipmunk alive and only draw his belt up a couple of notches and cuss the King to hades and back. Yet the next minute he'll joy in going over the top and giving his ornery life 'For King and Country.'

"Fight? Say, a lumberjack would rather fight than eat! You ought to have seen some of those woodsmen at Wipers and Vimy Ridge! The only way to stop 'em was to kill 'em, and if a cat has nine lives a lumberjack has nineteen. There's no way of killing a lumberjack except to blow him to smithereens. A wallop that would knock the ordinary man grovelling in the blood and mire of No Man's Land will only send the average Shanty Boy on the faster.

"I remember when we went over the top at Wipers. Next to me a fellow had his left arm taken off at the elbow clean as a whistle by a piece of shrapnel. It gouged a piece out of his side, too. Did he stop, lay down, and wait for the stretcher-bearers to get up to him? No, siree-e! Biting at that poor, bleeding stump like a wild animal he waved his rifle aloft with his good arm and plunged on, roaring: 'I'll get you for this!' Say, that fightin' backwoodsman wanted to get his revenge out of the whole German army!"

Patriotic lumberjacks are willingly observing meatless and wheatless days, and doing without sugar and milk twice a day, Secretary J. A. Vye, of the Minnesota Food Administration, told timber operators at the close of a timber sale at St. Paul. The operators pledged co-operation to the food conservation movement in every possible way. In one big camp, Secretary Vye said, the Hoover plans are resulting in a saving of 6,000 pounds of sugar weekly and other food conservation. And all that, he said, should prompt city people to give greater co-operation. With A. D. Wilson, state food administrator, Mr. Vye will go into the lumber camps again to urge further food conservation.

The Largest Spruce Cut-up Plant

The largest cut-up lumber mill in the world is located at Vancouver Barracks, just across the river from Portland, Oregon. The main building of the plant is 349 x 400 feet, and the shipping sheds 60 x 500 feet. The output capacity is from 400,000 to 600,000 feet of airplane stock sizes every twenty four hours, with three or four shifts of men, totalling about a thousand men. The maximum cutting length for timbers is 40 feet. Each unit of the plant contains two circular saw rigs, one right and one left, carrying 48-inch No. 9 gauge saws. The carriages are three and four block type. Back of the saw rigs are two table edgers, two re-saws and eight trim saws in each of the six units. It is expected that dry-kiln facilities for about fifty per cent. of the output will be installed, requiring a boiler capacity of 1,500 h.p. The entire plant is electrically driven and every safeguard against accidents is given the workmen. The arrangement of the plant provides for the installation of two locomotive cranes running parallel to the unloading track for the easy and convenient handling of cants from the railroad cars to the transfer cars, operated by gravity into the mill. The outgoing loading track is at the rear of the plant. The locomotive cranes also are used to pile up cants alongside the railroad tracks before they are carried to the mill for resawing. Electric cranes



The spruce cut-up mill at Vancouver Barracks, Portland, Oregon.

pile up the cants, while a system of conveyors under the floor transfers the refuse to the fireroom, where it is used for generating the steam for the dry-kilns.

The plant is equipped with 12 pony carriages, which are calculated to give it a daily capacity of 600,000 feet. It is protected by a double line of guards and a great battery of searchlights.

A considerable supply of hewn, sawed and rived cants are already on the ground and more are arriving each day. The plant will be operated on a 24-hour basis, with four crews working six hours at a shift with 12 hours off.

Crossgrain has been one of the chief causes for rejection of airplane material at the Eastern factories. Elimination of crossgrain has therefore been one of the problems. All logs have some taper, and by beginning to saw at the butt end in the usual way you cut across the annular rings, which are parallel to the bark. In order to cut straight grain lumber it is necessary to start at the butt end, cutting say, two inches in and then come out at a depth of two inches at the other end of the log. This produces straight grain. This method is not necessary to obtain commercial stock, but the stress which falls upon airplane material makes it absolutely vital that this lumber be sawed to get actual straight-grain stock. This plan must be followed in order to get straight-grain lumber from the mills for the re-manufacturing plant.

At the Vancouver plant the lumber will arrive in the form of flitches four and six inches thick. These will first be surfaced one side by the planers. The grain will thus be brought out clearly, and especially it will then be possible to detect spiral grain, which cannot be passed under any circumstances. With the grain now plainly visible, the next step is the marking of the piece for resawing, which will be done to eliminate all defective portions. The material will then be airplane parts in the rough. The next step is the kiln drying. The material will all be classed as to size in going to the kilns, the larger pieces, which require more time in the kilns being segregated from the smaller, which will dry faster. Beam stock will take about twelve days, and smaller parts seven days. It is probable that a small testing laboratory will be maintained to insure the material has not lost its strength in drying. Cross and spiral graining are the most treacherous defects that can exist in airplane lumber.

When present plans are completed there will be added an immense lumber kiln drying plant. Specifications call for equipment that will handle between eight and ten million feet of lumber a month. The type known as the Tiemann kiln is to be used in making four batteries of ten kilns each.

The Lumber Outlook in the South

Alex. Greig, of Greig, Morris and Blair, Toronto, recently returned from an extended business trip to the southern states, where he completed contracts with a group of mills to handle their entire output of lumber for the coming season. The firm will open an office in Mobile, Ala., which will be in charge of A. J. Morris. Mr. Greig reports that the prices for southern pine are stiffening and that stocks are not abnormal. The United States Government is taking large quantities of the production. In regard to hardwoods, it looks as if they will be scarce, due to the congestion in transportation, and the great difficulty in securing labor. The car situation has improved but little, and, owing to the shortage of help, some plants are able to operate only to about one-third or one-half of their capacity. Prices on southern hardwoods are, on the whole, well maintained. Mr. Greig, while away, was successful in closing a number of important sales.

"Cause You the Utmost Astonishment"

H. W. Lightfoot, of H. W. Lightfoot & Company, Liverpool, Eng., writes the "Canada Lumberman" as follows:—"In your issue of February 1st, under the heading of 'This May Bring the Check,' you give a suggested letter for the collection of 'well nigh impossible accounts'."

"Honestly, I do not think much of the suggested letter. It does not seem to me calculated to fetch anything much. Might I give you two alternative suggestions?"

"First, as to an Englishman who was employed to collect accounts and went about it in this way: He wrote several letters to a certain firm, which produced nothing. He then summed them up thus:—

"We wrote you on the 1st inst. No reply. We wrote you on the 5th inst. No reply. We wrote you on the 10th inst. No reply. This is bloody. Yours truly."

"The second alternative, which was eminently successful, developed thus:—

"Shortly after the Russo-Japanese war a Jap came to London seeking work. He applied to a certain firm and they asked him what he could do. He said he could do almost anything.

"Can you collect accounts?"

"Oh, yes, I am a dab hand at that work."

"So they started him on the job and they gave him one firm to apply to from whom they had been unsuccessfully trying for a long time to get money. The Jap started in on the work and by return of post the money came. The cashier was astonished and most interested to know by what process it was obtained, so he asked the Jap to let him see the application he made. It turned out to be as follows:—

"We write you on several recent dates requesting the payment of your account. This is to give you notice unless we have the amount by return mail we will take such steps as will cause you the utmost astonishment."

"This debtor had been in the habit of receiving definite threats, such as 'We will place it in the hands of our solicitors,' 'the issue of a writ,' etc., which were all to him the usual course and more or less definite, but this threat about steps which were to 'cause him the utmost astonishment' was something new to him and rather than face the unknown he paid up at once."

J. D. McArthur, president of the Edmonton and Dunvegan Railway Company, was in Vancouver recently, conferring with Major Austin Taylor, director of spruce supplies in British Columbia. Mr. McArthur holds a large tract of timber in the north on which there is a considerable quantity of spruce suitable for airplane construction. It is probable that he will dispose of this property to the government, having received a reasonable offer for the purchase of the timber.

No Interruption to Business

An item in the April 1st issue of the "Canada Lumberman" regarding a fire at the plant of the Thurston-Flavelle Lumber Company, Port Moody, B.C., contained incorrect information. The sawmill was not burned or even damaged, the fire being confined to two shingle dry kilns. We learn that these were rebuilt and in operation again within two weeks, and that the output of shingles was in no way interfered with, the company having two well-equipped shingle plants. There was no interruption to business, and orders were filled in the same prompt manner as heretofore.

Quebec Men Stop All Free Delivery

Charge is Now Made Separately from the Price of the Lumber—New Plan Has Worked Out Admirably—Better Selling Terms Arranged by Co-operative Action

By J. O. Chalifour, Quebec, Que.

The year 1917 was a quiet one for the retail lumber dealers of Quebec city so far as the amount of business was concerned. Fortunately most of the retailers had a pretty good stock at the beginning of the year and profited by the increase in the price of lumber.

The closing of the Ross rifle factory early in the spring of 1917 was to a great extent responsible for the falling off that was immediately noticed in the building trade. This factory was the most important one in Quebec, giving employment to some three thousand men. Many of these employees left the city immediately after the closing of the plant and thus numerous dwelling houses were without occupants. A number of these houses had been erected at the request of the proprietors of the Ross rifle factory, who about a year before the shut down, claimed they had contracts offered them to give employment to four or five thousand men if the latter could find the necessary residences in the city.

Another reason for the inactivity of the building trade was the lack of money. For good reasons many were afraid of the future and would not consider any investment except in first class bonds or similar securities. There were so many favorable opportunities in this line for those who had means, that one could not be surprised at the fact that there was not a great deal of capital left for the disposal of the builder.

How Get-Together Plan Started

However dull 1917 may be considered the retail lumbermen will undoubtedly regard it as a good year in a number of respects owing to the get-together movement which was started by the leading dealers of the city.

Early in 1917—which means about the time that the usual inventory and closing of the books reveal the result of annual operations—the writer called upon the leading retailers of Quebec and inquired if they were satisfied with conditions; if they wished any improvement in methods, and if they had any complaints they wanted dealt with, etc. The response to these inquiries was in most cases not satisfactory, as the dealers stated that the net profit realized in the majority of instances represented an interest of only four to six per cent. on capital invested. The general grievance was that credit was the cause of too many heavy losses and that it was being extended by the retail lumbermen to many contractors who offered no security at all.

The two most desired reforms were the elimination of bad debts and the discontinuance of free delivery. In order to work successfully toward the achievement of both ends it was proposed that all the retailers join together and form an association that would facilitate the carrying out of these improvements. Thus an opportunity was presented for the consideration and discussion of many matters of mutual interest to the dealer, and steps taken to improve the conditions of the retail yard owner.

The leading retailers of the city met a few weeks later and, after

some exchange of views, a constitution and by-laws were drawn up and the following officers elected:—President, L. C. Marquis; vice-president, Napoleon Gignac; secretary, J. O. Chalifour; treasurer, P. L. O. Gagnon. Directors, J. H. Gignac, Joseph Lefrancois and Louis Hamel.

Six meetings were held during the year and all the members are confident and anxious in the belief that most desirable improvements have been effected through the work of the Association.

The Reforms Which Were Effected

The first reform proposed—the discontinuance of free delivery—was carried out most successfully and all parties concerned are a unit in voicing the expression that such a step was both advisable and opportune. Every one that pauses a moment and considers past conditions now admits that they were anything but ideal. In fact, they were inadequate in every respect.

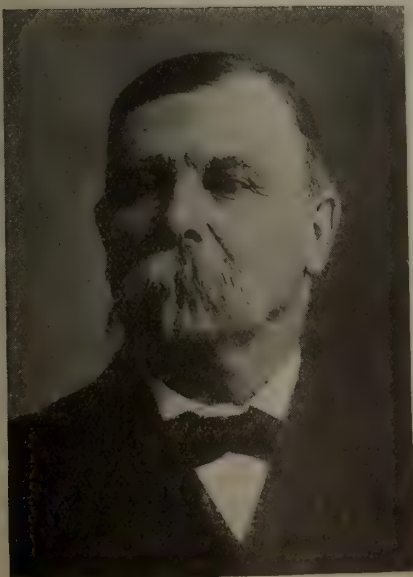
Let us take the time when every dealer claimed that he delivered his lumber free of charge to any part of the city. Free delivery cost some retailers as much as \$8,000 a year and others \$6,000, and so on, according to the importance and proportions of their respective businesses.

When we consider these figures it is almost impossible to believe that this service was given free. No, it could not possibly be so and an amount varying from fifty cents to one dollar was added by every retail lumber dealer to the price of every thousand feet he sold in order to cover the cost of delivery. Thus, if a retailer added seventy-five cents for every thousand feet, b.m., of lumber to provide for the expense of delivery, a customer who bought 1,500 feet, which was sent in one load, paid for his delivery at the rate of \$1.13 per load, which was too much.

On the other hand, if a person came for ten boards and wanted them delivered one, two or three miles, the lumber dealer was realizing on this small consignment a profit of about fifteen cents and paying for delivery an average of seventy-five cents and, therefore, he sustained a loss every time of about sixty cents. The retailer sometimes did not pay much attention to this because there might be one of his teams in the yard doing nothing and he did not stop to think whether working or not, the team cost him the same at the end of the week.

How the Proposition Works Out

Let us suppose, for instance, that I am a lumber dealer who has no teams of my own and whenever I have any delivery to make I telephone a carter to have the job attended to. Do you think that if I am offered a sale on which I will realize a profit of fifteen cents and have to pay seventy-five cents to one dollar to a carter to deliver the same, I will be willing to make such a sale? No, I will tell the prospective buyer: "Look here, the lumber you want is worth \$1.50, and if you agree to pay that much for it it is yours. Now if you want



L. C. Marquis, President.



Nap. Gignac, Vice-President.



J. O. Chalifour, Secretary.

OFFICERS OF QUEBEC CITY RETAIL LUMBER DEALERS' ASSOCIATION

this lumber transported from my yard to your house, it will cost you seventy-five cents more. Glve us this amount or get your own team to do the work. If you have none you will have to hire a team, for you cannot expect that any dealer can do the delivery for nothing."

Before the delivery was charged separate from the price of the lumber, or in other words, at the rate of so much per thousand feet, too many of our customers were abusing the supposed free privilege. For example, a man would start some repairs and would not have any definite figures regarding the quantity of lumber that he would require. He would telephone for a few pieces that he wanted to start with and keep on telephoning every time he noticed he needed a few scantling, a few extra feet of moulding or some ten or fifteen boards. I remember having made five trips to the same place in the same day and each time with very small lots.

The New Terms and Cartage Charges

Today every customer does his best to have his lumber sent up in one load as far as it is possible to do so and thereby a great saving is effected, which is of advantage to both the dealer and the customer.

In the office of every member of our Association, the following sign now hangs in sight:

Our Terms are Cash!

Except for well known and highly responsible parties, to whom we extend the following credit: Two per cent, 10 days or 30 days net from date our monthly account is rendered.

Tariff of Cartage:

We the undersigned make the delivery of our lumber and other material we sell, within the city limits at the following rate:

A one horse load or part thereof \$0.75

A two horse load or part thereof 1.25

J. H. Gignac, Ltd., Napoleon Gignac, O. Chalifour Reg'd, E. T. Nesbitt, Reg'd, Joseph Lefrancois, J. B. O. Gagnon, L. Canac Marquis.

Lumbermen Confer on Stop-Over Rates

A meeting of representative lumbermen was held recently in the offices of the Canadian Manufacturers' Association, Toronto, for the purpose of giving further consideration to the stop-over service and the proposed increase in rates. It is understood that the railways, who proposed to restrict the arrangement to planing, resawing and sorting, have agreed to continue the service without cutting off any of the privileges which have prevailed. In regard to raising the charge from one to two cents per hundred pounds, the lumbermen agreed that this would work a hardship to many small mills and the connections generally that had been built up in and around transit dressing. There is considerable shipment of dressed Southern pine and Michigan hemlock which enters Canada and comes in competition with the home trade. For this and other reasons the charge, it is contended, should not be augmented.

This movement in regard to lumber from the other side coming into the Dominion is on much the same lines as lumber from Canada entering the United States market where Canadian millmen have to meet the stop-over regulations and charge of United States planing mills. There is thus a parallel in conditions and to meet the advanced rates, as proposed by the railways, it is submitted, that there should be no charge in the present tariff.

No definite decision has been arrived at yet, but it is probable an amicable adjustment on this disputed question between the lumbermen and the transportation companies may be reached in a few days, without the matter coming before the Dominion Railway Commission.

Wood as an Emergency Fuel

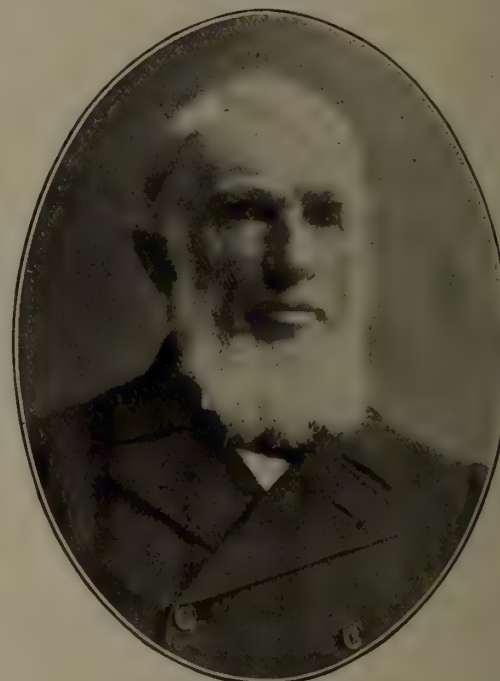
At the first general professional meeting of the Canadian Society of Civil Engineers, held in Toronto recently, E. J. Zavitz, provincial forester for Ontario, gave an interesting and timely address on "Wood as an Emergency Fuel." He stated that the woodlands of Southern Ontario would not replace coal to any appreciable degree, and in a large number of cases counties have less wood than those in the Old Country and the thickly populated sections of the United States. Many counties in Ontario have only five per cent. of their area covered with inferior wood, while several eastern states have fifteen and twenty per cent. well wooded.

Educational systems such as the government now proposes should have been instituted years ago and the extravagant waste of wood in rural communities stopped. Some districts, such as Brant and Oxford, are just as dependent on coal as the large cities. The large belt of hardwoods in Ontario lies between North Bay and Ottawa, and further north the woods are principally resinous. If the cities require hardwoods it is from the district indicated that it would have to be brought. The simplest method for a community to secure wood would be to let contracts to local contractors for wood delivered to the sidings and ready for shipment.

The calorific value of wood varies directly as its weight; thus, a cord of white oak weighs approximately 4,000 pounds, and is equivalent to one ton of anthracite coal, and a cord of spruce or pine weighs in the neighborhood of 2,000 pounds, and is equivalent to one-half ton of coal. The principal hardwoods available for fuel are maple and birch, which weigh between 3,000 and 3,500 pounds to the cord. Dry wood is very much better and more efficient than green wood which contains at least 25 per cent. moisture. This water requires heat to be evaporated, which passes up the flues. The wood that has not yet been cut will lack fuel value. Winnipeg has laid in 50,000 cords of tamarac which will replace 35,000 tons of coal. The principle to impress upon the consumers is not that so many cords of wood will replace so many tons of coal, but to teach them the economic use of wood.

Mr. Booth Passes Ninety-First Milestone

Mr. John R. Booth, of Ottawa, celebrated his ninety-first birthday on April 5th—by working. This is how the great Canadian lumberman, paper manufacturer, and captain of industry has observed each natal anniversary and all other days during the sixty-one years that he has resided in the Capital. It was just ten years prior to Confederation that Mr. Booth landed in Ottawa with nine dollars in his pocket and went to work for eighty cents a day. He is still



active and enjoying good health. His friends confidently predict that he will cross the century mark going strong, and directing his vast enterprises as energetically and aggressively as ever. Mr. Booth is the largest timber limit-holder in Canada.

An Abundance of Fuel Predicted

According to the statement of the president of a leading Pennsylvania coal company, who recently visited Toronto, the people of Canada have seen the last of the heatless days so far as the supply of coal is concerned, not only for the present season, but for many to come. This will be welcome news to every industry. The same authority stated that there was an abundance of fuel in sight, and one might as well predict there would be no bread next year or no wheat as to venture the assertion that there would be a dearth of coal. The glad tidings was also conveyed that the authorities at Washington, together with the railway administrators and different coal associations, have agreed upon a new plan for the distribution of coal to the various markets to which it has heretofore been delivered. This new arrangement will enable the railways to deliver the dusky diamonds to the consumer and get the cars back to the mines in the shortest possible time, the idea being to send the coal to the market nearest to the field where produced.

Nelson John Vannier, who was widely known in the lumbering industry in Ontario and British Columbia, passed away recently in Vancouver, at the residence of his daughter, Mrs. Routhier. Mr. Vannier, who was in his eighty-fourth year, had been for 55 years with the Cowichan Lumber Company, spending his early days with the logging camps around Bobcaygeon, Ont. Many years ago he left Ontario for British Columbia, and until 1908 was engaged as cruiser for the Cowichan Company.

Doings of the Trade in the East



H. C. Heans, St. John, N.B.

Harry C. Heans, manager of the Dunfield Lumber Company for New Brunswick, with headquarters at St. John, which were recently opened up, is widely and worthily known in the trade. Previous to assuming his present connection, Mr. Heans was for eleven years with the firm of Geo. McKean Company, Limited, and prior to that with R. C. Elkin, ship broker. During the last six years that he was with the McKean Company, Mr. Heans was buyer for them in New Brunswick and Maine.

The Dunfield Company, with whom he is now associated, handled about 75,000,000 feet of lumber last year and report that business from their St. John office is progressing very satisfactorily. Dunfield and Company handle beech, birch, maple, spruce deals,

etc., and do a big export business to Great Britain, France and the United States.

The firm have more than twenty-five mills to draw from and as exporters and dealers in all kinds of lumber have built up a wide name and reputation for themselves. During the past year they were one of the largest exporters of lumber in Nova Scotia.

That the lumber cut in Nova Scotia will be brought down this season twenty-five per cent. below normal was the statement made recently by Tupper Warren, a prominent lumber operator of Digby, N.S. He said that he has had no trouble securing labor to carry on work. With reference to his cut, he said, that while shipbuilding in the province accounted for a considerable portion, it did not take millions of feet to meet the demand. The latter industry was making vast strides in his province.

J. S. Richards, of New York, was in St. John, N.B., recently, in the interests of W. Whitmer & Sons, of Philadelphia. He purchased a large supply of lumber for building operations in the United States.

Views of representative lumbermen regarding the proposed Workmen's Compensation Act were laid before the New Brunswick Government on April 4. They maintained that the bill was a dangerous one and unfair to employers of labor. They objected to sections including all branches of the lumbering business. So far as the manufacturing part of their business went they were ready to agree, but the logging, driving and booming were not manufacturing, but producing of raw material. They said it would be touching the operators four times. J. Fraser Gregory, of St. John, N.B., said that the lumbermen had formed an association and are stronger and more enthusiastic regarding measures of self defence than ever before. He added that the lumbermen had made and unmade governments and they could do it again.

An interesting session took place in the New Brunswick Legislature on April 4 before the corporations committee, when consideration was given to a bill to create a board of commissioners for the Nipisiguit River in Gloucester County, N.B. It was strenuously opposed by the Gloucester Lumber Company, whose representative, Peter J. Hughes, contended that the purpose of the bill was to get control of the river for the Bathurst Lumber Company, as the bill provided that rights on the river should go according to the quantity of lumber brought down stream, and the Bathurst Lumber Company drove 40,000,000 feet, and the Gloucester Company 6,000,000.

The bill was supported by George Gilbert, solicitor for the Bathurst Lumber Company, who outlined its chief provisions. The object of the bill is to create a commission of five members elected by those driving logs in the river on the basis of one vote for each thousand feet driven. The commission would have power to spend money to improve driving conditions and recoup itself by assessments on the lumber driven. One improvement proposed was the erection of a dam at a place called the Narrows for the purpose of maintaining a water supply in the river when the logs are going through. J. P. Lordon, foreman for the Bathurst Lumber Company, said that there was urgent need for a dam. He added that the Gloucester Company had opposed every plan for improving the river. It was suggested that the parties get together and try and reach an agreement.

Randolph & Baker, owners of one of the largest sawmills in New Brunswick, which is situated at Randolph, a short distance from the city of St. John, have purchased the entire lumber industry and holdings of the firm of G. & G. Flewelling, Limited, of Hampton, N.B.

G. & G. Flewelling, Limited, has been identified with the lumber industry of the province since the year 1862, when they established their sawmill at Perry Point, and the property is considered a valuable one. It has not yet been stated whether Randolph & Baker will operate the Flewelling plant the same as the original owners, or just when operations will commence.

George Macdonald, of New Glasgow, N.S., who was visiting lumber dealers in New Brunswick, has just completed a tour of inspection of the mills along the North Shore. With reference to his inspection he said he found everything agog in the lumber districts in preparation for the opening of the season's operations.

Lumber mills along the St. John River are making preparations for resuming operations. Advices from St. John are to the effect that they will start just as soon as they can get their logs out of South Bay, where they are in the booms. It is said that Stetson, Cutler & Company's large mills will be one of the first to start.

Lumber merchants throughout the province are interested in the sale of the Miller sawmill and lime kilns, which are situated near St. John. They are to be put up for public auction.

Brief News Notes from Ottawa

The trade and business name familiar to Canadian lumber dealers and woodworking plants and purchasers as the "Estate of James Davidson" has ceased to exist, because Flight Lieut. Kieth, youngest son of the late Controller James Davidson, a founder and operator of one of the biggest woodworking plants in Canada, has attained his majority and in early April returned to Ottawa on furlough.

Henceforth the plant, covering approximately a city block, will be known under the trade name as "James Davidson's Sons." With the return of the young Flight Lieutenant the trustees who have administered the estate since the father's death, have been abolished and the business, property and the whole large estate has passed to the two sons, Grant and Kieth.

Lieut. Kieth, however, is not going to take active part in the lumber business immediately, as he will return shortly to the Royal Flying Corps to strafe the Boches. In his absence the workings of the factory and mill will be looked after by Mr. Grant P. Davidson. According to the will of the deceased former owner each son receives a half interest in the business. Kieth Davidson's return on furlough to Ottawa was in connection with the transacting of important business in the winding up of the estate.

The new sulphite mill erected by John R. Booth at the Chaudiere is expected to open about May 1st. The capacity is rated at fifty-five tons daily.

John G. Poupore, only son of the late W. J. Poupore, lumberman and ex-M.P. for the County of Pontiac, died recently in an Ottawa hospital. The deceased for many years was a partner of W. J. Poupore, contractors, but retired in 1900, going to Dawson City, Yukon. He was well known in Ottawa and throughout the Ottawa Valley, and is survived by two sisters, Mrs. (Judge) St. Julien and Mrs. H. B. Thomson, of Ottawa. The funeral was held from the residence of a brother-in-law, at Westmount, Que.

Sawmakers in Bowling Tournament

"Some of the game's best friends are found in substantial organizations which realize the game's real worth," says the "Bowler's Journal," of Chicago. Therefore the announcement that the Simonds Saw Companies, manufacturers of saws and machine knives, are to stage an inter-company tournament is hailed with acclaim and noted with more than ordinary interest. These companies have been identified at Chicago in bowling circles for the past eight years through membership in such leagues as the West Side Business Men's, Southwest, Monroe, Simonds, Southwest Industrial and Commercial, in which last named a team bearing the name is now rolling at the Monroe house of Bensinger. This tournament will be held at Buffalo, N.Y., April 19 and 20, and two teams will represent each of the Simonds factories, which are located at Fitchburg, Mass.; Montreal, Que.; Lockport, N.Y.; and Chicago, Ill. The winning team will be presented with the Olson trophy at a banquet to be held at Buffalo, following the close of the tournament. The Montreal team are composed of big-leaguers, having won the city championship of that metropolis in 1915, 1916 and 1917, and expect to settle for once and all their claim to the championship honors of the company. However, it is to be stated that they are going to meet with some good competition, and before they are through they will know that they have been contesting in a real tournament.

"There are possibly thirty or forty leagues in Chicago, composed of houses representing various large industrial enterprises, with each league representing some one special line of manufacturing, yet the Simonds people are the first to give recognition to a distant point to take part in competition for the championship of the company."

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Basswood Wanted

Highest cash price paid for log run basswood and mill culls. Also other hardwoods of all kinds. Address Box 712, Canada Lumberman, Toronto. 7-10

WANTED—One car of 3 in. No. 1 and Clear Spruce; two cars of 2 in., also some 1 in., 1½ in. Will take it green or dry.

EDWARD C. BRADLEY,
Gerke Building,
Cincinnati, Ohio.
5-6-7-8

Cedar Shingles Wanted

Eastern Ontario Lumber Company would like to purchase from the manufacturer five to seven million 16-inch Cedar Shingles. Could handle satisfactory grades for successive years.
Box 715, Canada Lumberman, Toronto. 8-9

Maple, Birch, Etc., Wanted

We are in the market for Maple, Birch, Elm and Basswood, to be sawn to our order. Spot cash settlements and assistance given to responsible parties.
Address Box 702, Canada Lumberman, Toronto. 6-t.f.

Wanted—Basket Bottoms

Ten cars of Basket Bottoms in spruce, pine or other suitable soft woods in the following sizes:

16¾ in. x 6-7/8 in. x 7/16 in.
13½ in. x 5-7/8 in. x 7/16 in.

If unable to supply as above, 1 inch resawn lumber in 6-inch and 7-inch widths will answer. A good grade of cull lumber will answer, but must be clear at the edges.

CANADA WOOD PRODUCTS CO.,
8-11 St. Thomas, Ont.

For Sale-Lumber

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que. 7-10

Piling For Sale

We are in a position to supply Piling of all lengths and diameters, cut to order, in reasonable time. Write to us for prices.

DON H. JACOBI & CO.,
8-11 Haileybury, Ont.

White Oak Hearts

We will be sawing a quantity of White Oak that would furnish squared hearts, 4 in. x 4 in., 8 feet long.

Address enquiries to Niagara & Erie Land Corporation, Lynedoch, Ontario. 7-10

Lumber For Sale

1 Car Square Spruce, 16 ft. and up, 7 x 7 in. and up to 12 x 12 in.
1 Car Square Cedar, 8 ft. long, 4 x 4 in. and 5 x 5 in.

About 400 M. ft. Mill Run Spruce, Culls out, 1, 2 3 x 4 in. and up, and 4 x 4 in. and up, to 9 x 9 in. Also a few carloads of pulpwood, all for immediate shipment.

J. GEO. CHALIFOUR,
6-9 Quebec, P.Q.

Lumber For Sale

Cut of four million feet of Spruce, mill run. Suitable for most any purposes. For particulars apply to Quebec Lumber Company, 81 St. Peter Street, Quebec, Canada. 8-13

JOHN HARRISON & SONS CO., Ltd. Owen Sound, Ontario

Offer straight and mixed cars, Hemlock, Pine and Hardwood; also Lath, Shingles, Cedar Posts, etc. Sash, Doors, Frames, Interior Finish, side and end matched Hardwood Flooring—everything required.

Try us once; you will be pleased.

John Harrison & Sons Co., Limited,
Saw and Planing Mills,
4-t.f. Owen Sound, Ont.

For Sale-Machinery

Planer For Sale

One MacGregor-Gourlay Planer, Double Surfacer, almost new; has been running no more than six months altogether.

J. GEO. CHALIFOUR,
6-9 Quebec, P.Q.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,
6-9 Port Arthur, Ont.

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Heavy Band Resaw.

A. J. LINDSAY,
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For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

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We have a large number of new pulleys in sizes from 36 in. to 48 in. in diameter, all widths, at very low prices. Also solid tooth circular saws in sizes from 40 in. to 54 in. in diameter. Belting of every description. N. Smith, 138 York Street, Toronto, Ont. 8-8

We Have For Sale

1 Boss Automatic Shingle Saw, in good condition.

1 14 x 14 Ideal, high speed engine, Goldie & McCulloch make, requiring slight repairs, but in running order, as we last used it before changing to another source of supply. This engine is particularly adapted for saw mill work, the high speed of the engine enabling it to keep up a constant momentum and offsetting the drag of a saw going into the cut. This engine has an outside bearing on the belt wheel end of the crank shaft.

1 Double Wood Splitter.
1 Double Edger, Seury make.
1 Saw Mill Carriage, 2 head blocks, boss dogs, rack, and Simon feed and gig works.
1 Single Cylinder, box board printer, Watrous make.

The Wm. Cane & Sons Co., Ltd.,
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FOR SALE

One Union Iron Works Upright Resaw, 8 ft. wheels, with drive pulleys.

One Improved Mershon & Co. Horizontal Slab Resaw, 5 ft. wheels, for 8 in. saws. Used only three years.

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One Smoke Stack, 26 in. x 73 ft., with 7 ft. Spark Catcher, 10 gauge iron. From 40 ft. to top 12 gauge iron.

One Timber Surfacer, 30 in. Cylinders, with 14 in. Side Heads.

McGregor & Gourlay Shop No. 8461, Cut No. 202.

One two' Spindle Shaper. McKechnie & Bertram make.

Two sets of Prescott Steam Set Works.

The Pigeon River Lumber Company, Limited,
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Machinery For Sale

Mershon Horizontal Resaw.
Berlin 54 in. Band Resaw (Vertical).
Berlin No. 94 Matcher.
McGregor-Gourlay 9 in. "QY" Matcher.
McGregor-Gourlay 15 in. "YH" Matcher.
13 in. Cowan Moulder.
12 in. Ballantyne Moulder.
Cowan No. 210 Double Surfacer.
Power Feed Rip Saws.
Also Leonard Corliss 16 in. x 36 in. (Practically new).
Box 713, Canada Lumberman, Toronto. 7-t.f.

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One Band Saw ... \$125.00
One four-sided Moulder ... 75.00
One double Shavings Fan, 14" opening. 25.00
One single Shavings Fan, 14" opening. 20.00
One Wood Split Pulley, 8½ ft. diameter, 12" face, 4-15/16" bore ... 60% off
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One 18" Rubber Belt in good condition, about 60 ft. ... 60 and 10% off

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Single Cut Band Mill. Gun shot feed; Trescott carriage; receding head blocks; boss stock canter; live rolls. Complete filing equipment with fourteen saws lumber lorries, shafting, pulleys, etc. Wm. Hamilton make. Box 718, Canada Lumberman, Toronto. 8-8

Wanted-Machinery

MACHINERY WANTED—Steam Nigger. Motor and Kicker; also boom chains.

JOHN STIRRETT & SONS.
8-8 Port Arthur, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

AN EXPERIENCED BAND SAWYER. with first class references, wants position. Box 711, Canada Lumberman, Toronto. 7-8

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CAPABLE, RELIABLE MANAGER wants position with strong lumber concern, 15 years' experience, 37 years old. Best of references. Box 710, Canada Lumberman, Toronto. 7-8

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POSITION WANTED AS WOODS MANAGER or Cruiser for Lumber firm by experienced party capable of taking full charge if required. Have made good. Satisfactory references. Apply Box 725, Canada Lumberman, Toronto. 8-10

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Apply Box 704, Canada Lumberman, Toronto. 6-9

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WANTED, GOOD RELIABLE LUMBER SCALER, used to grading in Spruce, White-wood and Balsam Gilead. Must be able to handle men. State wages and references. Write New Ontario Colonization Co., Ltd., Jacksonboro, Ontario. 8-8

REPRESENTATIVE WANTED—Traveling Lumber Salesman to sell British Columbia Fir, Pine, Spruce and Cedar in Ontario, Quebec and the Maritime Provinces on commission. Established and competent lumber salesman only. Box 721, Canada Lumberman, Toronto. 8-8

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For Sale

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The Fred Taylor Lumber Company, Hamilton, Ont. 7-10

To Manufacturers

We want to get in touch with a foundry to build a tie robbing machine of new design, for which there is good demand. Prefer location in Ontario. Write in first instance to "ROSSER,"

Care Canada Lumberman, Toronto. 8-8

FOR SALE Hardwood Limit

Large area—convenient to transportation. Low freight rate—good labor market—convenient to Toronto. Large quantity Birch and Maple. For particulars write to Box 716, Canada Lumberman, Toronto. 8-11

Timber Limits For Sale

FOR SALE—The actual owners wish to get into touch with actual buyers. Virgin timber; average 27 M. to the acre; on a river; close to tire water; inside Vancouver Island. Fir, spruce, yellow cedar, red cedar, Coast hemlock, balsam. Exceptionally good logging. Held under perpetual licenses. Price on basis of one dollar per M. Address: The Sunset Mills, Limited, Nelson, British Columbia. 6-10

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43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
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TOWNSHIP OF FOSTER

36 square miles splendid body mixed timber; pine, hemlock, birch, spruce, elm, ash, maple, pulpwood, cedar poles and ties, cordwood. Roads cut, streams improved. One of cheapest operations on North Shore. Supplies landed on limit from Algoma Eastern Railway and C. P. R. within hauling distance. Ideal portable mill operation. Suitable for furniture manufacturers. Cheap railway rate to Little Current for water shipment. No time limit for cutting all classes of timber. Apply, R. B. Box 682, Canada Lumberman, Toronto. 4-8

Timber Limits For Sale

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Township of Pringle, Berth No. 3.
Township of Pringle, Berth No. 4.
Township of Lount, Berth No. 1.
Township of Lount, Berth No. 2.

Apply, A. LESLIE,
P. O. Box 763, Barrie, Ont. 6-9

Spruce Limit Wanted

IF YOU HAVE A GOOD, GENUINE POSITION in the Lumber line, please communicate with me. Will entertain the purchase of good spruce limit with or without mill plant, situated preferably on an easy freight rate to Montreal, or will consider financing the exploitation of good timber limit. No cut-over lands will be considered. Reply full particulars, P. O. Box 284, Montreal, Que. 8-11

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FOR SALE—Saw Mill in a thriving country village, close to C. P. R. Station, in a good farming community, with planer, shingle machinery, lath machinery and grain chopper in connection, all in good running condition. Owner has good reasons for selling. Apply Box 252, Shelburne, Ont. 6-9

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There is a prodigal waste spirit which occasionally shows itself and which should be discouraged, if America is to win this war and is to be equipped for competition with the world after the war. Chicago stockyards have been proud of the reputation for using everything of the pig but the squeal, and the same principle must be applied by American manufacturers to every commodity on the list if the nation is to hold its ground. The last by-product should be squeezed from every pound of soft coal which we mine, the last drop of acid extracted from every bit of waste fume sent up by the smelters, the last grain of potash precipitated from the dust of cement mills.

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White Pine Jack Pine Red Pine Spruce

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10,000 one dollar (\$1.00) bottles free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

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Correspondence Solicited

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1 car Cedar Posts, 8 & 9 ft., 5 in. & up

Will be pleased to quote prices.

PEDWELL HARDWOOD
LUMBER CO.

79 Spadina Ave - TORONTO

Review of Current Trade Conditions

Ontario

There are no startling developments in the general lumber situation as far as conditions in Ontario are concerned. The chief sources of interest are the probable date of the resumption of activities by the various mills, the sales of the outputs for the coming season, and the high figures which this year's wood crop is commanding. It is not expected that very many mills will begin operations before the end of the month as there is not sufficient logs to ensure more than a few days' cutting. However, with the advent of mild weather, supplies are being secured and there is every likelihood that a good season's business will be done, although a number of organizations will not operate all their plants, due principally to the decimated cut of logs and the shortage of labor. The mills are advertising as never before to secure help and labor is rather independent and exacting in its attitude. Some big sales of white pine, red pine and spruce logs have been reported at a very heavy increase over last year's quotations. It is understood that one Ontario concern disposed of several million feet of white pine logs at over \$39 per thousand feet, while red pine brought \$34 and spruce \$35. These are possibly the highest figures ever obtained in the trade.

The car situation is improving considerably,—in fact the railways have in a number of instances dumped more cars in yards than could possibly be unloaded with any degree of promptitude. Some of these have been sent back to the consignors. Shipments of lumber across the border are moving forward with a great deal more facility, and while transportation is by no means ideal, still, the past month has brought such improvement over the previous three months, that any measure of relief is greatly appreciated. At the meeting of the National Wholesale Lumber Dealers' Association, held recently in New York, at which a number of Canadians were present, a resolution was passed asking the United States Government to release all Canadian cars held on the American lines and to send them back with all possible speed.

Building operations are spasmodic. In certain centres they have taken a spurt, but in the smaller towns plans, which have been well in hand are held up, owing to the uncertainty of the news at the front. If more favorable tidings from the theatre of war were received, it is thought that many projects would be proceeded with. There has been a decided jump in western fir and other lines, owing to the advance in freight rates, the new rate being 73.4c as against the old tariff of 67c from the Coast. The eight-hour day and the recent increase in the price of logs have sent values of B. C. timber skywards. It is expected that when the new freight rate is confirmed, figures on B. C. stuff will be even higher.

In hardwoods it is reported that the cut for 1917 has been pretty well sold up even at the advanced cost of 35 to 50 per cent. There was a tendency to hold back at first, but dry stock is very scarce and not nearly the quantity desired is available. It is believed the markets for hardwoods will be very firm during the coming season. It appears that there is no great production in sight and during the last few days there was considerable scurrying to close contracts for the season's cut. It is stated that the cost of production is nearly 40 per cent. over a year ago.

In pine, spruce and hemlock, very few contracts have been closed for the coming season. It is reported that the mills are not very anxious to sell, or the wholesalers at all inclined to pay the augmented figures. Generally speaking, the new list shows that pine has advanced \$10 to \$12, spruce \$6 to \$8 and hemlock \$4 to \$6. In some cases wholesalers have considerable stocks to dispose of yet. Owing to the rather uncertain status regarding the war, there is a disposition on the part of the purchasers to sit tight, and in the meantime mills are not worrying about the sale of their cut. In no instance will it be equal to last year, and it is believed there is everything to gain and little to lose by awaiting developments and a more settled state of the markets. On all sides it is the unanimous verdict that prices on every kind of lumber will go higher before the end of the summer and the advances this spring have not been equal to the added cost of production so manufacturers contend.

Great Britain

Reports from Liverpool are to the effect that the values of hardwoods are high but an opinion prevails that unless something unforeseen occurs, there is not much likelihood of quotations going much higher. Larger shipments of supplies in imported hardwood have been coming forward but there is no certainty regarding a regular and

constant source of supply. Indications are that there will be a further decrease in the consignments of timber, according to English advices, owing to further restrictions in shipping, the trouble in obtaining export licenses and that more tonnage is being required by the government for transport services. There is no need, however, to take a pessimistic view. In connection with timber operations the "Timber Trades Journal" in a recent issue says:—

For the last two years or so the ring of the axe of our Colonial lumbermen has been much heard in our woods and forests, and at the moment the Canadians are beginning to fell 600 acres of oak and larch at Wythop Wood, Bassenthwaite Lake, which was last felled in its entirety at the time of the Armada. The value of our wood has been borne in upon us, and this deforestation, combined with the fact that trees, like mortals, can get sick and die, that epidemics can rage among them and ravage whole tracts of woods, has resulted in the springing into existence of a new profession—that of the "three doctor."

For home grown timber there is a fair demand, and the main factor which militates against the extension of the business is the shortage of labor. After the war a much brighter outlook is anticipated for all kinds of the home grown variety, especially in view of the shortage of imported woods. The demand is much better than the supply. Trade reports from Glasgow say that available stocks are now at their lowest ebb and that the opening of the season in the province of Quebec being close at hand, the prospects for shipping are still very uncertain, although it is quite possible that certain schemes, which are meeting with the Controller's consideration at the present time, may, if adopted, do something towards relieving the stringency of the existing situation. It is ardently to be hoped that something tangible will result, as, although merchants and sawmillers are now, for the most part, actively engaged in the exploitation of the home woods, the business is proving anything but satisfactory to them. It certainly demands an amount of care and attention far from being commensurate with the results obtained. Many complaints are to be heard as regards quality and measurement of deliveries, and, if one can believe all one hears, the method of dealing in the home wood trade is in many instances much too loose. It is, perhaps, too much to expect anything else in times like these, when there has been an influx into the trade of so many rank outsiders, lured by the prospects of big profits, whose knowledge of the trade is no knowledge, and who are nothing more or less than "birds of passage," out to make the most they possibly can on their short flight.

A little further contracting business has been arranged for Quebec pine deals on an f.o.b. basis, but so far as can be learned no spruce fixtures have taken place. There is very little spruce offering, and shippers are displaying no anxiety to make sales. Several pressing inquiries for yellow pine deals have been on the market of late, and have had, for the most part, to go unsatisfied. One or two merchants still hold, it is true, small quantities in stock, but these are of an almost negligible nature, and are being reserved for regular retail customers' requirements. One or two small parcels of spruce deals have come forward lately, and were easily sold at full maximum prices, but one lot was sent on to England, after being offered round the market at a high figure.

United States

With the betterment in the car and log supply there is considerable improvement in the condition of hardwoods. The shipping situation has improved a good deal and in the South, considerable anxiety is experienced lest worms may eat the logs piled on sidings, and strenuous efforts are being made to get these logs to the mills. There is considerable speculation on the part of the dealers as to whether the recent announcement regarding the application of softwood prices to indirect government needs is to be extended to the hardwood end of the industry, but as yet no information of an authoritative character is forthcoming. The government has fixed the price of fir up to and including May 31st. The price for fir logs is also fixed.

That the maximum price for fir logs in the Pacific Northwest, delivered at the points where it has been customary to make delivery to the sawmill operators, be fixed at \$19 a thousand for No. 1 logs, \$15.50 a thousand for No. 2 logs and \$10 a thousand for No. 3 logs, scale as to grade and contents to be determined according to the methods that have been customary in the various districts for the last four or five years. These prices are a basis for logs up to and including 40 feet in length. Logs over 40 feet in length to be priced



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

on the same basis for extra lengths as has heretofore been established by custom. In no case shall any greater price than that mentioned above be allowed for logs of those grades during the period of March 19 to May 31, 1918.

The price fixing committee of the War Industries Board also passed a ruling on the prices of fir lumber as follows:

That the price of fir ship timbers under the Ferris schedule to the Emergency Fleet Corporation be readjusted at item prices that will average \$40 a thousand for a complete schedule for both the rough and dressed items, and that all sales of lumber for other vessels under government contract requiring a schedule of lumber of similar type shall be furnished at not to exceed the same basis of prices.

That the prices of fir lumber for aircraft use, to both the United States Government and its allies, remain the same as those now in effect (March 19, 1918).

That the prices of all other items of fir lumber remain the same as those enumerated in a certain list of the Douglas Fir Emergency Bureau, effective between the dates of December 1, 1917, and March 1, 1918, to all other departments of the government, be continued in effect to May 31, 1918.

Prices named on West Coast Lumber Association's yellow sheet bearing date December 1, 1917, covering timbers 34 feet and longer shall be cancelled, and a price of \$6 a thousand over west Coast price list of May 1, 1915, hereby is made effective for timbers of above lengths until May 31, 1918. Prices on items not covered by above lists shall be priced on basis of nearest comparable item. It is understood that during this time the loggers and lumber manufacturers will not reduce the scale of wages now being paid.

The demand for white pine is good and has been stimulated by an excellent publicity campaign in which many retailers have reaped the benefit. Prices are very firm and the chief difficulty is to get cars to make shipment. With respect to southern pine there is a

very keen demand and buying by retailers is increasing. It looks as if the demand will be pretty active in many sections and some improvement in the car situation is noticed.

For the week ended March 29 a group of 141 mills booked orders for 117,220,971 feet, shipped 91,238,175 feet and produced 80,565,826 feet. Normal production is estimated at 99,000,000 feet. Thus orders booked were almost 19 per cent. greater than normal production and represented the largest total booked so far this year in a week.

Many of the mills making Douglas fir have reached the point where it is impossible to store more lumber, and every effort is being made to move the side cuts as rapidly as possible, and unless something is done in this direction, a number of plants may be forced to shut down. Referring to the industry on the Pacific Coast, the "American Lumberman" says it is divided into two divisions, one division being logging and the other lumber manufacturing. While the price of lumber for government needs was reduced even in the face of the eight-hour day the prices of logs were fixed for the first time. Thus it may be that the lumbermen will not be in any worse shape, but that the burden will have to be borne by the loggers. The prices as fixed by the government for fir logs are \$10, \$15.50 and \$19. The car situation is so serious that it seems probable that the government will be forced to give relief. For the week ended March 23 a group of 139 mills report that actual production was 75,161,129 feet, as compared with normal production of 101,900,000 feet. Orders were booked with much care, as the mills do not wish to enter into contracts until the car situation shows some signs of improving. Consequently new business booked was small, being for 10,557,699 feet less than actual production. Shipments were slightly in excess of orders, being 6,900,537 feet less than actual production. Rail orders were above rail shipments 2,340,000 feet, leaving the mills 12,685 carloads of unfilled orders on hand. Prices are firm and give every evidence of so remaining.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Conditions are Brightening at Ottawa

The Ottawa lumber market for the first ten days of April showed an improvement over the opening period of March, and also as compared with the corresponding period last year. High prices and the increased demand (principally foreign) created an apparently better market than a year ago.

A variety of happenings, chief of which were, the incoming of spring weather, prospects of an early opening of navigation, an abundance of orders, together with a betterment in the car and embargo situations, caused an optimistic outlook. While the surface elements tended toward improvement, lumbermen, especially the manufacturers, were not overly elated by them.

The manufacturers gave serious thought to the expected labor crisis which they believe may evidence itself when the sawmills start running. With their usual farsightedness some of the manufacturers are taking into account the prospect of a great shortage of labor for bush operations next year.

Prices for the first ten days showed no change over March quotations. The market continued decidedly firm. Orders and inquiries were plentiful. The domestic demand showed some improvement. An advance in price on all grades, and especially dry stock, was expected. The market was not overstocked, and stocks of dry lumber were low. There was not as much unsold stock on hand as at a corresponding period a year ago.

Manufacturers, it is reported, have come out in the open and are giving more definite quotations for the 1918 sawing. The advance over last year's prices ranges from thirty-three and one-third per cent. to around fifty per cent. Some dealers state that it is a question if they will be able to replace the stocks they sold in March and early April without a considerable increase in price. More kiln drying is being done this spring than in former years to offset the shortage of dry stocks.

The Imperial Munitions Board, the trade expected, would grant further large orders for shell boxes about April 12th to 15th. The placing of these orders with woodworking plants in the Ottawa district would seem an increased demand for dry stock, which would likely be followed by a sharp advance in price. The contracts will be for two-round 6-inch boxes.

Rail transportation improved somewhat with some of the mills. Reports from the trade were to the effect that the railway companies were doing everything they could to provide rolling stock for lumber

shipments. There are millions of feet at Ottawa Valley mills awaiting shipment. The transportation department of the Imperial Munitions Board is helping to facilitate the movement of stocks for war purposes in Canada. A plant manufacturing shell boxes desiring stock purchases it, and, if cars are not available to the shipper the transportation department is notified. It then communicates with the railways, who in turn give the Board preference in the distribution of available cars. The Board has nothing to do with foreign shipments nor has it any control over foreign cars on Canadian lines.

More cars were available due to the open weather and their number was added to by railways giving sanction to lumber shippers to use gondola coal cars to carry rough lumber to the United States. Formerly such cars returned empty. Congestion at terminal points in the United States was believed by shippers to be one of the biggest causes in delaying lumber shipments. The opening of navigation is expected to considerably relieve such a situation.

Embargoes at American points were easier than during March. Destinations along the Atlantic seaboard caused the chief difficulty. Westward of this zone embargoes caused less trouble.

Stocks in New York yards, it is said, are about depleted, and the demand on the yards continued heavy for certain grades. American buyers showed more activity, but exhibited apprehension before closing orders as to the time of delivery. They desired if immediate shipment was not possible by rail that the lumber be loaded on the first barges to operate when navigation opened.

The lumber outlook remained unsettled and very hard to gauge with any certainty. Some mills and woodworking plants have been advertising since the first of the month for mill men, with the result that staffs in the latter are more or less constantly changing. With the opening of the sawmills, it is expected that the woodworking plants will be hard hit, especially those having large shell box orders to complete. Since the last report the manufacturers have looked further than having enough labor to operate their sawmills. Such labor is a great deal shorter than last year, and serious apprehension is being expressed as to where the men are going to come from to get out next season's wood cut. The announcement of the Military Service Council indicating that Category "B" men are to be called to the colors makes the outlook for woods labor still worse for next season.

Judging from the market condition and outlook in early April a well-informed lumberman held the view that if dealers had suffi-



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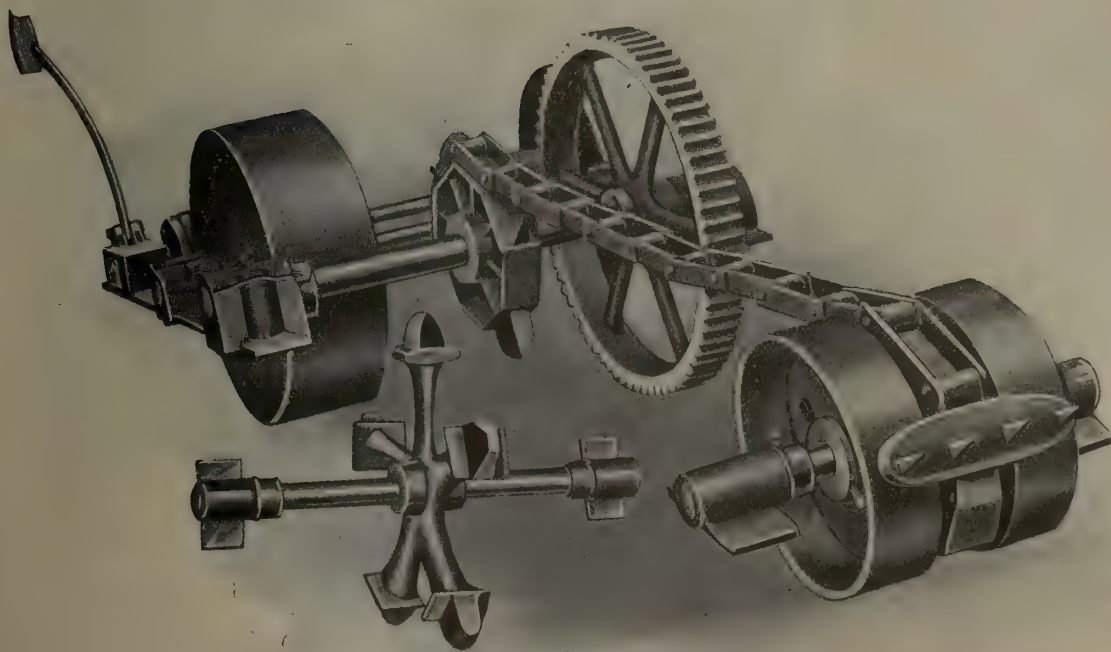
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The Log Jack for Heavy Work



New Double Powered Log Jack

The above illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR.—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and 1½ in. pitch.

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CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

The G. Walter Green Company, Limited

PETERBOROUGH, ONT.

Send for Catalogue.

cient capital to carry dry stock through from the fall of 1918 to the spring of 1919 that they would coin money.

McAuliffe-Davis Lumber Company reported an improvement in the car situation, and a shortage of dry stock, with stocks lower than a year ago. Mr. A. M. Davis said labor was getting restless and gangs were floating from one place to another. Despite interruptions by new employees coming and going fairly good progress was made on the large shell box order.

James Davidson's Sons also experienced trouble with mill labor though it was not serious. Since the completion of the large shell box order the plant has been running on commercial boxes, for which there was a good demand at fair prices. Activity in the sash and door trade showed a little improvement over March.

The Rideau Lumber Company reported both domestic and foreign orders as being good. Some improvement was noted in the car and embargo situations. Mr. Dougherty stated that congestion at American terminals was, he thought, one of the chief factors in preventing stocks moving more freely.

J. Oliver and Sons reported good progress being made on their shell box order and the market for furniture firm. Furniture was in good demand.

The Fraser-Bryson Lumber Company state that manufacturers had come out in the open with quotations for the 1918 sawing. The advances quoted ranged from thirty-three to fifty per cent., the higher advances being on grades of spruce. Domestic and foreign orders were reported as continuing good.

Gilmour and Company characterized the outlook for spring business as good, with labor as the disquieting feature of the otherwise optimistic outlook. In view of the impending shortage of labor this company thought it quite possible that the production of the sawmills would be lessened. An increased demand for hardwoods was noted. A sharp advance in the price of spruce, box board and mill culls was expected. Mr. Belford said that although pine was selling about \$10 per thousand above last year's prices and in spruce further increases ranging from thirty-three and one-third to forty-five per cent. might be looked for. "If you have cars for shipment you can sell anything you have," he stated. Best end spruce used chiefly for aeroplanes was reported scarce. In this connection a buyer quoted a short time ago at \$42 per thousand thought the quotation too high. He returned a little later and paid \$75 per thousand for the same grade.

Jackson Booth reported that John R. Booth could not tell exactly what the advance in the manufacturers' prices to the wholesalers would be, as the firm had not yet been able to ascertain their up-river costs and determine what amount of labor would be available for operating the sawmill.

Mr. P. C. Walker, of Shepard and Morse, reported dry stocks low except on grades of good strips and sidings. Shipments of wood "greener" than usual were reaching the market. Labor was reported scarce. Shepard and Morse are making a spring cut and drive.

Montreal Reports Improved Conditions

The recent improvement in business is maintained, both for local and United States account. There has also been a welcome alleviation of the transportation situation, although much remains to be done before conditions get back to normal. The worst spot is the shipping of lumber to the United States. Inquiries from over the border are very numerous, especially for box lumber, but the lack of transportation facilities has seriously interfered with trade. Besides this, dry stock is very scarce. Firms who have any suitable lumber at convenient shipping points are able to sell at exceptionally good prices.

Quotations are as strong as ever, the general view being that the peak has not yet been reached.

Local trade is better. The building permits for last month are nothing to boast about, but a fair quantity of new construction work is coming out, including sheds for the Imperial Munitions Board, churches and schools. During March the permits totalled \$241,660, a decrease of \$112,200; while the total for the first quarter of the year was \$434,815, a falling off of \$561,105.

Orders for B. C. lumber are still on the slow side, but there has been a strengthening of values, the mills having again put up their prices, consequent on a good demand from the United States. A further advance is not unlikely.

Exporters to the United Kingdom are still in the dark as to probable shipments. The steamship companies are not in a position to say anything definite as to what, if any, space will be available, but the chances are that only government orders will have any chance of being shipped.

Miss Aletha Gertrude Carter, only daughter of Walter W. Carter, of Toronto, president of the Fesserton Timber Company, died recently. Besides her father, three brothers, all of whom are connected with the company, are left to mourn her loss.

Local Business Opening Up at St. John

The warmer weather at St. John, N.B., has to some extent opened up a certain amount of local business, and the future shows some possibilities which may result in an improvement. It is said that T. McAvity & Sons will build a larger machine shop or munition plant than the one they already have at Rothesay Avenue. The Booth Fisheries will also erect a new sardine works at West St. John, while there are some other large projects which, within a few days, may come on the market. They will run into many thousands of dollars. The factories are fairly busy, and it is to be hoped that if men for the shops can be found, the plants will be kept busy during the summer season.

The sawmills are now getting under way. Messrs. Stetson, Cutler & Company and Murray & Gregory, Limited, began sawing some days since. At the present moment the tone of the American market is firmer than two weeks ago, and buyers are offering prices nearer to the ideas of the manufacturers than at any time since last fall. No sales for season's cuts have yet taken place at St. John, but the merchants who have lumber to offer are standing out firmly, and claim that unless they get the price they are asking the business will be unprofitable. Bank logs cut by farmers are selling from \$15 to \$18 per thousand right through for very inferior logs. This is the highest ever known, but as there are very few offering the figure will have very little effect. Logs from further up the St. John River will no doubt cost a large percentage over these prices, but the material is much better, and larger and longer specifications can be produced from the spruce logs than farmer logs cut nearer the city.

It is said that the United States Government have many orders to fill and have, it is reported, purchased considerable stocks on this side of the line at very high prices.

Lath and shingles are selling at around last season's prices, and no change is anticipated. Stocks are very small at St. John and will have little effect on the market.

Importance of Welfare Work in Camps

It is proposed by the Reading Camp Association, which for seventeen years has been carrying on educational experiments in lumber and other camps, with a view to providing night schools that a letter be sent to Hon. Dr. Pyne, Minister of Education, to the effect that the work of the association has always been discounted owing to the fact that it was without authority in the camps.

The communication then goes on to say that "for years employers of frontier labor regarded the work on hand, such as lumbering, construction, etc., to be the sole object of their operations. When the Reading Camp Association started its work, over seventeen years ago, many laughed; others were openly hostile. Some merely tolerated our instructors, either because they were good workmen as well as good teachers, or because they found from experience that their employees liked the entertainment, reading matter, and instruction provided, and were less likely to jump camp. Not a few, we are glad to say, co-operated cordially from the beginning. Recently it would appear that the social consciousness of employers has been, we think, fully awakened to the importance of welfare work at their camps.

"We earnestly request that the following legislation be passed:

"That the employer report to the Education Department, as he does to the Board of Health, on the establishment of each camp, giving a list of camps and the location of each, the name of the foreman in each, the means of access to camp, average number of men in each camp, number of non-naturalized men in each camp, name and certificate of the teacher engaged, date of the contract for work in camp and its duration.

"That the employer provide a suitable room for a night school and equip it with desks, a blackboard, etc.

"That every non-naturalized employee be required to attend for two hours—7 to 9 o'clock—each night for five nights in the week.

"That the Education Department prepare a curriculum by which the alien will be taught English and civics.

"That the Education Department supply books, etc., for the students, and pay for the same from government funds.

"That a truant officer be engaged and paid by the Education Department.

"That a government inspector be appointed and paid by the government.

"That said inspector visit each camp at least once a session and report to the department.

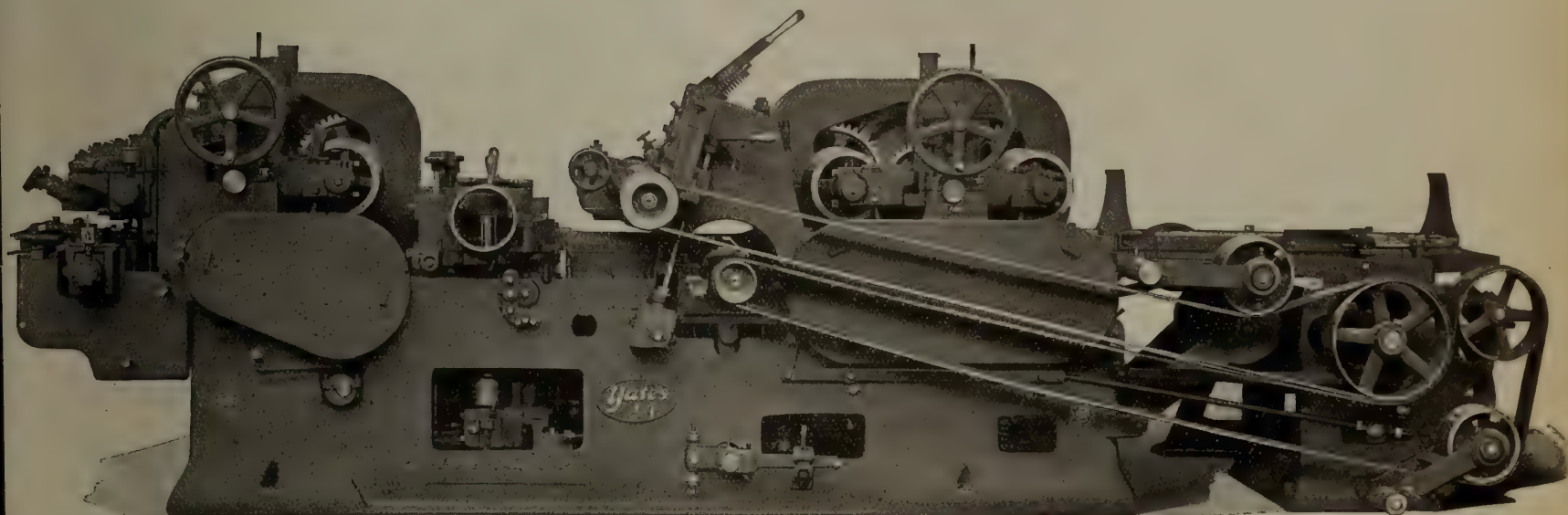
"That the board of trustees be composed of the president of the company, the manager, and the government inspector.

"That the expense incurred be borne by taxes levied on the employer and a poll tax collected from the employee as is done in the case of the Board of Health."

The Dominion Wood & Lumber Company, Limited, have increased their capital stock from \$250,000 to \$500,000.



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Lumber Wholesalers Want Better Merchandising

War condition emphasize the need of better merchandizing methods and an improved credit system. This was the keynote of the twenty-sixth annual convention of the National Wholesale Lumber Dealers' Association held in New York on March 27 and 28. There was a thorough and earnest discussion on terms of sale and the adoption of trade acceptance as a means for making liquid the various open accounts which it has been said are "the bane of the industry."

The membership in the association is 409, and in the bureau of information 249, which is the largest in the history of the organization. There was an expressed determination on the part of the delegates to bring about desired business improvements and united action to do their full duty in the present emergency of winning the war.

Horace F. Taylor, of Buffalo, was elected president for the coming year, succeeding M. E. Priesch, of North Tonawanda, N.Y., who gave a stirring address in which he said that the past year had presented the greatest problems and handicaps to business ever experienced. Notwithstanding this the lumber trade as a whole had prospered.

Secretary E. E. Perry, in his report, said that with the readjustments in manufacturing, transporting and merchandising our products there is also the financial end to be considered, and with the widening out of our Federal banking system there has come the proposition of swinging the lumber business into the trade acceptance plan of financing. The lumber business has in the last fifty years built up its own method of settlement and we are not all clear as yet on the subject of the trade acceptance. Undoubtedly it can be used profitably and practically by both seller and buyer and may be especially desirable just now on the new high price basis which is requiring the use of more capital all along the line. Some of our members now use trade acceptances with satisfaction, others have taken the "bull by the horn," utterly ignoring any discussions and make the terms practically on a cash basis, while others are still at sea and use "any old terms." Many think that as a war measure in the present crisis we should join together forthwith and announce firmly that for the supreme reason hereafter all sales of lumber for the period of the war must be closed on the basis of either cash or trade acceptance. Competent legal authority has ruled that such concurrent action is not subject to penalties under the Sherman Law.

Co-operation between our association and the retail association is constantly increasing on a more practical basis, thereby becoming more helpful each year. Probably our greatest co-operative work has been in connection with railroad transportation matters, but we also constantly act as arbitrator in business transactions and are always willing to give our services when we can be of help.

In a report of the Committee on Lake Marine, which was presented by Chairman Andrew Brady, of Buffalo, he stated:—

The rate of carrying lumber on the lakes during the season of 1917 was the highest we have any record of, we think the highest in the history of the business, and our forecast for the season of 1918 is that the rate will be much higher than in 1917.

The following are some of the reasons for the high rate: In the first place, the number of boats operating in the lumber trade in 1917 was much less than in previous years, some of them having entered the coast trade and others the coal carrying business. In the second place, we believe one of the most important factors in causing the sharp advance in rates was the general raise in wages. The boats in the lumber trade pay for the loading and unloading of the lumber. The wages of the lumber handlers at both ends of the route advanced about fifty per cent. The wages of the crews on the boats, from the captain down, also advanced in the same proportion. The coal consumed by the steam boats advanced more than fifty per cent. over the previous year. All these factors combined are responsible for the advance in freight. The marine insurance remained the same as in previous years.

Among the Canadians who attended the twenty-sixth annual meeting of the National Wholesale Lumber Dealers' Association in New York and were present at the association banquet, were Messrs. W. Gerard Power, River Ouelle, P.Q., president of the Canadian Lumbermen's Association; A. E. Clark, of Toronto, chairman of the Wholesale Lumber Dealers' Association; C. W. Wilkinson, of the Union Lumber Company, Toronto; E. H. Lemay, Montreal; W. F. Fillion, of E. H. Lemay, Montreal; D. C. Johnston, Union Lumber Company, Toronto; Gordon C. Edwards, Ottawa (who was re-elected a trustee); D. G. Gilmour, Ottawa; Mr. Eagen, Hawkesbury Lumber Company, Hawkesbury; A. H. Campbell, Campbell-McLaurin Lumber Company, Montreal; P. D. Gordon, Mason, Gordon and Company, Montreal; Mayno Davis, McAuliffe-Davis Lumber Company, Ottawa; D. McLachlin, Arnprior; Frank Hawkins, secretary of the Canadian Lumbermen's Association, Ottawa; John Levy, of W. & J. Sharples, Quebec; Hon. W. C. Edwards, Ottawa; Angus McLean, Bathurst Lumber Company, Bathurst, N.B.; W. D. Lummis, Toronto; S. C. Thompson, of W. C. Edwards & Company, Ottawa; Mr. Morrison, Price Bros., Quebec; John McLeod, R. Laidlaw Lumber Company,

Tonawanda, N.Y.; W. B. Blair, H. Blair, Louis Rolland, Montreal; Mr. McCarrow, River Ouelle, Que.; J. S. Gillies, Braeside, Ont., and others. Many of the Canadians were accompanied by their wives, and all report having had a very pleasant time.

W. Gerard Power made a brief speech as President of the Canadian Lumbermen's Association.

A resolution was passed asking the United States Government to release all Canadian cars held on the American lines, and to send them back with all possible speed.

The Retailers' Association entertained all the delegates at a luncheon on the 27th, and also at a theatre party on the evening of the same date.

National Association Convention Postponed

The sixteenth annual meeting of the National Lumber Manufacturers' Association, which was to have been held in Chicago, Ill., on April 8 and 9, has been postponed by the Executive Committee to Tuesday and Wednesday, May 7 and 8, when the gathering will take place in the Congress Hotel. The postponement was rendered necessary owing to the fact that a number of officers and directors of the association and of affiliated bodies found it inconvenient or impossible to be present on the date originally named.

Will Erect Mill in Port Arthur

John Stirrett and Sons, wholesale and retail lumber dealers, of Port Arthur, Ont., whose yards and planing mill are on Central Ave., intend erecting a sawmill in Port Arthur on a site which has been granted to them by the city at the foot of Manitou Street on the lake front, providing the firm comply with certain conditions. These are that the land is not to be used as a piling ground, that the lumber is to be immediately removed and that provision is made for a dumping ground for refuse from the plants. It is understood that the mill will be quite a large one and that construction work will start in the near future.

Personal Paragraphs of Interest

J. A. Laberge, of the Laberge Lumber Company, of Sudbury, Ont., is spending a few weeks at Atlantic City.

Walter C. Laidlaw, of the R. Laidlaw Lumber Company, Toronto, returned lately from a few weeks' stay in South Carolina.

A. C. Manbert, of the Canadian General Lumber Company, Toronto, and wife, have been in the south for the past month.

W. D. Lummis, Toronto, accompanied by his wife and daughter, returned home lately after enjoying a visit to the southern states.

Mrs. Ingleby, mother of Charles E. Ingleby, president of the Ingleby-Taylor Company, Brantford, passed away in that city recently.

Duncan McLaren, of the Union Lumber Company, Toronto, and wife, have returned after a holiday at Sea Breeze, Fla., and other points in the south.

George H. Holt, of the Holt Timber Company, Chicago, who has been spending several weeks in California, was in Toronto recently on business and left again for the south.

Alex. Gordon, of the Callendar Saw Mills Company, Callendar, Ont., accompanied by his wife and son, who spent some weeks at Sea Breeze, Fla., returned to Toronto recently.

W. Gerard Power, president of the Canadian Lumbermen's Association, River Ouelle, P.Q., and C. W. Wilkinson, of the Union Lumber Company, Toronto, with their wives spent several weeks in Cuba, Florida and Louisiana, returned at the beginning of the month, thoroughly well pleased with their trip. Messrs. Power and Wilkinson paid a visit to the offices of the Southern Pine Association in New Orleans, and speak in the highest terms of the efficiency and enterprise of this organization, which is doing such effective work in the interests of its members.

Every Good Citizen Deputy Fire Ranger

The danger season for forest fires is near at hand. Rapidly drying soil has left the old grass, brush, leaves, etc., in most perilous condition for starting fires. An effort is being made by the fire rangers to keep down the forest losses this year to a minimum. They will succeed only if every camper carefully extinguishes his camp fire before leaving it, if every smoker refrains from tossing away burnt matches or tobacco in or near a wood, and if settlers in the newly-opened districts guard their land-clearing fires with the utmost care. Settlers' fires continue to be the very worst source of forest conflagration, although campers and careless smokers are close competitors.

"The fire rangers," says the Canadian Forestry Association, "want every good citizen to regard himself as a deputy ranger from now until November first."

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Holds Premier Position as Roof Covering

The Superior Points of the Wooden Shingle Far Outweigh Any Defects—Properly Kiln Dried Shingle is the Best of All Looking at it from Any Viewpoint

Ever since the invention of the shingle it has had its uses and abuses, its upholders and detractors. The denunciators of the shingle are not alone confined to the small boy who has felt its effects when wielded in mother's hand, but, naturally, it is being assailed by manufacturers of patent roofing of all kinds. Notwithstanding the encroachment of substitute materials, the shingle stands to-day in wider demand than ever. It has not been seriously displaced by the other roofing materials that have been brought to the fore and sold under strong guarantees. There is no doubt, everything considered, that the wooden shingle is the best, cheapest, and most easily laid roofing material of the present day. It is probably as safe, economical, and durable as any patent production with a high-sounding name. There have been fires innumerable, but too many of these have been charged up against the shingle when the latter was not guilty. All fires do not originate on roofs, as some would lead the unthinking to believe. In fact, such fires are only a small percentage of the total number, and in rural districts the menace from flying embers is remote.

In a recent address before the National Lumber Manufacturers' Association the statement was made by a leading speaker that fire protective associations, insurance men, and the manufacturers of competitive materials were the opponents of the use of the wooden shingle, and, outside of the last named, some of the objections were honest and sincere. It was pointed out during the meeting that even where the most rigid fire zones exist competent tests prove that shingles can be so treated as to be sufficiently fire resistant to eliminate them from the list of igneous hazards. Upon the results of such tests, he declared, depended to a very large extent the future of the wooden shingles in the towns and cities of the United States.

One of the greatest enemies of the wooden shingles is nails, and particularly the ordinary wire nail. This was emphasized by Mr. J. S. Williams, secretary of the West Coast Lumbermen's Association, Seattle, Wash., who asserted that wire nails have been more largely responsible for giving wooden shingles a black eye than any other enemy; and, if he could drive home to retailers one thought; it would be that of refusing to sell wire shingle nails to anyone for the purpose of laying shingles. Zinc coated nails, pure iron or copper nails can be used, but never wire nails. Although the former may cost a little more than the latter, what does it matter in the life of a roof. "One stitch in time saves nine" is a favorite axiom, and one or two holes in a roof may do all kinds of damage. It is important that dealers should handle only good shingles, and in this connection the points raised by Mr. Williams at the late Winnipeg gathering are of so striking and forcible a character that a summary of them is herewith reproduced:

Inherently, Western red cedar has no peer in point of durability. Mighty giant cedars have lain in the forests of the West Coast for centuries without showing the least signs of decay. Cypress may be its equal in durability, but certainly not its superior. So in its natural condition we all think of red cedar as "rot proof."

The Shortcomings of Some Manufacturers

It is extremely unfortunate, however, that, given this grand wood, some manufacturers so poorly manufacture it into shingles. You know what these shortcomings are—you have seen the rough, butted and fuzzy surfaced shingles; you have all seen shingles with big checks and shakes, due to improper dry kilning; thick shingles packed with thin; shingles off parallel, etc. Poor manufacture, and nothing else, is responsible for such defects as these. Rough butted shingles are due almost altogether to dull or improperly filed saws; rough surfaced shingles to the same reason. Occasionally, however, you will find shingles rough on one side and smooth on the other. Such roughness is not a manufactured defect, but is due to the grain of the wood; but roughness on both sides is inexcusable.

You hear a great deal about whether a green shingle, an air-dried shingle, or a kiln-dried shingle is the best. The idea is prevalent that because the old, old roofs we see were covered with green shingles they are the best. We hear that kiln-dried shingles do not have a very long life, so some of you dealers buy air-dried shingles, to save freight over green ones.

Now, this is the truth about the matter: A properly kiln-dried shingle is the best of all, looking at it from any viewpoint. But let me emphasize that one word "properly." An improperly kiln-dried shingle is the worst of all. And right here lies the difference. If, the moment a shingle is placed in the kiln it starts drying, the outside of the shingle becomes dry long before there is any change in temperature or moisture content of the inside of the shingle. The outside "case-hardens,"

and to drive the moisture from the inside of the shingle it is necessary to "break through" the outside wood in order to dry the centre of the shingle. This breaking-through process is what makes the checks and shakes you have seen in shingles. Moreover, there are thousands of little checks that are not visible to the naked eye, but which are nevertheless a defect.

Now, if when shingles are placed in the kiln live moist steam is admitted, no drying whatsoever takes place. The temperature of the kiln, however, rises rapidly. When properly kiln-drying shingles, when this temperature reaches a certain point, say, 180 degrees F., it is held at this point until the heat has had a chance to penetrate to the centre of the shingle. Then the moisture content of the kiln is gradually reduced, abetted by a proper circulation of air, and the shingle starts drying—not from the outside in, but from the centre of the shingle toward the outside—the outside being the last to dry. Such a system in no way checks a shingle—does not drive off any of the cedar oils that prolong the life of a shingle also, and the product is in the very best possible shape. It is a fact, too (though not known to nearly all of the manufacturers), that it does not take nearly so long to properly kiln-dry a shingle as it does to improperly dry it. But these are things that the manufacturer is rapidly becoming wise to.

Now, you have all seen the "dark brown streaks" in cedar shingles, and the most of you think they are rot streaks. You are right and you are wrong. These streaks are caused by a fungus by the name of "Polyporus schweinetzii," which lives on the sap found in the wood, and the dark brown color is caused by a secretion given off by the fungus. But when such shingles go through the dry kiln Mr. Fungus dies completely; not only does it kill him, but it changes his food to a form that he cannot eat. Mechanical tests have proven that shingles having these dark brown streaks are just as strong as the others, and their durability is absolutely unaffected. In other words, the dry-kilning gives you a sanitary shingle, and, when properly seasoned, the very best shingle obtainable.

Driving Home Some Hard, Cold Facts

The wooden shingle has another enemy—nails—the common garden variety of ordinary wire nails. Wire nails, I honestly believe, have been more largely responsible for giving wood shingles a black eye than any other thing. If I were a retail dealer I would make it so almighty hard for a customer of mine to get wire shingle nails that he would never be tempted by their low price. And galvanized wire nails are but little better. Four years—five years—possibly six years—and a sufficient number of the nails have rusted out to cause leaks in the roof, and the farmer or home-owner gives wood shingles the devil, when he should have given you the devil for selling him wire nails. Use zinc-coated nails, pure iron nails, or copper nails, but never wire nails. What does \$2 or \$3 amount to in the difference of cost of nails if by spending this amount you can prolong the life of a roof for twenty or twenty-five years? If I could get you retailers to take home just this one idea with you of refusing to sell wire shingle nails, I would feel that I had had a mighty successful trip to your convention.

Now, I don't know how much of a hold the patent roofing people are getting in your territory, but it's a safe bet that if they are not already busy they soon will be, making a mighty keen bid for business. And, when they do, they usually get a part of what they go after. Now, how do you receive the propositions of the patent roofing manufacturers? On the basis of progressive advertising and up-to-date merchandizing methods it certainly would be to your advantage to push patent roofing products. But on the basis of satisfaction to the customer (if you intend staying in the lumber business) you can't afford to sell patent roofings for other than flat roofs of purely temporary construction. I know that the code of ethics of your association would not be other than telling the truth about your products, and the truth is all in favor of Western red cedar shingles.

The shingle branch of the West Coast Lumbermen's Association is composed of the more progressive mills of British Columbia, Washington, and Oregon. What we are doing and what we propose to do more strenuously in the future is to co-operatively advertise, standardize, and merchandize Western red cedar shingles. We maintain an inspection bureau, employing a corps of shingle experts whose duty it is to see that everything is correct and as advertised, and invite all persons to notify us when they know of an inaccurate statement being made about our goods or those of any other roofing material, and in this way we keep the truth always before the public.

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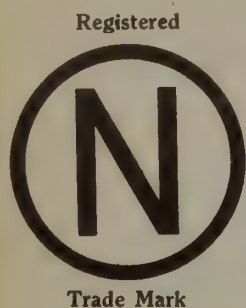
SOLE AGENTS FOR

-CHICOUTIMI PULP CO., Chicoutimi, Canadian Hot Ground Spruce.

MACLEOD PULP COMPANY, Liverpool, Canada.

RIORDON PULP AND PAPER CO., Montreal. Easy Bleaching Canadian Sulphite Pulp.

ST. LAWRENCE SULPHITE PULP COMPANY.



FOR SALE

Dry Quebec Birch

2	Cars	4/4	No. 1 Common
15	"	4/4	Log Run Mill Culls Out 6/7" Avg.
1	Car	5/4	No. 1 Common
1	"	5/4	No. 2 "
1	"	5/4	No. 3 "
2	Cars	6/4	Firsts and Seconds
1	Car	6/4	50% No. 2 Common, 50% No. 3 Common
2	Cars	8/4	Firsts and Seconds
6	"	8/4	No. 1 Common
8	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
2	Cars	12/4	Firsts and Seconds
3	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
5	Cars	16/4	Sound Boxed Hearts

If any of the above items interest you will be glad to submit prices. Will undertake shipment inside of a week if destination not under embargo.

E. M. NICHOLSON & CO.

202 Board of Trade Building

MONTREAL

CANADA

Past Winter Trying One in the Woods

Ed. Littleton, of the R. Laidlaw Lumber Company, Toronto, returned recently after spending several weeks along the north shore and other points in the Ontario hinterland. He states that the lumbermen found the past winter one of the most difficult to carry on woods operations that they ever experienced. The extremely cold weather, frequent falls of snow and heavy drifts blocking the roads make progress in getting out the timber very slow. One large firm owing to the sudden thaw this spring were unable to get 15,000 pieces to the streams and the logs will have to remain on the skidways until next year, while another firm has a million feet of logs held up. Unless there come heavy rains this month, there will be difficulty in floating the timber. The snow thawed so quickly that the rivers poured more than an ordinary volume of water in the lakes, the water in several instances going out under the ice. Some of the lakes are rather late in breaking up; many plants will be delayed in starting operations owing to not having sufficient logs on hand. Mr. Littleton estimates that the cut during the past season was only seventy-five per cent. of the previous year.

Toronto Lumber Firm Becomes Incorporated

A provincial charter has been granted to Lauder, Spears and Howland, Limited, with head offices in Toronto, and a capital stock of \$150,000. The company are empowered to carry on a lumber, timber and pulpwood business and to manufacture lumber, logs and wood of all kinds. The firm of Lauder, Spears and Howland, which is composed of James Lauder, Joseph Spears and Lucien B. Howland, have been engaged in the lumber manufacturing and wholesale business in Toronto for the past five years under a registered partnership, and the securing of letters patent marks no change in the personnel of the organization. A well equipped sawmill was erected in 1917 by the firm at Pakesley, Ont., on the Sudbury branch of the C. P. R., and was operated for a few weeks last fall. It is expected that the new plant, which has a sawing capacity of 100,000 feet, b.m., a day, will start running about May 13.

The Men Behind the Lumber Organizations

The life and usefulness of any organization depends largely on the efficiency, initiative and executive ability of its secretary. An alert secretary stimulates the members along the line of activity and progress. These officials go about their duties quietly and with as little demonstration as possible but their energy, faithfulness and devotion to duty results in an association becoming increasingly valuable. Its worth and work extends, gathering strength and prestige with each succeeding year. In the selection of secretaries, the various bodies of lumbermen—manufacturers, wholesalers and retailers—have exercised wisdom and foresight and picked "the right man" for the job in every case.

In the May 1st issue of the "Canada Lumberman" will appear pictures of a number of gentlemen, who are secretaries, in either a permanent or honorary capacity, of the various bodies. The manner in which they look after the manifold duties of their respective offices is a tribute to their perseverance, enthusiasm and fidelity. Memberships are growing, finances are in good shape, important work is being undertaken and many propositions for the interest, welfare and improvement of the industry as a whole are directed with splendid co-operation and aggressiveness.

The Superiority of Wooden Trestles

That wooden trestles are much more economical than those of concrete is the decision arrived at by a committee of the American Railway Engineering Association after an exhaustive investigation. The report on wooden bridges and trestles, submitted to the recent convention of the association at the Coliseum in Chicago, says: "Creosoted timber trestles are more economical than concrete except when the cost of the concrete structure is less than one and one-half times the cost of the wooden structure."

Inasmuch as the compilation of comparative wholesale prices of all commodities recently issued by the Bureau of Labor Statistics of the United States Department of Commerce placed lumber at the very bottom of the materials whose prices have risen during the war, there is little likelihood of concrete wresting from creosoted timbers their supremacy as trestle building material.

Official notification has been received from Ottawa by the City Council of Quebec to the effect that no further contracts for wooden vessels will be granted to firms in that city.

Mr. Harry E. Bedard, lumber merchant, of Richmond, P.Q., died in the Western Hospital, Montreal, on March 17. He was the son of the late Mr. Joseph Bedard, ex-M.P.P., the business in Richmond being carried on under the name of Joseph Bedard & Fils.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

**Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.**



Chapman Double Ball Bearings

decreases the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

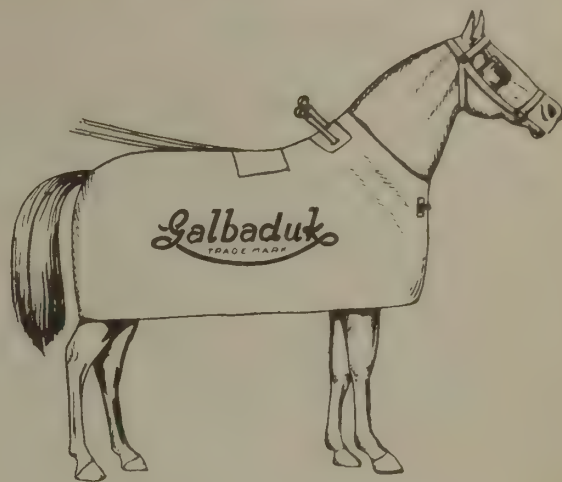
**You *pay* for Chapman bearings
whether you *buy* them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

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705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

Galbaduk
TRADE MARK



"GALBADUK" on your Horse Covers, Tarpaulins, Tents, etc., is your guarantee of a "watertite" canvas of highest quality. A canvas absolutely waterproof and protected from mildew and decay by a special process, machine applied, that penetrates every fibre of the canvas, strengthens every thread, and suitable for every purpose where a "watertite" duck is required. Made in Green and Brown—the color won't rub out and the longer in use the more solid it becomes.



Samples mailed on application.

The
Woods Manufacturing Co., Ltd.

Late Smart-Woods, Ltd.

OTTAWA
TORONTO

WELLAND

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MONTREAL - Canada

Head Office at Montreal.

BIRCH, BASSWOOD AND SPRUCE (DRY) 1917 CUT

Saw Mills at
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STE. MARGUERITE, QUE.

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Northern Office:
MIDLAND, ONT.

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Herman H. Hettler Lumber Co.
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**White Pine, Red Pine
and Yellow Pine,
Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

LATH

Campbell, MacLaurin Lumber Co.

Limited

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GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

The Cleveland-Sarnia sawmills at Sarnia, Ont., have resumed operations for the season.

The Holt Timber Company, Bolger, Ont., are in the market for a towing drum and 5/8 in. cable.

A federal charter has been granted to the Trenton Cooperage Mills, Ltd., of Trenton, Ont., with a capital stock of \$100,000.

J. E. Cutler Company, Ltd., who recently suffered loss by fire at Welland, Ont., are rebuilding their office and part of planing mill.

The Beaver-Abitibi Timber Company, Ltd., have been granted permission to increase their capital stock from \$300,000 to \$1,000,000.

The Dargan Lumber Company, Ltd., of which John Donogh is manager, have opened offices in the Bank of Hamilton Building, Toronto, as wholesale lumber merchants.

During the recent severe flood in Belleville the premises of the Pringle Company, who conduct a lumber yard and planing mill on the west side of the Moira River, were badly flooded. The boiler house of the company was considerably damaged.

The Bethune Pulp and Lumber Company, Ltd., Huntsville, Ont., have started work on their new sawmill and rossing plant. The sawmill will be built on the shore of Vernon Lake, with a capacity of 40,000 feet per day. The rossing plant will be erected for barking pulpwood. The Whiteside mill is being dismantled and part of the machinery used in the new one. The company was incorporated in October, 1917, with a capital of \$50,000.

Fire recently broke out in the Thor Iron and Shipbuilding Works, at the foot of Bathurst Street, Toronto, and caused damage to the extent of \$300,000. The heaviest loss was in plans, patterns, and blue prints of nine big lake boats. One steel freighter, on the stocks waiting for the ice to clear from the slip to allow of launching, was damaged. The boat is 260 feet long, and is intended for ocean service under the Canadian register. The company employ about 600 men, and have started rebuilding operations, which will be completed within a few weeks.

The Spruce Falls Pulp and Paper Company, of Toronto, who some weeks ago secured the right from the Ontario Government to cut pulpwood on the Kapuskasing limit, will soon start work on the erection of a one hundred ground wood pulp plant, which will cost one million dollars, with equipment, when completed. The Kapuskasing limit in Northern Ontario consists of 1,156,000 acres. The National Transcontinental Railroad runs from east to west through the forest, and the Kapuskasing River runs through the property from south to north. It has been figured out that the wood can be laid down at the mill door at a cost of between \$4.50 and \$5 per cord. The contract of the company with the Ontario Government states that the former agrees to spend \$1,000,000 in a ground wood pulp mill to manufacture daily 100 tons of pulp, to employ 200 hands, and not less than \$200,000 shall be spent in one year and not less than \$300,000 in the next two years.

Eastern Canada

Lapointe & Pilon, lumbermen, Montreal, P.Q., have dissolved.

The Dominion Pulp and Paper Securities Company, Ltd., Montreal, P.Q., have obtained a charter.

Fire recently destroyed the sawmill belonging to the Audet Sawmill Company, Black Lake, Que., near Sherbrooke. The loss is estimated at \$7,000.

Edmond Tremblay, care of Narcisse Fugere, Batiscan Station, P.Q., has purchased the sawmill belonging to Mr. Fugere, and proposes to make alterations to the machinery to manufacture wooden spools for thread.

The St. John Shipbuilding Company, Ltd., St. John, N.B., are contemplating the erection of a shipbuilding plant. Mr. Thomas Nagle is the manager and Mr. Frank D. Chase, Chicago, Mich., is the engineer, who is looking for a suitable site.

The Makamik Sawmill Company, Ltd., Makamik, P.Q., will rebuild their sawmill, which was recently destroyed by fire. The manager is Mr. M. N. Dumas. The building will be 1½ storeys, 90 x 30, frame construction, shingle roofing, spruce flooring.

Joseph Martin, St. David D'Yamaska, P.Q., recently suffered a serious loss by fire, in which his sawmill was totally destroyed. The loss is estimated at \$35,000. The plant will be rebuilt, and will require all new machinery; also round and band saw, log carrier, hay presses, wooden lathes, etc.

The mill of the Miner Lumber Company, at Rawdon, Que., was completely destroyed by fire recently. The plant was getting ready for spring operations, and about 50 men will be thrown out of employment. The loss is estimated between \$40,000 and \$50,000. No decision has yet been reached whether or not the company will rebuild. It is understood that not much lumber was lost in the blaze.

The Kipawa Fibre Company, Ltd., is the name of a new company promoted under the auspices of the Riordon Pulp and Paper Company, Montreal, for the manufacture of the highest grade of bleached sulphite pulp. It is proposed to erect mills and develop hydro-electric power at Temiskaming, 38 miles from Mattawa, P.Q. It is stated that the wood available in the district yields more pulp per cord than any other wood in Canada. There is about 20,000 square miles of timber land from which the company's supplies can be secured. The directors estimate that, including \$750,000 for working capital, the capital expenditure will be \$5,400,000, of which \$2,366,000 will be required for a mill to produce 100 tons of bleached sulphite pulp per day; \$650,000 for developing 7,200 h.p.; \$250,000 for a sawmill of 30,000,000 feet b.m. capacity, logging equipment, cottages, etc.; \$100,000 for town and mill sites; and \$500,000 for timber limits. The Riordon Company will be joint managers of the new enterprise, Mr. Charles Riordon being president, Mr. Carl Riordon vice-president and managing director and Mr. C. B. Thorne second vice-president and manager. It is estimated that a net profit of \$28 per ton will be earned on the output.

Western Canada

A. H. McLelland, lumberman, Letellier, Man., has been succeeded by the McLelland Lumber Company.

J. S. Deschamps, Rossland, B.C., has plans under way for the erection of a sawmill at Trail, B.C. (Sullivan Creek).

Plans are in progress for the erection of a cooperage factory at South Vancouver, B.C., by the Vancouver Cooperage Company, Vancouver, B.C. The site has not yet been decided upon.

The Douglas Fir Timber Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and a capital stock of \$25,000, to carry on business as timber merchants and sawmill proprietors.

The Edgcombe-Toombs Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and a capital stock of \$10,000, to carry on business as lumber and timber merchants and to manufacture and deal in lumber and timber of all kinds.

The Harrison Lake Logging Company, Ltd., has been incorporated, with capital stock of \$25,000, and head office New Westminster, B.C., to carry on business as box-makers, woodworkers, timber and lumber merchants, loggers, sawmill, shingle mill, pulp mill, and paper mill proprietors, etc.

The Highland Lumber Company, Ltd., has been incorporated, with head office at Duncan, B.C., and capital stock of \$25,000, to carry on business as lumber and timber merchants, sawmill owners, loggers, and to manufacture and deal in lumber, timber, shingles, sash, doors, portable houses, boxes, etc.

The Alberni Pacific Lumber Company, Ltd., has been incorporated, with capital stock of \$1,000,000 and head office at Vancouver, B.C., to carry on business as timber merchants, sawmill, and shingle mill owners, loggers, and to manufacture and deal in lumber, timber, shingles, lath, sash, doors, and portable houses.

The Lakelse Lumber Company, Ltd., has been incorporated, with head office at Prince Rupert, B.C., and capital stock of \$20,000, to carry on business as sawmill owners and operators, timber merchants and lumber and loggers, to buy, sell, prepare for market, manufacture, import, export, and deal in timber, logs, lumber, and wood of all kinds.

R. P. Shannon has recently bought out the interest of his former partner, J. A. Smith, in the Smith Shannon Lumber Company, Vancouver, B.C., and is continuing the business of this well-known firm under the name of the R. P. Shannon Lumber Company. The concern has been in the wholesale and manufacturing lumber business in Vancouver for eight years.

Shipbuilding will be active on the Fraser River and another big plant will be constructed at Ruskin, which is a few miles up the stream from New Westminster. The name of the new concern is the Standard Shipbuilding Company, and it has just successfully negotiated a contract with the Imperial Shipping Board for the construction of ten composite steamers, each of which will have a reinforced steel keelson and knees, instead of the natural wood knees of Douglas fir. The company controls 150,000,000 feet of the necessary ship timber close to the plant, and already a force of men is engaged in felling the trees.

Elsewhere in this issue will be found the announcement of Alberta Lumber Company, Ltd., Vancouver, B.C., one of the larger concerns at the coast, whose products have been tested out for long and have steadily gained in favor owing to the consistent quality of every shipment that is sent out. Readers will probably remember the destruction of the company's plan by a fire a few years ago. A larger and more modern mill now occupies the old site, the increased output of which will permit of regular shipments of British Columbia fir, timbers, flooring, ceiling, and interior and exterior finish to the trade in Ontario and the Maritime Provinces. The advertisement of the company appears on page seven.

Telegraph Trail, near Warwhoop, B.C., station, on the B.C.E.R., is the location for a new lumber mill of about 15,000 feet capacity. Mr. George Lovette has already commenced the building operations, and the spur at Warwhoop station will be extended to the mill site. The C.P.R. has contracted for the entire cut of the new plant, which will be used for car decking and framing at the shops in Montreal. A planer mill will be erected at the new siding by Charles W. Tait, and will be under the management of Mr. Leavette. Messrs. Tait and Leavette purchased a considerable amount of lumber from small mills along the line which are not equipped with planers, and this lumber will be shipped to Warwhoop to be dressed before being sent east.

A recent despatch from Washington says that a general increase in the size of all ships built was ordered recently by the shipping board. Wooden vessels hereafter will be 5,000 tons instead of 3,500 tons. The more economical operation of large ships was the deciding factor in making the change. The American shipbuilders have been called upon to explain why their output for March fell behind schedule.

Fire recently destroyed the sawmill and factory belonging to the D. H. Gillies Company, 288 Adelaide Street, London, Ont. The loss on the sawmill and showcase works is estimated at \$25,000.

The employment of negro women in and about the sawmills of the South is one of the oddities resulting from the entrance of the United States into the world-wide war, the entrance having created a shortage of male labor that is being severely felt. One of the last places where it was ever expected that female labor would be employed was in sawmills, the work being arduous. The first experiment with negro labor about sawmills was made in Arkansas, and it resulted in so much satisfaction that the larger operations in the South have and are taking similar interest in that form of help. Two millwork plants in the South are employing none but white women workers, but all the others are using only the colored women, and according to reports, they are giving as much satisfaction as the average colored man. The Great Southern Lumber Company, Bogalusa, La., some time ago experimented with women labor, and it proved so satisfactory they are now using them as fast as the opportunity presents.

3" Dry Spruce

3 x 7" — 100 M ft.
3 x 8" — 300 M ft.
3 x 9" — 200 M ft.
3 x 10" — 90 M ft.
3 x 11" — 50 M ft.
3 x 12" — 40 M ft.

2" Dry Spruce Full Thickness

2 x 4" — 290 M ft.
2 x 5" — 350 M ft.
2 x 6" — 230 M ft.
2 x 7" — 100 M ft.
2 x 8" — 30 M ft.

We also have a large quantity of scant 2", 5/10" wide-widths and lengths piled separate, and 1 1/4" x 4 to 8" widths and lengths piled separate.

"EVERYTHING IN LUMBER"

McLENNAN LUMBER CO., Limited

21 Dorchester Street W., MONTREAL, CANADA

The Bennett Lumber Co. Limited

Solicit your kind enquiries for

Spruce, Pine and Birch

in all grades and thicknesses

**American Hardwoods and Mahogany
and Cypress**

11 St. Sacrament St., - MONTREAL, P.Q.

Long Distance Phone Main 812

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Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER

Dressed and Rough

**White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

A. F. B. AUSTIN, Manager

"By-Pass" Blower Systems for green saw dust and wet stringy material

Material that usually clogs the ordinary Blower is handled easily and continuously by our "By-Pass" Blowers. No material passes through or around the fan. That is the big secret of "By-Pass" success. Slow speed and minimum power are other strong features. Write for literature and all details.

We manufacture and install complete systems

Toronto Blower Company

156 Duke St., Toronto

Kendall Gang Circular

The Machine that will convert your small logs into more and better lumber, quicker than ever before.

The illustration shows one of the latest designs of gang circular patented by Mr. I. N. Kendall, the well-known millwright, of Ottawa. This machine takes 16-26 in. diam., 10 gauge saws—will cut cants up to 8 inches in thickness, and we furnish with it necessary saw collars for any thickness of lumber desired. It has a hollow mandrel, water cooled saws; each saw has a separate guide; easily accessible and readily adjustable, and the bridge tree is so designed that it can be removed, the saws taken off and a new set put on in 7 to 10 minutes. Safety fingers hung just inside the front press roll prevent a cant flying back off the saws. Lumber cut on these machines is guaranteed to come out absolutely true to size from end to end, and so smooth that 1/16 in. over size is all the allowance necessary for finish.

Read what one user says about it:—

"The machine has given every satisfaction and in many cases far exceeded my idea of sawing lumber; the proof of this being that our customers are paying me \$1.00 to \$1.50 per thousand more for certain classes of lumber than they can purchase same quality elsewhere—this advantage being purely on account of the uniform and smooth sawing this saw is capable of doing."

We are the original manufacturers of these machines

We have been manufacturing them for the past thirteen years, and the experience gained in all those years is at your disposal. We make these machines in three sizes, as follows, using

26-in. saws for 8-in. cants, as illustrated.

32-in. saws for 10-in. cants.

36-in. saws for 12-in. cants.

Each size is of the very latest design and up-to-date in every improvement.

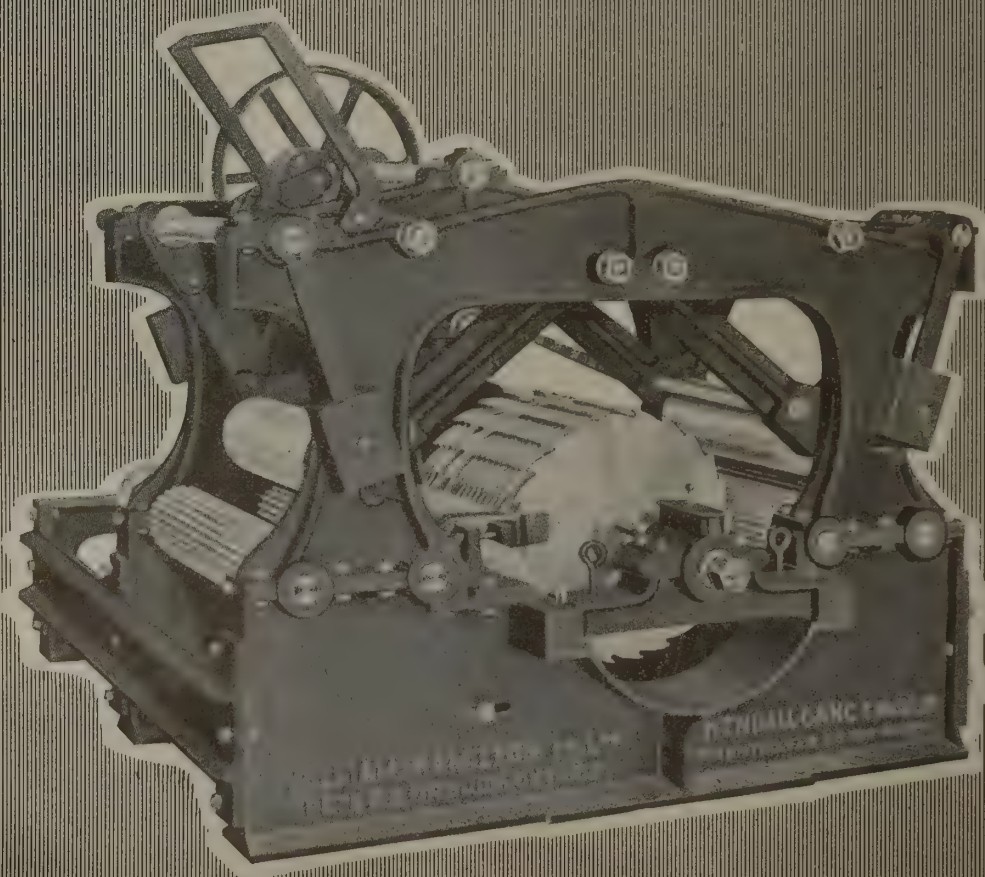
May we send you a list of satisfied users

We also make a complete line of twin circulars with chain or steam feed for slabbing logs for these machines.

William Hamilton Co., Limited

PETERBORO

ONTARIO



HEMLOCK

Sized or Rough

- 70 M. 2 x 4—10 No. 1 Hemlock.
- 50 M. 2 x 4—12 No. 1 Hemlock.
- 60 M. 2 x 4—14 No. 1 Hemlock.
- 40 M. 2 x 4—16 No. 1 Hemlock.
- 30 M. 2 x 6—12 No. 1 Hemlock.
- 40 M. 2 x 6—14 No. 1 Hemlock.
- 60 M. 2 x 6—16 No. 1 Hemlock.
- 100 M. 2 x 8—10 No. 1 Hemlock.
- 70 M. 2 x 8—12 No. 1 Hemlock.
- 30 M. 2 x 8—14 No. 1 Hemlock.
- 100 M. 2 x 8—16 No. 1 Hemlock.
- 40 M. 2 x 10—12 No. 1 Hemlock.
- 80 M. 2 x 10—14 No. 1 Hemlock.
- 30 M. 2 x 10—16 No. 1 Hemlock.
- 30 M. 2 x 12—12 No. 1 Hemlock.
- 20 M. 2 x 12—14 No. 1 Hemlock.
- 16 M. 2 x 12—16 No. 1 Hemlock.
- 70 M. 1 x 6— No. 1 Hemlock.

SEND US YOUR ENQUIRIES

The Fesserton Timber Co., Limited

15 Toronto St., TORONTO

Main { 795
796

Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.
Write for quotations on any or all of this equipment.

- 1 Wicks Oscillating Gang Saw, 20-inch stroke, 37 saws wide, made by Wm. Hamilton Co., Peterboro, complete with live rolls, front and rear, spare set of Brasses for both ends of Pitman rod, 1 spare oscillating side, and 1 spare slide.
 - 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
 - 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
 - 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - 2 Pneumatic Air Bumpers, 16 x 24; never been used.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Grates, installed under 6 boilers, with blower located in mill; blue prints and instructions on hand.
 - 1 Geared Friction Log Haul, and chain about 300 feet.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Rolls Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, Barrister
PARRY SOUND, - ONTARIO

DUNFIELD & CO. LIMITED

HALIFAX, N. S.

**Nova Scotia's Largest Lumber
Exporting House**

Exporters and Dealers in

**Nova Scotia and New Brunswick
Spruce, Pine, Hemlock
Hardwood**

in 1 in., 2 in. and 3 in., rough and dressed
Also Spruce Laths

Special attention given to rail shipments of special sizes. We guarantee our grading of Birch, Beech and Maple. Write or telegraph us for quotations.

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The Glue Book

What it Contains:

- Chapter 1—Historical Notes.
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Price 50 cents

Canada Lumberman & Woodworker
347 Adelaide St. West, Toronto

Relaying Rails

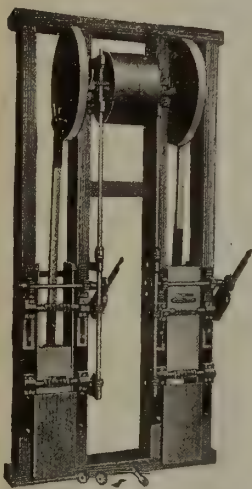
Second Hand Machinery and Equipment

Burners; Lumber Cars; 56 lb. Rails
a Specialty; Scrap and Metals.

WM. FREEDMAN

536 Wellington Street

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Excelsior Cutting Machinery

Manufactured By

**The Elmira Machinery
and Transmission Co.**

Elmira, Ont.

Write for Circular and Prices



GRATON AND KNIGHT

Conserve Power

Today every item must be carefully considered which will increase the production of food, equipment, and ammunition. With this greater demand for production and the consequent heavier load on power equipment, the superiority of Graton & Knight Belts becomes more emphatic.

Whether you measure by length of service or maintained efficiency, Graton & Knight Standardized Leather Belts reduce your horse-power cost per year, increase production, and reduce machine interruptions.

Transmission of power is a more important item today than ever before and now is the time for you to get at the real facts concerning it.

Write for information on Standardization as applied to Leather Belting.

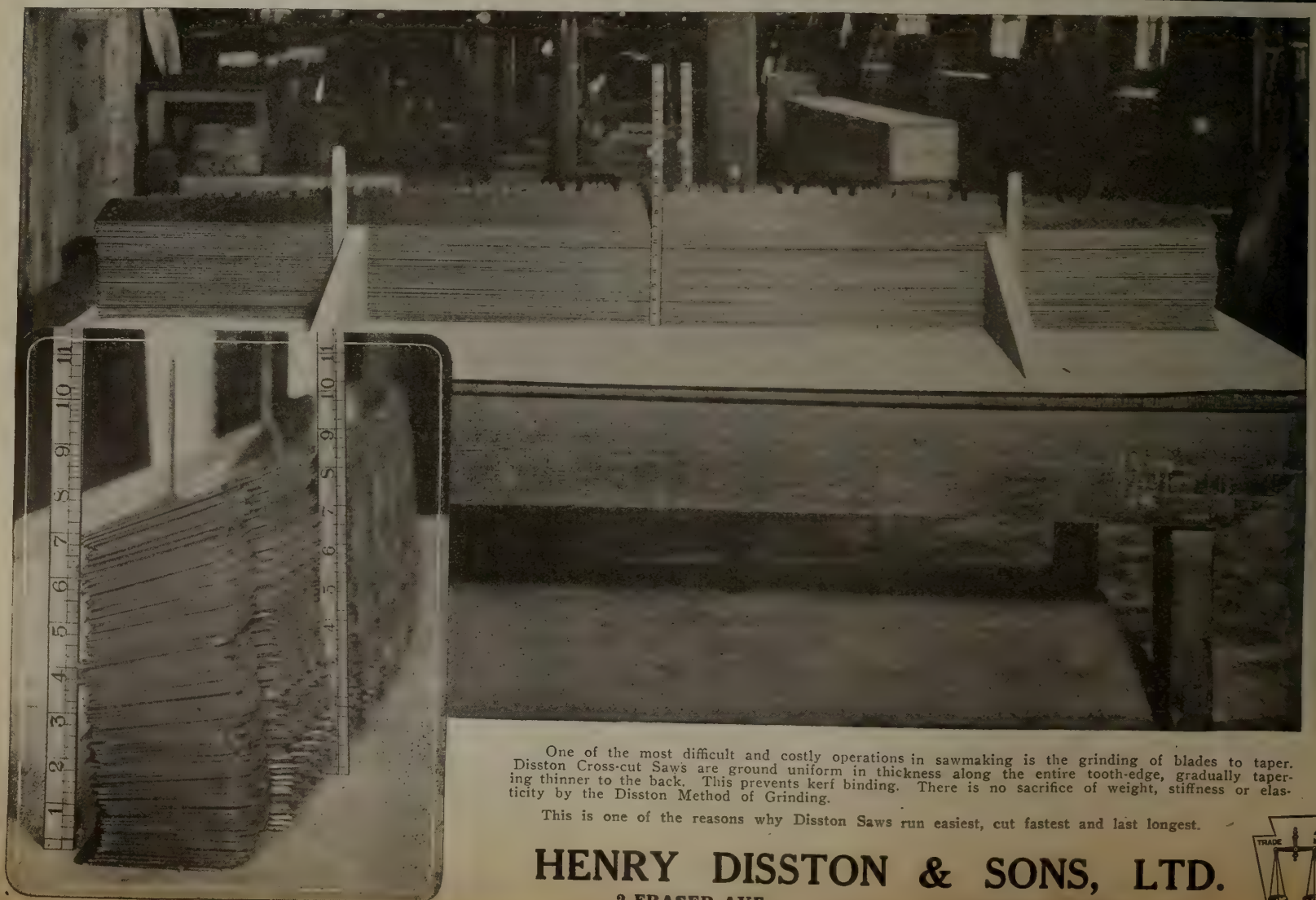
THE GRATON & KNIGHT MFG. Co.,
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Worcester, Massachusetts, U.S.A.

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Hamilton, Vancouver, Victoria.

GRATON & KNIGHT

Standardized Series
LEATHER BELTING

Invited by us for testing use




One of the most difficult and costly operations in sawmaking is the grinding of blades to taper. Disston Cross-cut Saws are ground uniform in thickness along the entire tooth-edge, gradually tapering thinner to the back. This prevents kerf binding. There is no sacrifice of weight, stiffness or elasticity by the Disston Method of Grinding.

This is one of the reasons why Disston Saws run easiest, cut fastest and last longest.

HENRY DISSTON & SONS, LTD.

2 FRASER AVE. TORONTO, CANADA



CONDOR Rubber Belt

Maximum of Strength

Minimum of Stretch

FLEXIBLE

—

SERVICEABLE

—

ADAPTABLE

For the transmission of power in any kind of mill or plant. If you have been using other kinds of belt in the past, try our **Condor** brand of rubber belt next time, and the ultimate economy and general service afforded by this belt will prove of great interest to you.

Large Stocks Carried in Canada permit of Immediate Shipment

Condor
BELT

THE MANHATTAN RUBBER MFG. CO., PASSAIC, N. J.

Branches in all large cities

Sole Canadian Agents

The General Supply Company of Canada, Limited

OTTAWA, Ont.

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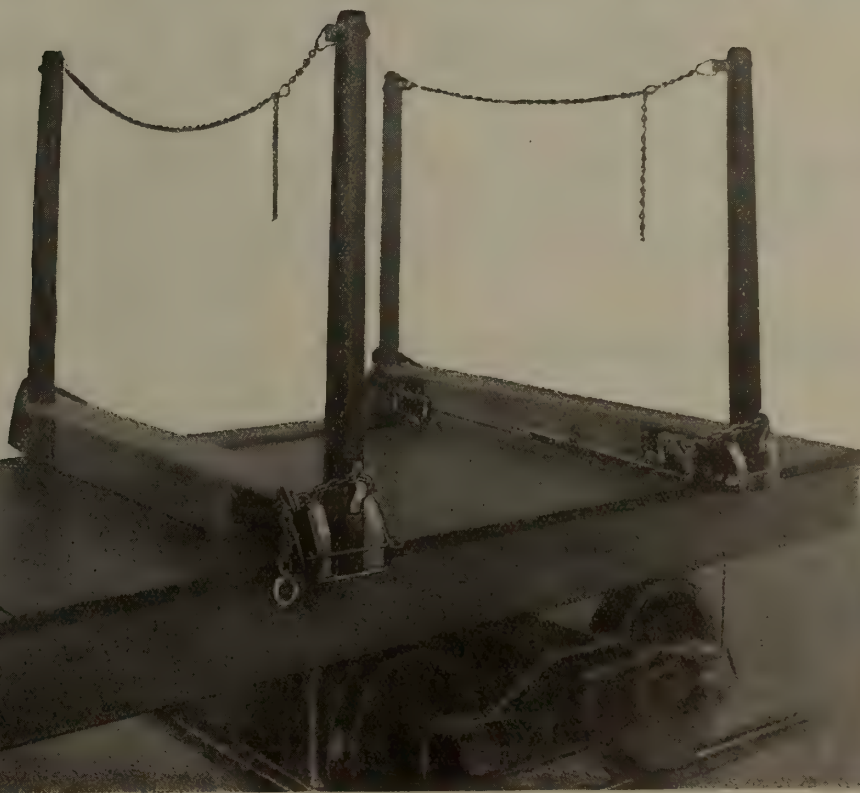
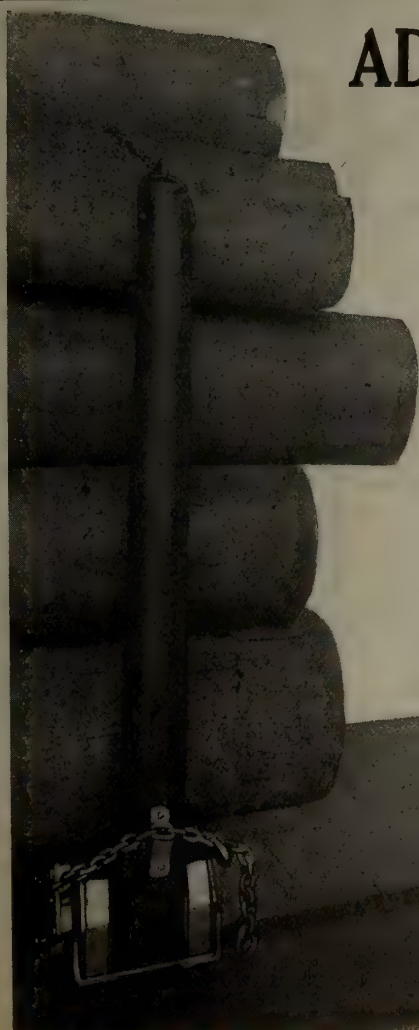
WINNIPEG, Man.

VANCOUVER, B.C.

ADJUSTABLE SAFETY CAR-STAKE EQUIPMENT

(SCHMITZ PATENT)

Mr. Logger, Attention !



We have the **ONLY** device that removes **ALL** danger and difficulty in moving your logs from camp to mill on cars, trucks or sleighs.

No balks, break-downs or dislocation of parts—**IT WORKS ALWAYS**. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

It will save you **TEN** times its cost in wages, renewal of stakes, avoidance of accidents, and vexatious delays.

If you don't use stakes on your cars, you **CAN** use them with this equipment; you need it on your cars right now, and you will **WANT** it as soon as you find out what it will do for you.

Send for illustrated Circular, with testimonials, and let us convince you of the truth of these claims. Address

MAIN OFFICE AND SHOPS:
2661 W. 57th Street, SEATTLE, WASH.

INTERNATIONAL LOG BUNK & EQUIPMENT CO.

CANADIAN OFFICE AND SHOPS
Redcliff, Alberta

PRATT & WHITNEY CO. OF CANADA, LIMITED SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

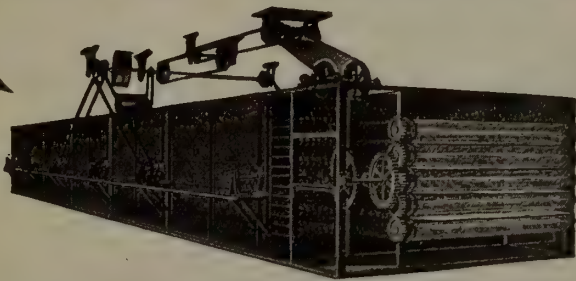
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PROCTOR VENEER DRYER



Dries enormous amount of veneer perfectly flat and pliable at minimum cost, without checks or splits

Send for catalog and list of users

The Philadelphia Textile Machinery Co., Philadelphia

DREADNAUGHT TWO-PIECE STEEL HAMES



For Hard Rough Work They Stand Pre-eminent

There is no load too heavy or strain too great for these all-steel hames. Two-piece, double reinforced at points of greatest strain.

15% Stronger Than Any Other Hame

Draft studs, forged steel; Rings electrically welded—will not break; will not buckle or bend, anti-rust treated.

Write for Our Descriptive Folder

We can furnish low tops and high tops; light hames and heavy hames in all kinds of finishes and designs for every hame requirement. DEALERS: Write for our dealer proposition and selling helps.

McKINNON INDUSTRIES, LIMITED

Dept. L.

ST. CATHARINES, Ontario, Can.

VENEER PRESSES

Hydraulic and Belt Driven

Our patterns are so constructed as to allow of our making a large variety of sizes to suit the requirements of all manufacturers.

When sending enquiries state

Pressing Surface required—

Pressure required on material—

Height of Pile you wish to press.

Full specifications and prices promptly submitted

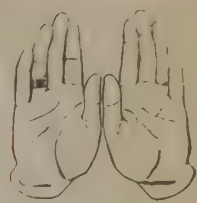
HYDRAULIC MACHINERY CO., LIMITED

18 Tansley Street

MONTREAL



Dunlop "Gibraltar RedSpecial" Belting



Abnormal Friction Pull

vs. Elasticity of Friction

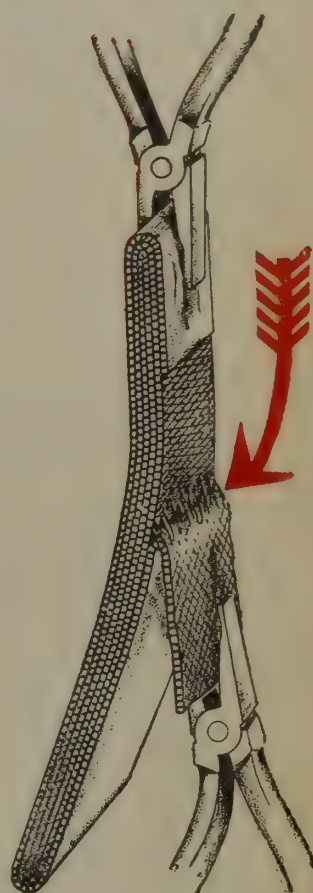
BETWEEN every ply of specially-selected, heavy Cotton Duck in Dunlop "Gibraltar RedSpecial" Belting is a layer of pure Rubber which, through a Dunlop calendering process, so permeates the fabric that it binds the several plies into one integral piece.

Some belt manufacturers offer to sell their product on the basis of "Heavy-Poundage in a Friction-Pull" Test. To obtain the latter result it is not necessary to secure such an expensive Rubber Friction as is used in "Gibraltar RedSpecial." This fact alone ought to be a pretty good gauge of the value of the "friction-pull" test.

In buying "Gibraltar RedSpecial" you get the advantage of years of careful laboratory work on our part with this result: The friction is of that "just-right" elastic quality which allows for the give and take necessary in rounding the pulleys; hence the reason "Gibraltar RedSpecial" is known for maximum Power, Speed and Service.

Note the Short Grain Rubber Friction

This Belt Section illustrates a Heavy "Poundage-Pull" Friction. To secure this result the Friction Grain is short and stiff. Elasticity and Flexibility have been sacrificed to secure such a result.



Note the Long Grain Rubber Friction

Dunlop "GIBALTAR REDSPECIAL" has a Friction of Special Dunlop Rubber that retains its life indefinitely. "Note the long grain Rubber Friction," as illustrated. Elasticity has not been sacrificed for Abnormal Friction Pull.

UNLIMITED capacity for service is an intrinsic quality with Dunlop "Gibraltar RedSpecial" Belting. The success of nearly a quarter of a century in the manufacture of Rubber Products is built into Gibraltar. The original Made-in-Canada Red Rubber, Frictioned Surface Belting, "Gibraltar RedSpecial" has stood the infallible test of time in turning the wheels of industry in a multitude of Canadian plants from the Atlantic to the Pacific.

The Dunlop Unreserved Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where the "Gibraltar" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

DUNLOP TIRE & RUBBER GOODS CO., LIMITED

HEAD OFFICE AND FACTORIES: TORONTO

Branches: Victoria, Vancouver, Edmonton, Calgary, Saskatoon, Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, St. John, Halifax.

MAKERS OF

High-grade Tires for Automobiles, Motor Trucks, Bicycles, Motorcycles, Carriages; High-grade Rubber Belting, Packing, Fire Hose, and General Hose, Dredge Sleeves, Military Equipment, Mats, Tiling, Heels and Soles, Horse Shoe Pads, Cements, and General Rubber Specialties. D. 30

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Logging the Year Round

By the means of modern Logging Machinery for skidding the Logs from the stump to the track Logging operations may proceed the year round, regardless of ground conditions. Logs may be skidded across bogs, swamps, ravines, etc.; may be brought up out of bad depressions or "pockets"; may be carried over small streams; up or down hill, over or around obstructions or obstacles of any kind. And all this may be done without the expense of building roads, and without the delay of waiting for the ground to dry up or freeze up so you can get on it.

Lumber is needed, and urgently needed, in many ways for the prosecution of the war. Therefore, lose not the precious summer months, but cut and ship every working day in the year.

We make the machinery to enable you to Log the Year Round. Our Booklet, "Suggestions for the Lumberman," tells how this machinery is used.

LET US HEAR FROM YOU IF INTERESTED.

Marsh Engineering Works, Limited

Belleville, Ontario


A Good Belt Saves Money

THE money wasted in keeping a stretching belt taut amounts to a surprising figure. If you use "Goodhue Belts" in your mill or factory you can save most of this money because "Goodhue Belts" stretch less by 15 to 25 per cent. than any other belt. They are made from skillfully selected hides with the stretch taken out of each section before it is made up into the belt.

According to the conditions under which the belt is to run, we recommend "Extra," "Standard" or "Acme Waterproof" belts.

Send for further particulars and prices.

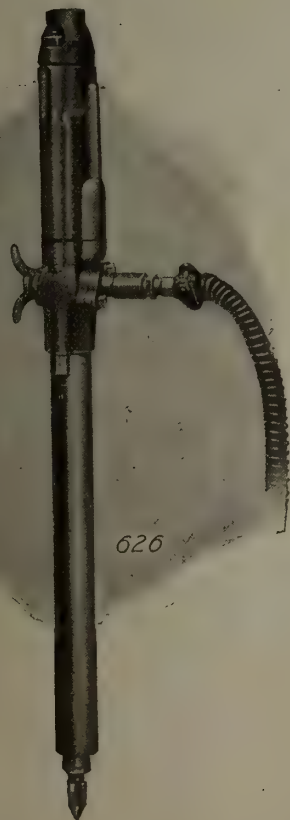
Winnipeg Agents—Bisset & Webb, Limited, 151 Notre Dame Ave. East, Winnipeg, Man.
Vancouver Agents—Fleck Bros., Limited, 1142 Homer St., Vancouver, B.C.



GOODHUE BELTS
J.L. GOODHUE & CO. Limited.

DANVILLE — QUEBEC.

The C C 25 Drift Bolt Driver in the Shipyard



¶ The Drift Bolt Driver shown in the cut will drive home in 25 seconds a drift bolt five feet long, 1 3/8" diameter, with 1/16" drift.

¶ For down driving the same tool is used with the air feed removed and replaced by a cross handle. For either upward or downward drive two men with the C C 25 Drift Bolt Driver will accomplish as much as three men working by hand.

¶ The tool is sturdy,—steel throughout, has automatic lubrication, single throttle control, and the air feed for upward drive is simple and powerful.

In one advertisement we cannot tell you of all our labor-saving devices for the shipyard—the "Imperial" motor-hoists that simplify hoisting problems, the "Little David" wood-borers, portable saws, etc., but our nearest office will be glad to advise you. Write for some of our bulletins, say 8006 and 8507.

Canadian Ingersoll-Rand Co., Limited

General Offices:
MONTREAL, Que.

Branch Offices:—Sydney, N.S.; Sherbrooke, Que.; Montreal, Que.; Toronto, Ont.; Cobalt, Ont.; Timmins, Ont.; Winnipeg, Man.; Nelson, B.C.; Vancouver, B.C.

C C 25 Drift Bolt Driver
with Air Feed for up driving.
Used for Treennails as well as
Drift Bolts.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:
 1 x 4/7 Good Strips\$56 00 \$59 00
 1 1/2 and 1 1/2 x 4/7 Good Strips. 57 00 61 00
 2 x 4/7 Good Strips 57 00 59 00
 1 x 8 and up Good Sides 61 00 63 00
 1 1/2 and 1 1/2 x 8 and wider Good Sides 79 00 81 00

2 x 8 and wider Good Sides .. 79 00 80 00
 1 in. No. 1, 2 and 3 Cuts 49 00 51 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 57 00 60 00
 2 in. No. 1, 2 and 3 Cuts 59 00 61 00
 1 x 4 and 5 Mill Run 44 00 47 00
 1 x 6 Mill Run 46 00 49 00
 1 x 7, 9 and 11 Mill Run 44 00 47 00
 1 x 8 Mill Run 46 00 49 00
 1 x 10 Mill Run 49 00 51 00
 1 x 12 Mill Run 50 00 52 00
 5/4 and 6/4 x 4 Mill Run 45 00 47 00
 5/4 and 6/4 x 5 Mill Run 45 00 47 00
 2 x 4 Mill Run 43 00 45 00
 2 x 6 Mill Run 46 00 48 00
 2 x 8 Mill Run 46 00 48 00
 2 x 10 Mill Run 50 00 51 00
 2 x 12 Mill Run 50 00 52 00
 1 in. Mill Run Shorts 35 00 37 00

Red Pine:
 1 x 4 and 5 Mill Run 37 00 40 00
 1 x 6 Mill Run 39 00 42 00
 1 x 8 Mill Run 39 00 42 00
 1 x 10 Mill Run 43 00 46 00
 2 x 4 Mill Run 37 00 39 00
 2 x 6 Mill Run 41 00 43 00
 2 x 8 Mill Run 41 00 43 00
 2 x 10 Mill Run 43 00 46 00
 1 in. Clear and Clear Face 44 00 47 00
 2 in. Clear and Clear Face 44 00 47 00

Spruce:
 1 x 2 Mill Run 38 00 42 00
 1 x 4 Mill Run 38 00 40 00
 1 x 6 Mill Run 41 00 43 00
 1 x 8 Mill Run 44 00 46 00
 1 x 10 Mill Run 46 00 48 00
 Mill Culls 21 00 33 00

Hemlock, No. 1:
 1 x 4 and 5 in. x 9 to 16 ft. ... 30 00 31 00
 1 x 6 in. x 9 to 16 ft. 33 00 34 00
 1 x 8 in. x 9 to 16 ft. 35 00 36 00
 1 x 10 and 12 in. x 9 to 16 ft. 35 00 37 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 34 00 34 00
 2 x 4 to 12, 10 and 16 ft. 34 00 35 00
 2 x 4 to 12 ft., 12 and 14 ft. ... 33 00 34 00
 2 x 4 to 12 in., 18 ft. 35 00 36 00
 2 x 4 to 12 in., 20 ft. 36 00 37 00
 1 in. No. 2, 6 ft. to 16 ft. 27 00 28 00
 2 in. No. 2, 4 in. and up in width, 6 to 16 ft. 26 00 27 00

Douglas Fir:
 Dimension Timber up to 32 feet:
 6x6 and 8, 8x10, 10x10 and 12, 12x12. \$50 50
 6x10, 8x10, 10x14, 12x14, 14x14 51 00
 6x12, 8x12 51 50
 14x16, 16x16 52 00
 6x14, 8x14, 10x16, 12x16 52 50
 14x18 53 00
 8x16, 10x18, 12x18 53 50
 18x18, 20x20 54 00
 12x20, 24x24 54 50

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain... 59 50
 Fir flooring, 1 x 4, edge grain... 59 50
 Fir flooring, 1 x 4, flat grain... 42 50
 No. 1 and 2, 1-in. clear Fir rough 47 00 62 00
 (Depending upon widths).

No. 1 and 2, 1 1/2 and 1 1/2 in. clear Fir rough 56 00 60 00
 No. 1 and 2, 2-in. clear Fir rough 56 00 60 00
 1 x 5 and 1 x 6 Fir casing... 59 50
 1 x 8 and 1 x 10 Fir base 61 50
 1 1/2 and 1 1/2 x 8 x 10 x 12 E. G. stepping 70 00

1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping 60 00
 1-in. clear Fir, d. 4 sides 47 00 55 00
 1 1/2 x 1 1/2 in. clear Fir, d. 4 sides 55 00 57 00

XX B. C. cedar shingles 3 15
 XXX 6 butts to 2 in. 4 20
 XXXXX 5 butts to 2 in. 4 80

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$75.00	\$50.00	\$40.00	\$25.00
5/4 & 6/4	85.00	60.00	40.00	30.00
8/4	105.00	75.00	45.00	30.00
10/4 & 12/4	135.00	105.00	65.00	
16/4	145.00	125.00	65.00	

Ash, Brown

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	65.00	45.00	35.00	28.00
6/4	72.00	60.00	45.00	30.00
8/4	74.00	62.00	48.00	32.00

Birch, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	60 62	42 45	32 35	
5/4 and 6/4	65 68	48 50	38 40	
8/4	68 70	50 52	40 42	
10/4 and 12/4	80 82	65 67	50 55	
16/4	90 92	75 78	60 65	

Basswood, dry weight 2500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$60.00	\$47.00	\$38.00	\$30.00
5/4 & 6/4	68.00	52.00	45.00	32.00
8/4	68.00	52.00	45.00	35.00

Chestnut, dry weight 2800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$65.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	56.00	48.00	
8/4	72.00	56.00	48.00	

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$54.00	\$42.00	\$35.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00	28.00
12/4	70.00	57.00	45.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$57.00	\$60.00	\$47.00	
5/4 & 6/4	65.00		55.00	
8/4	65.00		55.00	

Gum, Sap

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$49.00	\$42.00		
5/4 & 6/4	52.00	45.00		
8/4	52.00	45.00		

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$65.00	\$45.00	\$30.00	
6/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$58.00	\$45.00	\$35.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	65.00	50.00	42.00	32.00
12/4	80.00	62.00	52.00	35.00
16/4	90.00	75.00	60.00	35.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ... \$35.00
 No. 2 and better 42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$80.00	\$55.00		
5/4 & 6/4	87.00	60.00		
8/4	95.00	65.00		
10/4	120.00	90.00		
12/4	120.00	90.00		
16/4	120.00	90.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$100.00	\$68.00	\$70.00	
5/4 & 6/4	105.00	68.00	72.00	
8/4	108.00	68.00	72.00	

Red Oak, quarter cut.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$90.00	\$65.00		
5/4 & 6/4	100.00	70.00		
8/4	105.00	75.00		

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
 1-in. x 7-in. and up\$60 00 70 00
 1 1/2-in. and 1 1/2-in. x 8-in. & up 70 00 75 00
 2-in. x 7-in. and up 72 00 76 00
 No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:
 1-in. 53 00
 1 1/2-in. and 1 1/2-in. 60 00
 2-in. 60 00

Pine good shorts:
 1-in. x 7-in. and up 50 00
 1-in. x 4-in. to 6-in. 40 00
 1 1/2-in. and 1 1/2-in. 58 00
 2-in. 58 00
 7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 47 00 50 00
 Pine, No. 1 dressing strips 40 00 45 00
 Pine, No. 1 dressing shorts 38 00 40 00

Pine, 1-in. x 4-in. s.c. strips 42 00
 Pine, 1-in. x 5-in. s.c. strips 42 00
 Pine, 1-in. x 6-in. s.c. strips 44 00
 Pine, 1-in. x 7-in. s.c. strips 44 00
 Pine, 1 x 8-in. s.c., 12 to 16 ft. 40 00 46 00

Pine, 1-in. x 10-in. M.R. 49 00
 Pine, s.c. sidings, 1 1/2 and 2-in. 47 00
 Pine, s.c. strips 1-in. 40 00

1 1/2, 1 1/2 and 2-in. 42 00
 Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
 Pine, s.c. and bet., shorts 1 x 5 36 00
 Pine, s.c. and bet., shorts, 1 x 6 40 00
 Pine, s.c. shorts, 6' - 11', 1" x 10" 45 00

Pine box boards:
 1" x 4" and up, 6' - 11' 36 00
 1" x 3", 12' - 16' 36 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 35 00
 Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 30 00

O. culls r & w p 25 00
 Red Pine, log run:
 mill culls out, 1-in. 32 00 36 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 2-in. 34 00 41 00
 mill culls, white pine, 1" x 7" and up 34 00

Mill run Spruce:
 1" x 4" and up, 6' - 11' 32 00 33 00
 1" x 4" and up, 12' - 16' 34 00
 1" x 9" - 10" and up, 12' - 16' 40 00 42 00
 1 1/2" x 7" - 8" and up, 12' - 16' 40 00 42 00
 1 1/2" x 10" and up, 12' - 16' 46 00
 1 1/2" x 2" x 12" and up, 12' - 16' 46 00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00	
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	30 00	32 00	
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn		52 00	
1 x 10 No. 2 barn		46 00	
1 x 8 and 9 No. 2 barn		42 00	

Lath per M:
 No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
 No. 2 white pine 4 50
 Mill run white pine 4 75
 Spruce, mill run 1 1/2-in. 4 00
 Red pine, mill run 4 25
 Hemlock, mill run 4 00
 32-in. lath 2 00 2 25

White Cedar Shingles:
 xxxxx, 18-in. 5 00
 Clear butt, 18-in. 4 00
 18-in. xx 2 75
 Spruce logs (pulp) 13 00 15 00

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	Cts.	Per Cubic Foot
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

3 in. unsorted, Quebec, 4 in. to 6 in. thick, per M. ft. 22 00 25 00
 3 in. unsorted, Quebec, 7 in. to 8 in. thick, per M. ft. 26 00 28 00
 3 in. unsorted, Quebec, 9 in. thick, per M. ft. 30 00 35 00

Oak
 According to average and quality
 55 ft. cube 75 85

Elm
 According to average and quality,
 40 to 45 feet, cube 85 95
 According to average and quality,
 30 to 35 feet 55 65

Ash
 13 inches and up, according to average and quality, per cu. ft. 25 30
 Average 16 inch 30 40

Birch
 14 inch, average 22 25
 15 inch, average 26 28
 16 inch, average 30 35
 18 inch, average 35 40

Birch Planks
 1 to 4 in. thick, per M. ft. 25 00 30 00

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Fine, Common and Better
 1 x 6 and 8 in. \$74 00
 1 in., 8 in. and up wide 83 00
 1 1/2 and 1 1/2 in. and up wide 88 00
 2 in. and up wide 88 00

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 4/4 x 8 and up No. 1 and better 58 00
 6/4 x 8 and up No. 1 and better 72 00
 8/4 x 8 and up No. 1 and better 74 00
 4/4 x 6 and up No. 2 and better 61 00
 8/4 x 6 and up No. 2 and better 63 00
 6/4 x 6 and up No. 3 and better 55 00
 8/4 x 6 and up No. 3 and better 59 00

No. 1 Cuts
 1 in., 8 in. and up wide 50 00
 1 1/2 in., 8 in. and up wide 60 00
 1 1/2 in., 8 in. and up wide 61 00
 2 in., 8 in. and up wide 65 00
 2 1/2 and 3, 8 in. and up wide 84 00
 4 in., 8 in. and up wide 90 00

No. 2 Cuts
 1 in., 6 in. and up wide 38 00
 1 1/2 in., 6 in. and up wide 51 00
 1 1/2 in., 6 in. and up wide 52 00
 2 in., 6 in. and up wide 55 00
 2 1/2, 3 and 4 in., 6-in. and up wide 70 00

No. 3 Cuts
 1 in., 6-in. and up wide 33 00
 1 1/2 and 1 1/2 in., 6-in. and up wide 38 00
 2 in., 6-in. and up wide 39 00
 2 1/2, 3 and 4 in., 6-in. and up wide 45 00 48 00

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 1-in. x 5-in. 37 00
 1-in. x 6-in. 39 00
 1-in. x 8-in. 40 00
 1-in. x 10-in. 41 00
 1-in. x 12-in. 47 00
 1-in. x 13-in. and up 47 00
 1 1/2, 1 1/2 and 2 in. 47 00

No. 1 Barn
 1 inch 40 00 52 00

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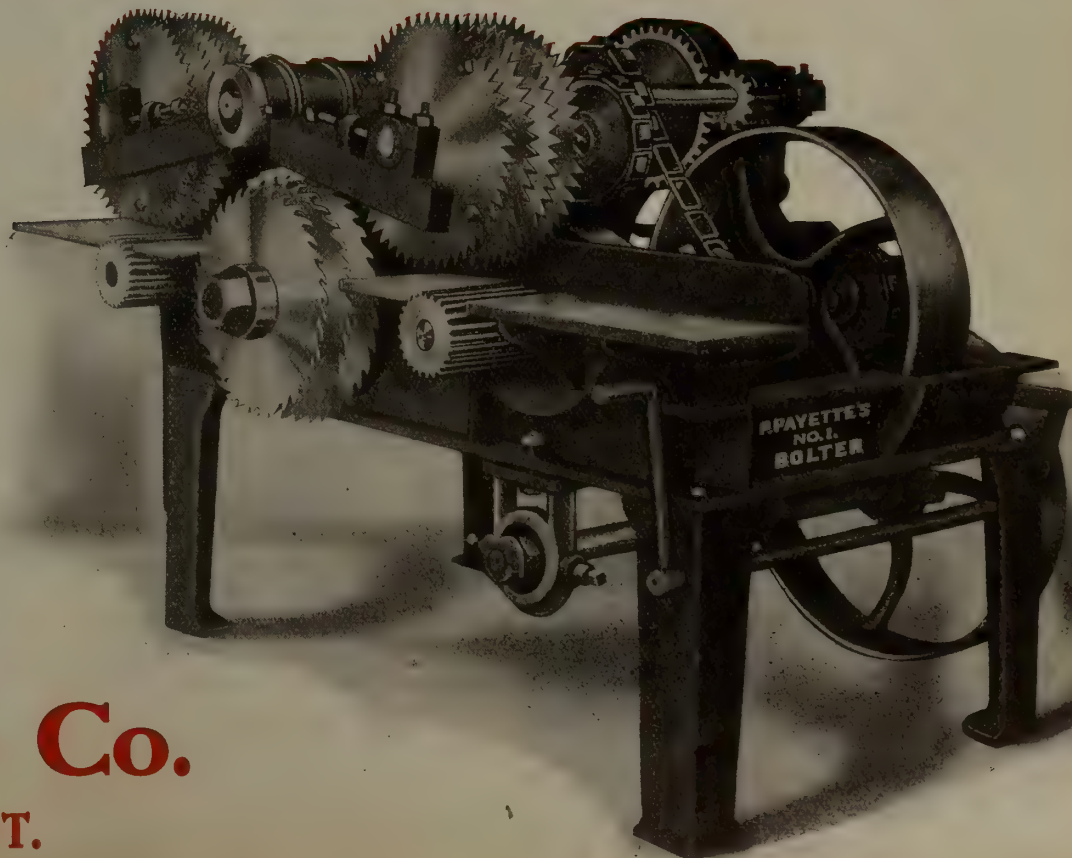
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SAP BIRCH						No. 1, 1 x 8 ... 56 00		56 00		All other random lengths, 7-in. and under, 8 ft. and up 34 00	
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SOFT ELM				White pine uppers, 4 in. 149 00		No. 3, 1 x 12 ... 53 00		53 00		1 x 3 32 00	
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5, 6 & 8/4	45 - 47	30 - 32	20 - 22	Selects, 2 1/2 and 3 in. 129 00		Can. spruce, clear, 1 x 4 to 9 in. 48 00		50 00		1 1/2 in. spruce lath 4 25	
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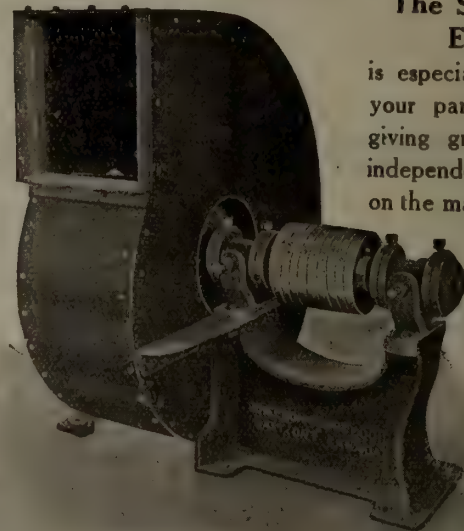
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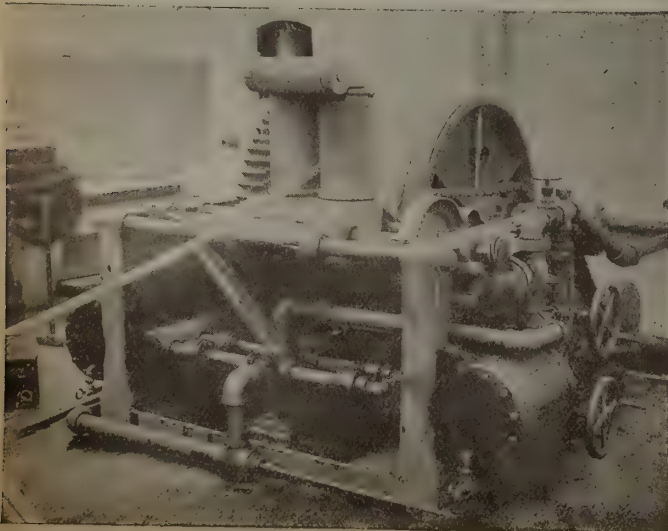
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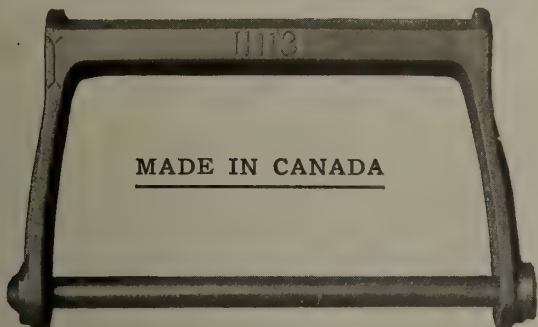
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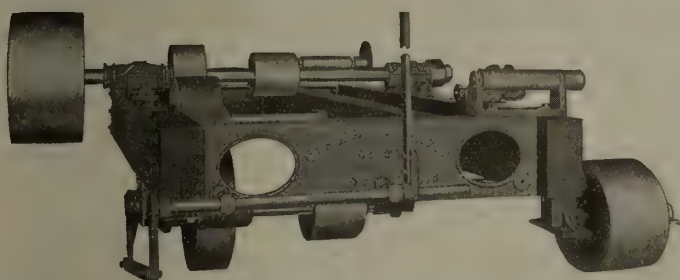
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McGibbon Lumber Company.
McLennan Lumber Company.
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(Continued on page 64)

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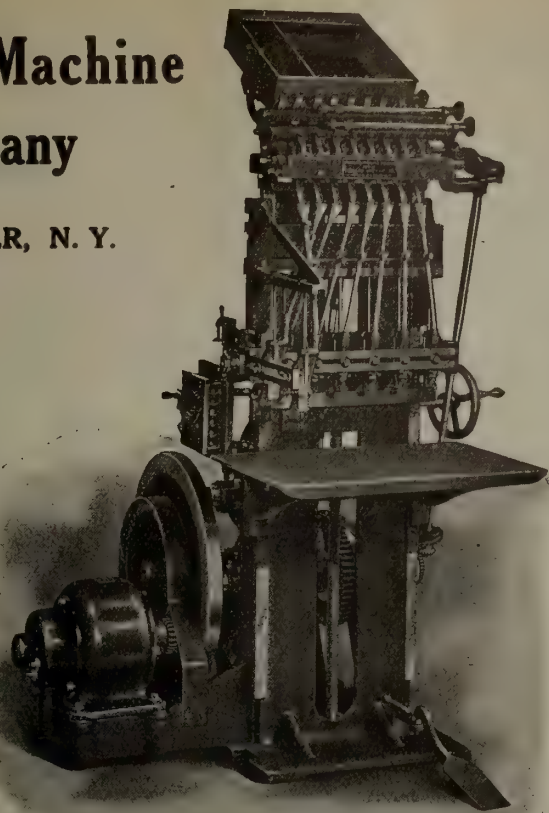
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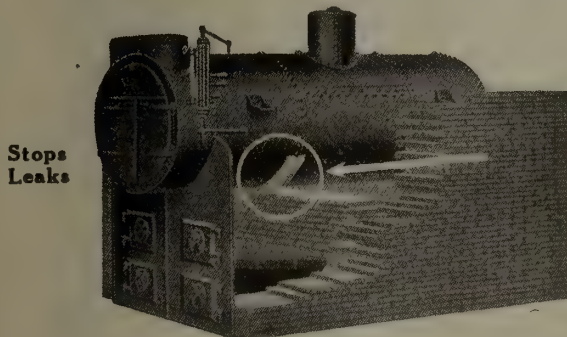
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No. 1 Log Jack with foot wheel and idlers.

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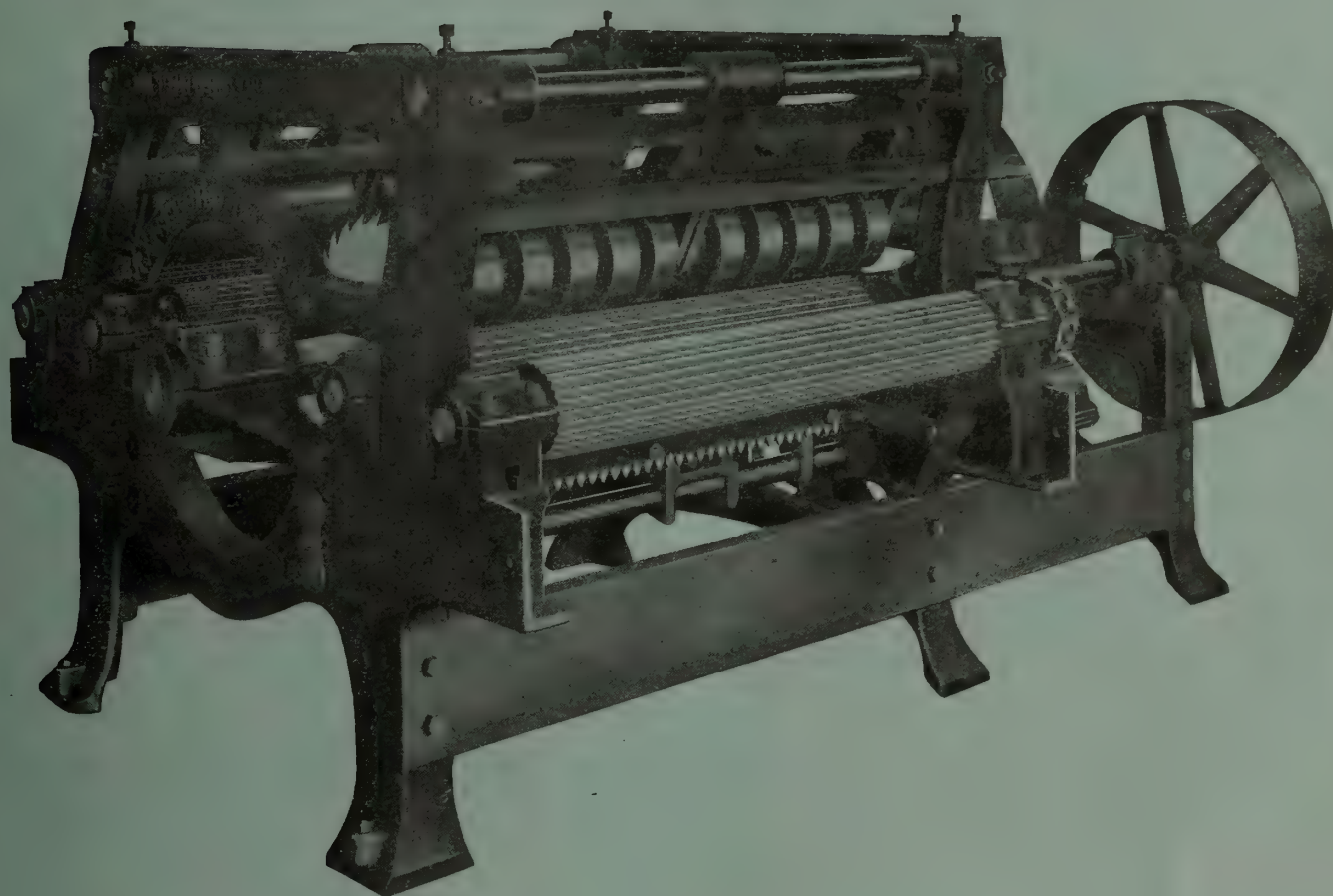
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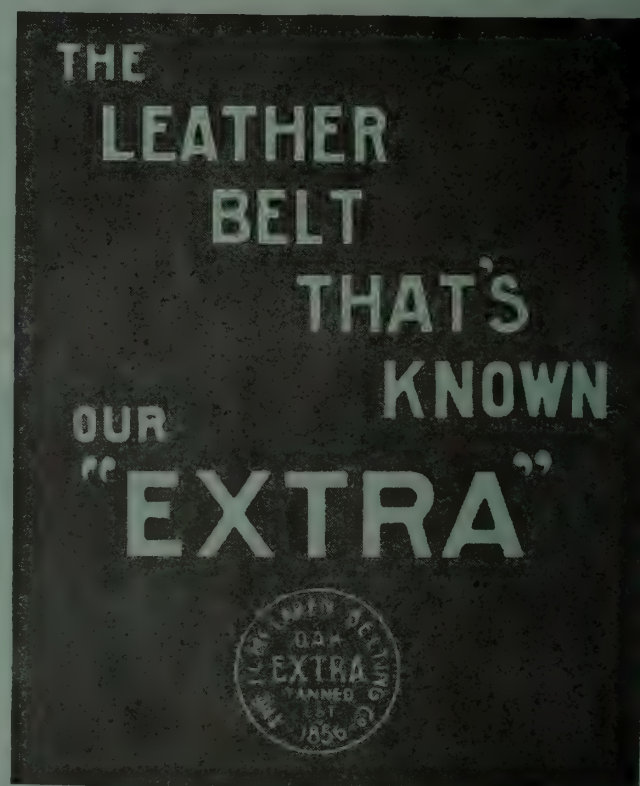


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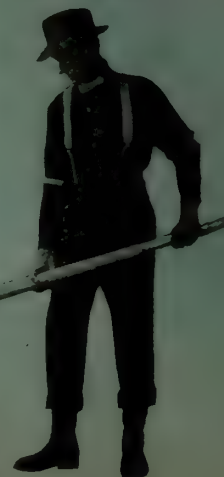
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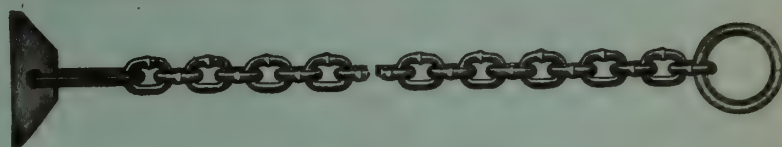
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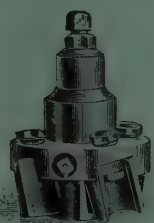
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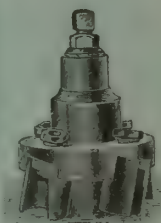
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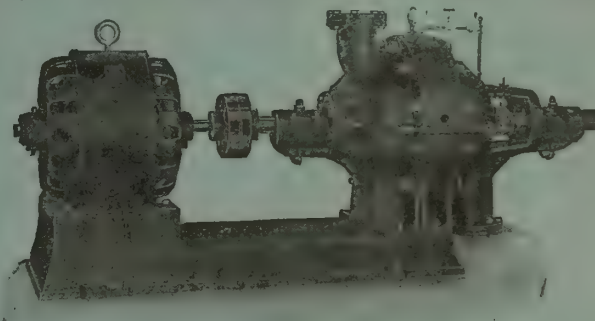
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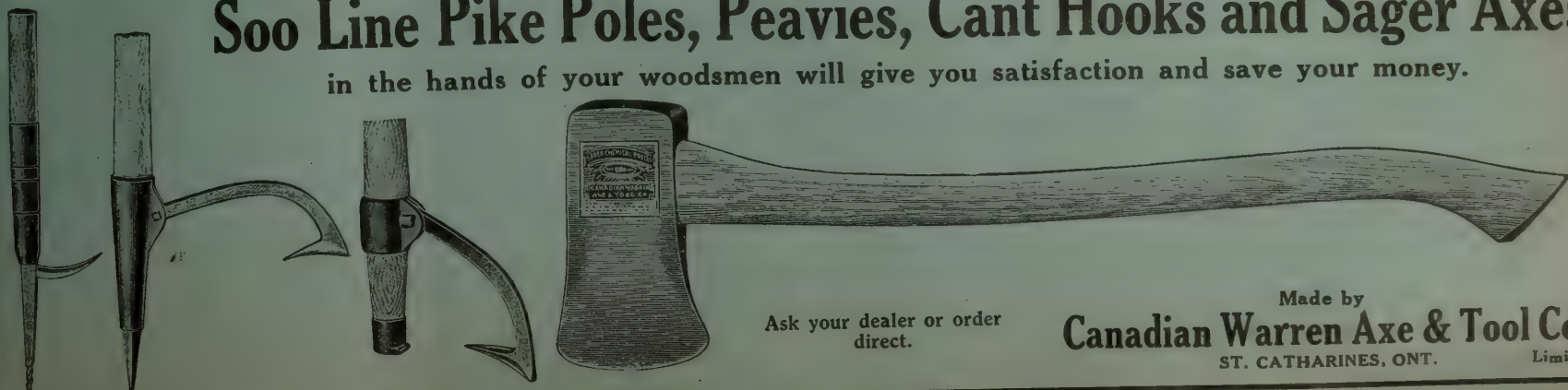
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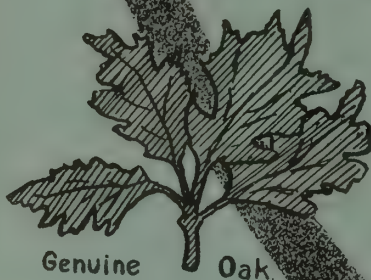
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32" LATH 4 ft.

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We can make prompt shipment on straight or mixed cars of clear kiln dried B.C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding,

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OUR GUARANTEE

goes with every

“CORBET”

Automatic Double Cylinder Steam Towing Machine

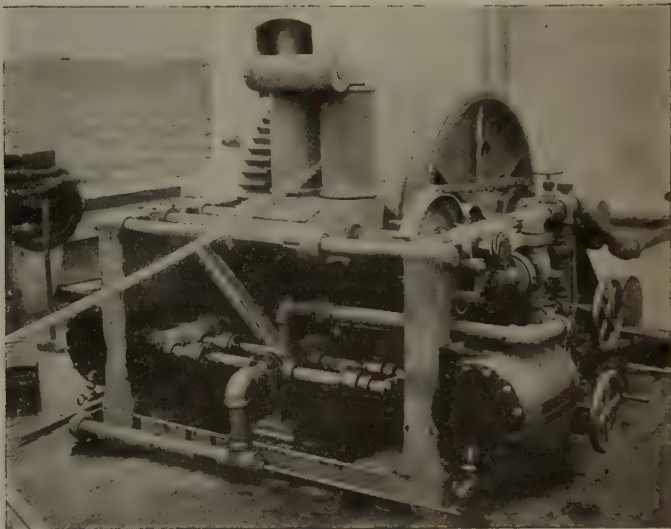
The satisfaction these machines are giving and the large number of testimonials we have received, from those who have installed them on their tugs speaks for itself. Anyone wishing to increase the efficiency and earning power of their tugs or barges should place their order *immediately*, in order to secure delivery by June 1st, 1918.

**WRITE NOW for prices, testimonials
and information sheet.**

**The Corbet Foundry & Machine
Company, Limited**

OWEN SOUND

ONTARIO



Made in four sizes, accommodating steel hawsers from 5/8 in. diameter up to 1 1/2 in. diameter.

Midland, Ont., August 16th, 1917.
The Corbet Foundry and Machine Co., Limited,
Owen Sound, Ont.

Dear Sirs,—

We are pleased to be able to report to you that your No. 2 Automatic Steam Towing Machine, which has 1200 ft. of 1-inch dia. Steel Hawser, which you installed on our tug D.S. Pratt, is giving us first-class satisfaction. We have been using this machine two years and there is no doubt but that it is far ahead of the old manilla rope, both in cost and trouble of handling. We take pleasure in recommending same.

Yours truly,
Canadian Dredging Co., Limited,
Norman L. Playfair, Sec.-Treas.

Geo. Gordon & Co.

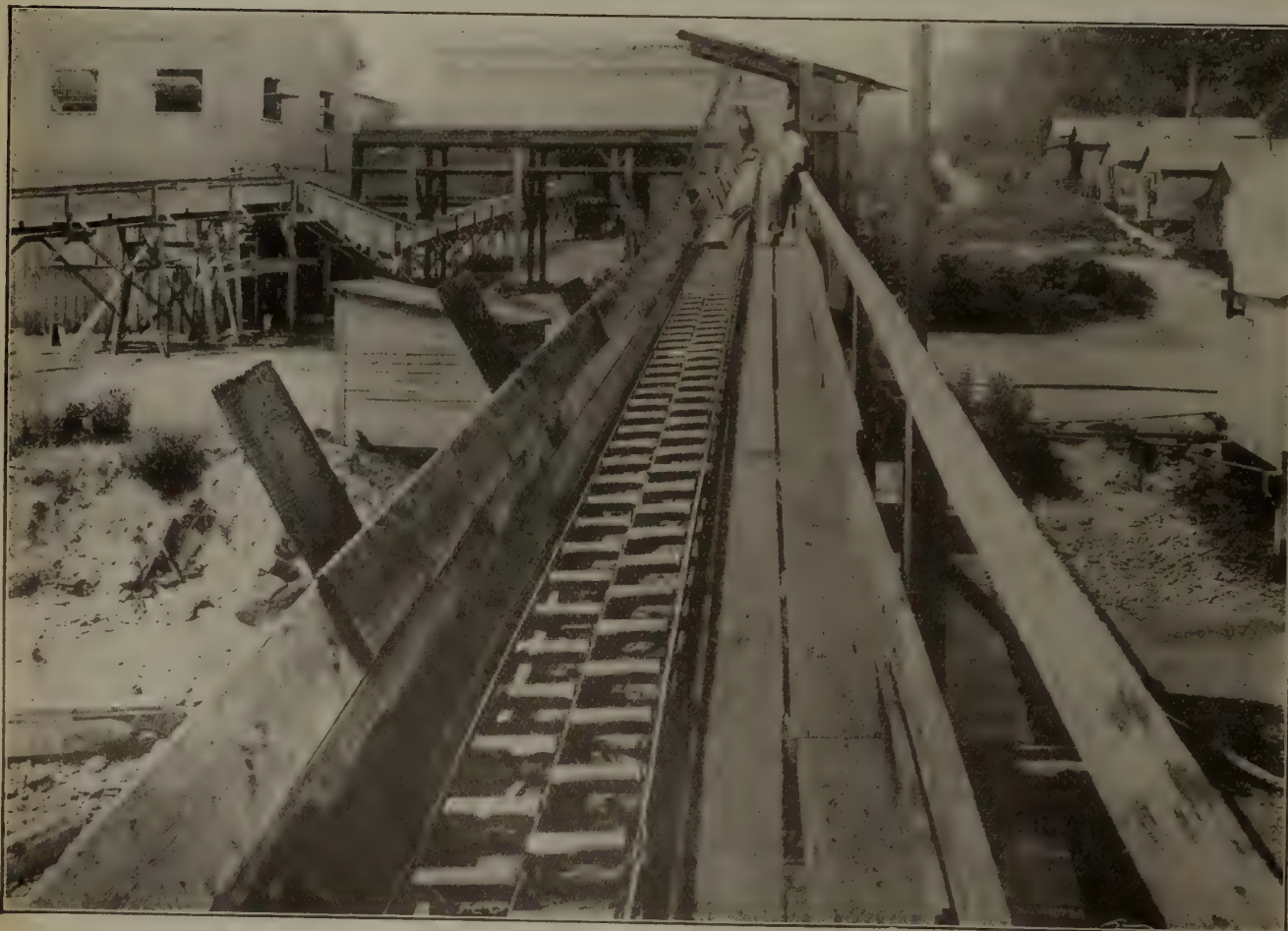
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Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.



The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

Canada Lumber Co.

LIMITED

WESTON, - - - - - ONT.

Offers F.O.B. Boakview, subject to prior sale and immediate acceptance:

1917 CUT No. 2 HEMLOCK

20,000 feet 1 x 4 and up.

25,000 feet 2 x 4—6/16.

23,000 feet 2 x 6—6/16.

30,000 feet 2 x 8 —6/16.

23,000 feet 2 x 10—6/16.

Our particular specialty is Dressing, Matching and resawing in Transit.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

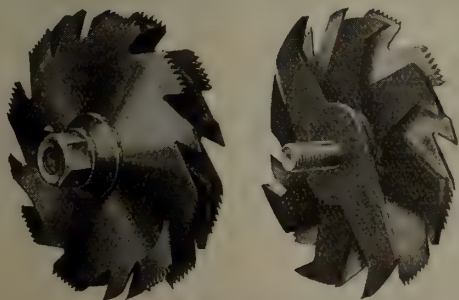
Fraser & Co.

Mills at

DESCHENES

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**White Pine
Red Pine
Spruce
Lumber and Lath**



Patented Nov. 29 '92; July 19 '10.

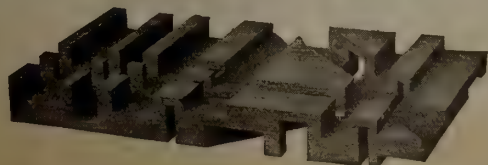
Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

Write for New Illustrated Catalog.

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Grooves cut with Huther Bros. Dano Heads.

Austin & Nicholson

CHAPLEAU, ONTARIO

**Lumbermen and General
Contractors**

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

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**WHITE PINE
NORWAY**

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Cincinnati, Ohio

YELLOW PINE

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TIMBER - DIMENSION - FINISH

Inquiries Solicited

The
Harris Tie & Timber Co.
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Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

**STRATFORD
OAKUM**

Quality Guaranteed
Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.
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**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

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Ready for Shipment

HEMLOCK in the best grades is our big specialty, and our Dry Stock can be shipped at once. We have the best facilities on the Georgian Bay.

Phone or wire us for quotations

McGibbon Lumber Company
PENETANGUISHENE, ONT.

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Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE.
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EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

8,000 feet 2 x 6	10/16 Hemlock, No. 1.
8,000 " 2 x 8	"
12,000 " 2 x 10	"
14,000 " 2 x 10	"
10,000 " 1 x 4 up	6/16 "
7,000 " 2 x 4	8/16 "
7,000 " 2 x 8	8/16 "
12,000 " 2 x 10	"
12,000 " 2 x 8	"
6,000 " 2 x 10	"
22,000 " 2 x 4 to 10	8/16 ft.

Down tally No. 2 if any. Dry Stock, F.O.B. Car, Waubamikon, C. N. R.

G. M. FRENCH

Wholesale

Lumber, Lath Shingles

RENFREW - - ONT.

Standing Timber

in Large or Small Blocks

FOR SALE

Special Prices

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. x 20-in., 60-ft.

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

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RIGHT GRADES QUICK SHIPMENTS



Canadian Western Lumber Co.

FRASER MILLS, B.C.

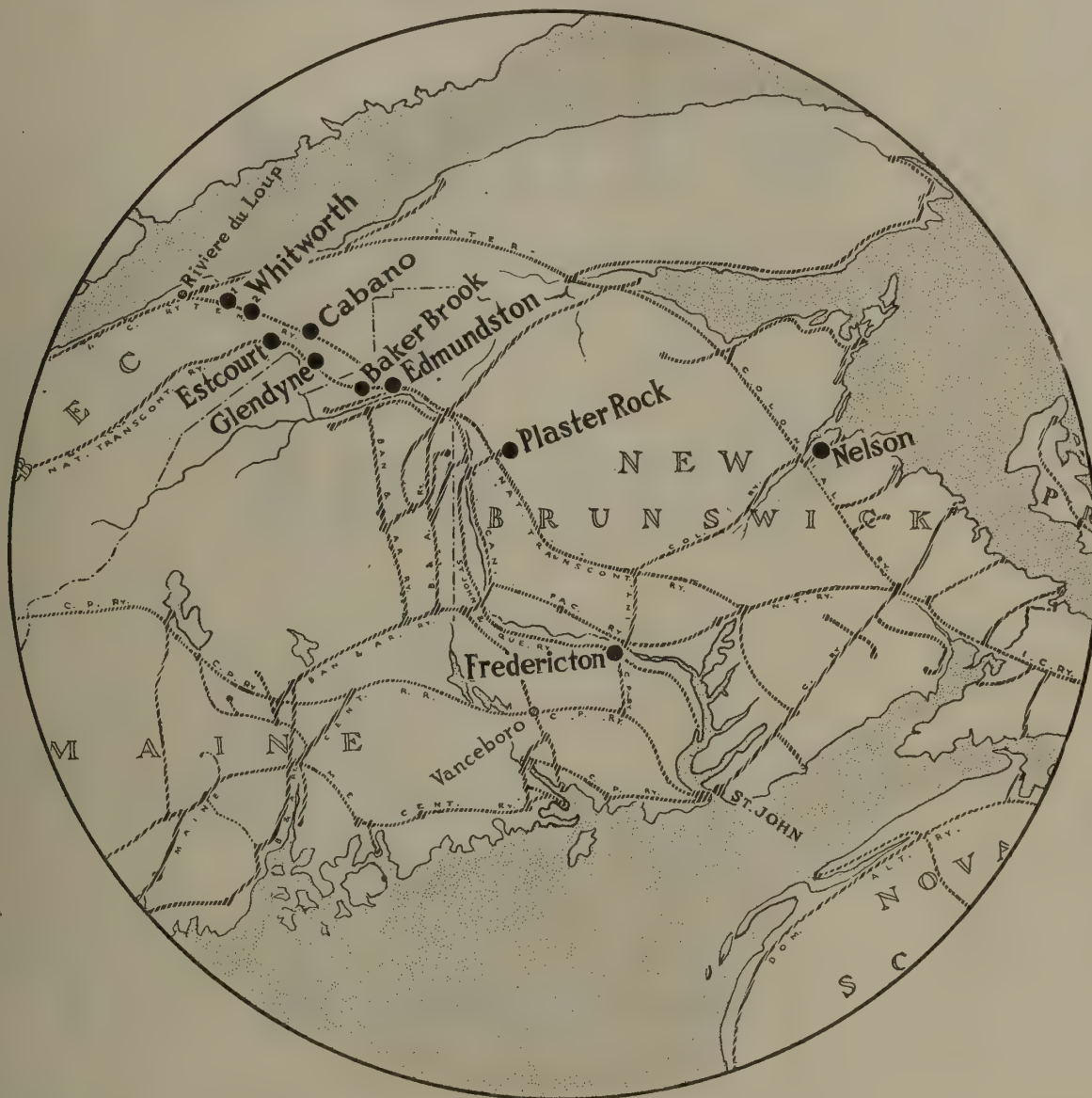
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Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
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Glendyne, Que.	"	N. T. R.
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Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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**The Montreal Lumber
Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St.
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Manufacturers of

**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.

New Glasgow, N. S.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
28 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	up
26 M. ft. 1 x 4 and up	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS

95 King St. East TORONTO

**WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.

Limited

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SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
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James Gillespie

Pine and Hardwood

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North Tonawanda, N. Y.

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Wanted 1918 Output

of Mills

**In Ontario Hard and
Soft Woods**

Write us NOW!!!

Highest prices paid, and would advance money for operations.

**C. G. Anderson Lumber
Company, Limited**

Manufacturers and Strictly Wholesale
Dealers in Lumber

**705 Excelsior Life Building
Toronto**

**Practical
Timber
Estimates**

by

EXPERT TIMBER MEN

James W. Sewall

OLD TOWN. - MAINE

**We are buyers of
Spruce, 10ft. & up**

Consisting of

2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also

**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square

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Cable Address, "Tectona," Glasgow
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**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
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England

Wanted for 1918

I am in the market for:

100,000 ft. 1 1/2, 2, 2 1/2, 3, 3 1/2, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.

4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.

1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.

1 in. Basswood, log run.

I HAVE TO SELL

Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahogany.
All selected stock.

Send me your requirements.

Herbert F. Hunter

70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros.

Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log loaders, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Merston 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 48 in.
1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoothing for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Rails and frogs for yard.
Booms and boom chains, 1/2, 3/4 & 1.
Winches and other mill supplies.
Small shunting locomotive.
Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

We Offer These Desirable Dry Hardwoods

1 Car 4 1/4" No. 1 Com. and Btr. Black Ash

3,500' 6 1/4" " " " "

1 car as follows:

1000' 5 1/4" No. 1 Com. and Btr. Birch

9000' 6 1/4" " " "

2000' 8 1/4" " " "

1 Car 6 1/4 No. 2 Com. and Btr. Birch

3 Cars 8 1/4 " " "

Guaranteed not over 15% No. 2 Com. in last two items.

1 Car 6 1/4 x 9 & up No. 1 Com. & Btr. Birch

Specially sorted for Step stock.

1 Car 12 1/4" No. 1 Com. and Btr. Birch

2 Cars 4 1/4" No. 3 Com. Hard Maple

1 Car 8 1/4" No. 2 Com. & Btr. Hard Maple

2 Cars 12 1/4" No. 1 " " "

1 Car 8 1/4" No. 2 Com. and Btr. Basswood

2 Cars 12 1/4" No. 1 " " Soft Elm

*Call early and get first choice as
these lines are hard to replace*

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE :— 712-20 Bank of Hamilton Bldg.

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Mills : Byng Inlet, Ont.

PETRIE'S MAY LIST

of
NEW and USED
WOOD TOOLS
for Immediate Delivery

Band Saws

54" Jackson-Cochrane, re-saw.
36" Yates, pedestal.
30" Cowan, bracket.
30" Ideal, pedestal.
28" Ballantine, bracket.

Saw Tables

No. 1 Crescent (2)
No. 2 Crescent, combination.
No. 3 Crescent universal cut-off gauge.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
M64 Cowan, rip and cross-cut.
Fisher, iron frame rip.
12' Defiance automatic cut-off.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
Champion combination wood top.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Champion planer and matcher, with moulding attachment.
24" Cowan, buzz.
No. 202 Canada Machinery Corp., timber sizer.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
No. 1 Smart, foot power.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey No. 8 Giant, slab re-saw.
Humphrey gang splitter.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

Elliot universal woodworker.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
No. 2 Defiance belt sander.
Crescent post boring machine.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
16" C. M. C. wood turning lathe.
No. 221 Woods planer knife sharpener.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
Waterous lath machine.
48" 3-saw edger.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
No. 104 Covell band-saw roller.
No. 66 Hamilton band-saw sharpener.
No. 6 Covell band-saw swedge.
16" Superior, saw arbors.
20" Superior, saw arbors.
No. 21 Covell filing clamp.
Defiance automatic handle shapers.
Defiance rounding, boring and jointing machine.
24" Defiance, pole tapering machine.

Prices, Descriptions and full particulars on request.

H. W. PETRIE, LTD.
Front St. West
TORONTO, ONT.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
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Herbert C. Gordon, Representative

Milne, Hall & Johns Co., Inc.

502-3-4 Gerke Bldg. CINCINNATI, OHIO

Manufacturers of

Hardwood Lumber

OUR SPECIALTY

2½ to 6 in. WHITE OAK

Specially selected for WAGON and IMPLEMENT use.

Send us your requirements and we will quote delivered prices.

"For Immediate Shipment"

Dry Merchantable Spruce

25 M. ft. 2 x 5—10/16
100 M. ft. 2 x 6—10/16
50 M. ft. 2 x 7—10/16
20 M. ft. 2 x 9—10/16
100 M. ft. 2 x 4 to 10, 10/16 ft., 60 per cent. 7 in. and wider.
30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.
Above stock sawn plump thickness.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—

Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

Our Horseshoe Products

Lumber—Lath—Timber

Milling and Resawing Done

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Boxes, Box Shooks, Wooden Pails and Tubs

"WE AIM TO SERVE YOU WITH THE BEST"

We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO

Mill at Orillia, Ont.

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT.					
		5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.
1st and 2nds	...	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft
No. 1 Com.	...	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft
No. 2 Com.	...		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft
		CYPRESS.					
1st and 2nds	...		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft
Selects	...		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft
No. 1 Shop	...		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft
		HARD MAPLE.					
1st and 2nds	...	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft
No. 1 Com.	...	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft
No. 2 Com.	...		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft
		SOFT MAPLE.					
1st and 2nds	...	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft
No. 1 Com.	...	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft
No. 2 Com.	...		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft
		PLAIN RED OAK.					
1st and 2nds	...	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft
No. 1 Com.	...	10,000 ft	122,000 ft	68,000 ft	39,000 ft	88,000 ft	25,000 ft
No. 2 Com.	...		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft
		PLAIN WHITE OAK.					
1st and 2nds	...	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft
No. 1 Com.	...	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft
No. 2 Com.	...		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft
		IMPLEMENT GRADE WHITE OAK (free of heart)					
50,000 ft.	1 1/2 in.	200,000 ft.	2 in.	70,000 ft.	2 1/2 in.	100,000 ft.	3 in.
		SOUND SQUARE EDGED WHITE OAK					
		About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.					
		We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.					

A Few Miscellaneous Cars We Wish to Move

1 car	1 in.	1 and 2 White Ash.
1 car	1 1/2 in.	1 and 2, White Ash.
1 car	2 1/2 in.	1 and 2 White Ash.
1 car	1 in.	No. 1 Com. Wh. Ash.
1 car	1 1/4 in.	No. 1 Com. Wh. Ash.
1 car	1 1/2 in.	No. 1 Com. Wh. Ash.
1 car	3 in.	No. 2 Com. Wh. Ash.
1 car	1 1/2 in.	No. 1 Com. Beech.
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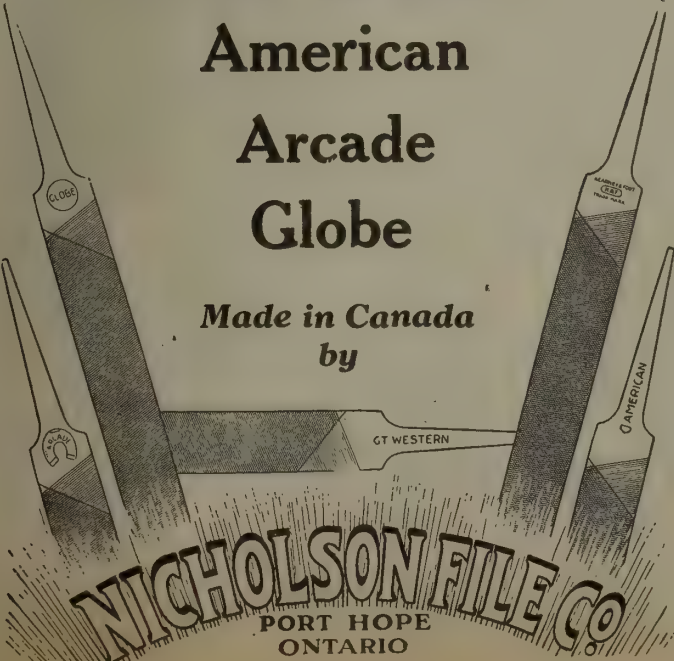
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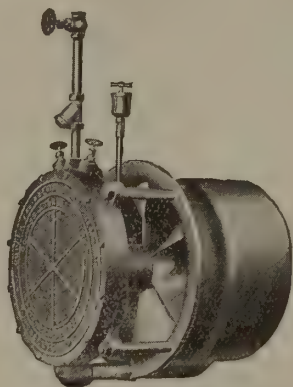
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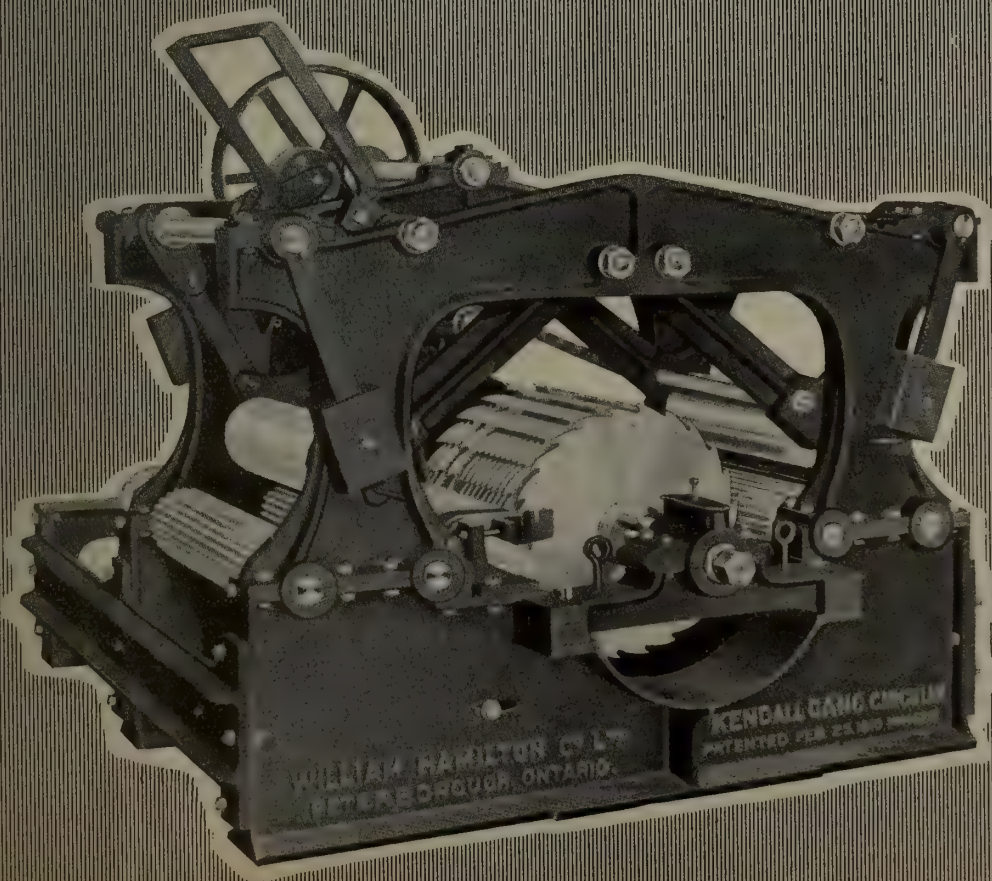
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Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Vol. 38

Toronto, May 1, 1918

No. 9

Public Service Organized on Entirely New Basis

The bare announcement that 1,200 men have gone to various parts of the province of Ontario to serve as fire rangers under the direction of the Department of Lands, Forests and Mines for the coming season is more interesting than usual. Some new features connected with the appointments this year are that they have been made on the ground of merit, efficiency and worth, rather than through the former method of political pull, or as it is more commonly termed, "log rolling." Heretofore the qualifications of a fire ranger have been in too many instances his ability to manipulate matters so that he could land what was usually regarded as a prolonged season's outing. For a decade or more small consideration was given to the important character of the work, its responsible nature and the unceasing vigilance required in the faithful performance of such duties. Little need be said, however, on this side of the subject, as a fire ranger's work to-day is more important and vital than at any previous period. The qualifications of the men must be such that they are in every way fitted for the positions, since appointments are no longer made through nepotism or patronage.

Another feature that arouses considerable favor is the appointment of returned soldiers who are able to follow outdoor employment. Last year a number of veterans suffering from shell shock were taken from the institutions where they were being treated and placed on the staff. The open air life, elevating surroundings and sense of freedom and quietude engendered by the forests seemed to have lifted the thoughts of the men off any physical disability and resulted in exhilaration and convalescence. Nerves have been strengthened, weak constitutions built up, and ambition and hope restored in the dispirited, and the depressed. No man can mingle amid the tall timbers for many months without experiencing new feelings and realizing that after all environs have much to do with the mental and physical well-being of every individual. That the Department of Lands, Forests and Mines has given heed to the claims of so many returned soldiers

and that about 300 have been appointed as fire rangers, is an act worthy of consideration. This is one of the callings which the men can follow with the greatest benefit and improvement, if they are physically able to move about and give some study to the requirements of the work.

It is interesting to learn that no men who have been exempted from military service or boys under military age are being employed this year. The Department has very wisely assumed that if men of these ages are fit to do fire ranging they are able to do their bit in the great productive campaign and will be more useful on the farm as soldiers of the soil. Most of those who have been engaged are married or over military age, and they range in years from 33 to 55.

The work of safeguarding the wooded wealth of Ontario is no longer a prolonged furlough, camping expedition, or pleasant diversion for university students or men fitted for military service or farm work.

Proposed Regulations for Feeding of Men in Lumber Camps

The conservation and regulation of the food supplies of the Dominion is claiming attention from every branch of industrial activity. Suggestions covering the meal service in camps have been sent out by the Food Control Department at Ottawa, to the various companies carrying on woods operations and the lumbermen in different sections of the Dominion have held important meetings to consider the fixed allowances per man per diem. These proposals have met with hearty response on the part of the industry and every member has expressed willingness and readiness to co-operate with the authorities to the fullest extent.

For some years there has been considerable rivalry among concerns carrying on work in the woods with respect to which could set the best table, offer the largest variety and present the greatest number of delicacies and in the most generous quantities. On all sides it is admitted there has been too lavish an expenditure for menus which has led to extravagance and waste. The whole system of feeding the lumberjack is about to be reformed and placed on a sound, economic and uniform basis—standardized nationally. At one of the meetings a prominent member stated that lumbermen in providing food at the shanties had shown more rivalry than New York hotels. Even with the rich and appetizing bills of fare which have been furnished in many camps, men have complained of the character of the viands and travelled on to the next scene of operations in large numbers.

Instead of half a dozen kinds of pie, cake and pudding, the lumberjack during the coming season will probably have to content himself with one variety and if dissatisfied he can gain nothing by jumping his job and journeying on to the next camp. There the regulations will be the same and he will get meat, wheat products, butter, sugar, fats, etc., in just the same quantity and surrounded by the same restrictions. It will be a case of Hobson's choice—that or none. The cooks of the camps will be placed under a strict regime, with heavy penalties attached, for violation of any of the food laws, while all the lumber companies will be licensed and compelled to present periodical sworn reports regarding the number of meals served and the quantity of foodstuffs consumed. All camps will be visited by inspectors to see that the federal mandates are carried out.

Another request made by the lumber companies is that the rules of the Department regarding the quantities of meat, wheat and other edibles to be consumed shall be printed and prominently posted in every camp so that the law may be ever in front of the men. They will thus have a healthier respect for what the Ottawa authorities are endeavoring to effect in conjunction with logging operations. No real hardship will be imposed on any employee, but the truth must be driven home in every conceivable way that it is necessary to conserve the supplies to feed the men at the front; that waste is a crime, gluttony treason, and sane rationing the supreme need of the hour. Why? In order to protect and safeguard the armies and starving people of Europe.

Pigs will be kept near every camp, and all table and kitchen refuse fed to them, thus eliminating any waste which can be used to the greatest advantage. The raising of pork is one plan to which the heartiest endorsement has been given. Concerted effort will be made

to co-operate to the full extent with the Food Controller in seeing that, from a patriotic and productive standpoint, the complex problem is dealt with in a firm, fearless manner. Licensing of camps by the Food Board, rationing of the men, collective, coordinated control by the companies which spells efficiency and obviates waste and error, will become effective in the production and distribution of supplies, and in helping along the winning of the war.

How Far is Contract to be Honored These Days?

When is a contract binding? Are there any differences in agreements of a written character as applied to manufacturers, wholesalers or retail lumbermen? Recently several representative lumbermen were assembled, and the subject under discussion was "contracts." One of them remarked that retailers of late had not sought to evade or cancel any agreements and he presumed the reason was the scarcity of stock in certain lines, delayed deliveries and constantly ascending prices. Market conditions, he added, have been such that the retail lumbermen who in the past endeavored to side-step contracts and cross lots in reference to certain agreements have been very anxious to live up to everything in the way of a covenant during the past few months. It was not so, another speaker said, in ante-bellum days, when values were receding and many retailers essayed to avoid implementing their obligations. Why? because in many instances they found that prices were lower, and they possibly could place trade elsewhere to better advantage than with the wholesalers or manufacturers with whom they had ordered so many car loads earlier in the season.

All this brings up the question of the sacredness and honor of a contract. How far is it binding on wholesaler and retailer? Is there any difference whatever in the application of the letter and spirit that should be lived up to? Nowadays with the stringent terms which wholesalers are held to, even to the advancing of 90 per cent. to mills on that stock is cut each month, whether the output is sold or not—wholesalers contend that should there be a slump in the situation—which, of course, is not expected until the war is over—that now is the time to consider the observance of contracts.

"It is a peculiar condition," remarked one wholesaler recently, "that no retailer ever wants to cancel when values are ascending, but let a certain grade or line of lumber decline and various excuses are put forth for not carrying out the understanding. Some customers come forward frankly and conscientiously say that they do not purpose living up to the agreement for the simple reason that they can buy cheaper elsewhere."

The openness of such a statement is, at least, appreciated, but others endeavor to side-step the issue by complaining of being overstocked, market being dull, lumber not up to grade, service faulty, deliveries unsatisfactory, cancellation of contracts by customers, and various other pretexts. Once in a while a customer will carry out a contract even when he knows that he can purchase cheaper elsewhere.

"There is this to be said," observed another speaker, "that when we find a man living faithfully and conscientiously up to every agreement, we are going to do our best to protect him in times of depression or when anything attractive is offering. Frequently we are in a position to tip him off regarding some snaps, special buying concessions or probable advances, in return for his keeping his word with us. It is a peculiar situation which makes it binding and obligatory in every way for a wholesaler to adhere strictly to the terms of his contracts with any mills, no matter what may result or what emergency arise, and frequently allows a retailer to play fast and loose with such affairs."

"The wholesale lumberman must stick to his compact, and assume responsibilities that are much larger and more burdensome than they were a few years ago when conditions of payment and financing were far easier. I throw out this suggestion in the hope that some retailers who are in the habit of cancelling, perchance on very weak grounds, may see the necessity and advisability of living up to their word. To side-step owing to prices fluctuating is neither fair nor reasonable. It is a poor rule that won't work both ways, and

if a wholesaler protects a retailer on a rising market, is there any valid reason why a reputable and responsible yard man should, in case values decline, seek to elude his share of the loss?"

In the game of business life the man who does the right thing at the right time seldom suffers. One who faithfully and loyally carries out his contracts, even though at a reverse, will be the gainer in the long run, not only in the matter of earning the goodwill and kindly consideration of those higher up in the trade, but in numerous other ways in which, when conditions are altered, they are able to make retribution on grounds more enduring than a mere dollars and cents basis.

Great Work of Canadian Timbermen in Overseas Service

When the history of the greatest world war comes to be written and the specific performance of the various units contributing so valiantly in the fight for freedom are carefully weighed, there will be a generous appreciation of the part that is being silently but effectively played by the sturdy Canadians in the forestry and lumbering corps.

These men, drawn from all ranks of the timber industry, have gone about their tasks with a cohesion, hustle and animation, that only those who have observed their wonderful achievements at close range, can adequately value. In a recent issue of the "Canada Lumberman" something of their self-denial, enterprise and push was related by Major J. I. Hartt, M.P.P., of Orillia, Ont., a well-known Canadian lumberman. Captain W. E. Schuster, of Belleville, Ont., who after two years' service overseas has returned home, during which time he filled many important positions, also speaks in glowing terms of the activity and esprit de corps of the Canadians, both skilled and unskilled, who have carried out such extensive timber operations in Great Britain and the allied countries.

For untiring efforts and devotion to the cause, the Canadian Forestry Corps, which is the comprehensive military term employed to cover all workers in tree felling and sawmill operations, is worthy of the highest praise. For real organizing and executive ability the eyes of the countries in the old world have been opened by the resourceful and adept Canadians, who have on every occasion accomplished more than they have been called upon to do.

At the beginning of the present year there were thirty-two companies in operation in Great Britain, and nearly double that number in France, the strength being approximately twenty thousand men, nearly all being native Canadians. The appeal from the Mother Country for men to undertake the important work of cutting timber were promptly and admirably answered, and while actual figures of production cannot be given, were the many millions of feet of timber revealed the total would appear almost incredible. What men united and properly officered, stimulated by high purpose and firm resolve, can do is amply demonstrated in the achievements of the forestry corps in backing up the gallant stand of the troops on the firing line. Perhaps, some one may observe with a sneer, that the work undertaken has been of a "safe" character and should, therefore, not be placed in the same niche as that of combatants.

For the information of any doubting ones it may be pointed out that these men have been subject to the greatest danger, privation and hardship. While some companies are far removed from the actual fighting zone, there are many others which have carried on their night and day operations under the shadow of the heavy guns, being frequently shelled and attacked from the air by the flying birds of prey.

When one thinks of the amount of timber required for laying steel, erecting huts, supporting trenches, improvising dugouts and building plank roads to bring up "the heavies" through the deep mud and over almost impossible physical barriers, too much praise cannot be bestowed upon the Canadian Forestry Corps for the abundant supplies delivered. The men are doing their bit in detailed work for the various positions held by the troops. When it is considered how much preparation is elementally dependent upon adequate supplies of lumber and timber, one can gauge something of the endeavors of the Canadians in cutting down trees, erecting and equipping sawmills and turning out millions of feet of the products of the forest for the safety, progress and comfort of our fighting forces.

Discrimination Against Canadian Shippers!

Wholesale Lumber Dealers Call Upon Railway Commission to Suspend the Export Lumber Tariff—Protests to be Sent to Many Organizations

The monthly meeting of the Wholesale Lumber Dealers' Association, Inc., was held on April 19th, at the Queen's Hotel, Toronto. There was a large attendance and much important business was attended to. Mr. A. E. Clark occupied the chair. A proposal for the extension of the Association, to take in members from Montreal and Ottawa, and to affiliate the work of the Association with that of the Canadian Lumbermen's Association, came up for discussion in connection with correspondence regarding the matter which had passed between the secretaries of the two Associations. After considerable discussion it was decided to leave this matter in the hands of the executive.

Fire Insurance Increased Rates

A report upon the increased fire insurance rates recently announced by the Canadian Fire Insurance Underwriters was presented to the meeting in a letter from Mr. W. C. Laidlaw, Chairman of the Insurance Committee. In his letter Mr. Laidlaw said:

"The increase is a general one and applies to a number of industries as well as that of woodworking. The increase, as it affects the lumber business, is one of 50 cents to the base rate for occupancy. There is also a general increase applying to all businesses for overtime and night work—20 per cent. extra for permission to work up to 10 p.m., 30 per cent. extra to work up to midnight, and 50 per cent. to work all night.

"These increases have been adopted by the Canadian Fire Underwriters' Association which controls all board companies. It is reported that the non-tariff companies are following their lead and doing the same thing. The fire insurance companies claim that there have been unusual fire losses recently and that they are compelled to increase their rates in order to cover their extra losses.

Neither of the increases above apply to sawmills, but they affect all other woodworking plants."

Mr. Laidlaw's report then went into an analysis of the proposed changes.

The first provision of the changes is one which cancels all tariff rates on a number of industries, including all woodworking risks (except sawmills), and pulp and paper mills.

The occupancy charge on all woodworking risks, including painting or finishing shops is increased by 50c (from \$2.50 to \$3.00).

In addition to the increases in occupancy charges, the key rates of a number of cities in Ontario have been increased. From April 15th no policies are being issued on manufacturing risks coming within the classes mentioned except at the new rates. It was provided also that if current policies were cancelled before the 15th of April, short dates were to be charged, even though the insurance was to be replaced for twelve months.

With the exception of industries in which overtime work is essential all manufacturing plants will be charged an additional rate for the privilege of working overtime, as explained in Mr. Laidlaw's letter above. Sawmills, and pulp and paper mills are exempt from overtime extras, and other risks in which it is absolutely necessary to work at night may be exempted.

After considerable discussion, in which it was made evident that the members desired to do all they could to be of assistance to the planing mill men in this matter it was carried that the matter should be referred back to the Insurance Committee for a further report as to the actual effect of the changes, so far as the planing mills are concerned.

Advance in Workmen's Compensation Rates

A communication from the Long Lumber Company, of Hamilton, regarding the increased rates for workmen's compensation, was read by the secretary. The rate for planing mills for 1918 has been increased by the Board from \$1.80 to \$2.00 and Mr. Guy H. Long, discussing the matter, stated that the rate was excessive in comparison with other rates. For instance, the rolling mills in Hamilton, which had a far greater average number of accidents were only to be charged the same rate as the planing mills. He thought that the retail lumbermen were being "soaked" because they had not taken the matter up with the Board. The furniture factories and a number of other manufacturers had taken their cases up with the Board and had got better rates. He believed it would be a good move if they could work out the whole thing and then have a meeting with the Board. They were only interested indirectly through the retailers, but he believed that it would be advisable to help the retailers in this way.

This matter was discussed by the members and it was decided that it would be best to have the retailers take it up before the wholesalers deal with it.

The Stop-off Service—Membership Grows

A letter from Mr. Marshall, Traffic Manager of the Board of Trade, dealing with the proceedings which had taken place in connection with the proposal of the railroad companies to cancel and restrict a number of the stop-off services and to increase the charge for others, was read by the secretary. A motion was carried approving of the course already adopted by the transportation committee in this matter and commending the stand taken by them and by other lumbermen at a meeting on April 10th, in the offices of the Canadian Manufacturers' Association, Toronto, when the representatives of the railroad companies were shown what a disastrous effect their proposed changes would have upon the lumber manufacturing and dressing-in-transit plants.

A motion of condolence was carried in connection with the death of Lieut. John A. Gordon, son of Mr. Alex. C. Gordon, of Mickle, Dymont and Son, Toronto. Lieut. Gordon was killed in action in France, on April 4th.

The membership committee reported that three new members had joined the Association since last meeting, viz., A. N. Dudley, Toronto; the R. Laidlaw Lumber Company, Sarnia, and Mickle, Dymont and Son, Barrie.

The Chairman reported that the Southwestern Ontario Retail Lumber Dealers' Association at their annual meeting in Sarnia on April 16th, had expressed a desire to be favored with a list of the members of the Wholesale Lumber Dealers' Association, Inc., and on his suggestion the secretary was instructed to furnish the secretary of the Southwestern retailers with a list.

Protest Against Increased Export Freight Charges

A long discussion took place regarding a communication made by the chairman, to the effect that the Canadian railway companies had decided to charge the full fifteen per cent. increase permitted by the Board of Railway Commissioners, not only on domestic business as provided for in the Board's order, but also on through traffic from Canadian points to points in the United States.

Mr. Clark pointed out that according to the order of the Interstate Commerce Commission which gave United States railways permission to increase their rates by fifteen per cent., the increase on lumber rates is not to exceed 1c per hundred pounds, and that therefore the fifteen per cent. increase charged by the Canadian railroads on the United States portion of a through haul would, in a great many cases, be a discrimination against the Canadian shippers. Mr. Clarke also reported that the new tariff filed with the Dominion Railway Board covering this charge was to go into effect on April 10th, which left the Canadian shippers no time for protesting against it, as they had not received notice of it until the 19th, and even this notice had been obtained in a round-about and informal manner. On the United States portion of the haul this increase will amount, in some cases, to as much as 4½c per hundred pounds, which will be a serious handicap as compared with a maximum increase of 1c per hundred pounds permitted by the Interstate Commerce Commission of the United States.

Mr. Clark reported that as Chairman of the Wholesale Lumber Dealers' Association he had taken the liberty of wiring the Chairman of the Board of Railway Commissioners protesting against the export lumber tariff dealing with this matter which had been filed by the Canadian railway companies, and asking for its suspension pending a hearing on the subject. At his request several other members of the Association had also wired to the Board.

After the members had discussed the matter and expressed indignation at the treatment given to the lumber shippers, a strongly worded protest was drawn up by a special committee consisting of Messrs. G. H. Long, W. J. Lovering, and A. E. Eckardt. The motion protested against the new tariff, asked the Board on what authority they granted it and called for the suspension of the tariff.

A motion was carried that this resolution should be sent to the Board of Railway Commissioners in a night letter. The secretary put the resolution on the wire and received on Monday morning following, April 22nd, the following letter from the secretary of the Board:

"The request for the suspension of the export lumber tariff was

not received until to-day (April 20th), when the tariff was already effective, and, consequently, the Board is unable to suspend. If exception is taken to the tariff in question, which is now effective, the parties should submit written statements showing in what regard exception is taken thereto, and why."

Mr. W. N. Gillespie, of North Tonawanda, N.Y., who was a guest at the meeting, spoke briefly regarding trade conditions in the United States. He expressed the opinion that the Interstate Commerce Commission would have something to say about the export lumber tariff of the Canadian railroads, so far as it affected charges for freight hauls in the United States, and he undertook to notify the lumber associations at North Tonawanda and Buffalo and see what they could do about it.

The secretary was also instructed to send copies of the protest of the association to the Canadian Lumbermen's Association, the Canadian Manufacturers' Association, the Toronto Board of Trade, and the National Wholesale Lumber Dealers' Association of the United States.

Mr. H. J. Terry reported that Mr. John Donogh, wholesale lumber dealer, Toronto, was very ill, and suggested that the members should send him a bouquet of flowers and a letter expressing their regret and their hope that he would soon be restored to health. The suggestion was put in the form of a motion, seconded by Mr. J. P. Johnson, and was unanimously carried.

Trade Acceptances and Note Renewals

The Chairman then made a report upon the proceedings of the annual meeting of the National Wholesale Lumber Dealers' Association, recently held at New York, dealing chiefly with the steps that had been taken to introduce the use of trade acceptances in the lumber trade. He commended the use of these forms of acknowledgement on an account due, and expressed the hope that something similar might be adopted in Canada.

A motion presented by Hugh A. Rose, and seconded by G. H. Long, was carried, that the secretary should make application to the Board of Railway Commissioners for Canada to have copies of all traffic affecting lumber sent to the Association as soon as they have been filed with the Board.

Mr. Long advised the members that recently fifteen cars had been placed on his siding at Hamilton in one day. Some of these cars had been on order for a long time, and others had been ordered more recently. He had represented to Mr. Letch, of the Car Service Bureau, Traders Bank Building, Toronto, that while this was not what was properly known as "bunching," it was quite impossible to unload cars in time to avoid a heavy charge for demurrage, and the Bureau had recognized the justice of his position and made a substantial allowance as compared with the charge which he would otherwise have been obliged to pay. Mr. Long stated that he reported this in order to advise other dealers, retailers in particular, that they could secure consideration of this nature whenever they met with similar conditions.

Mr. Leslie Clark, of Edward Clark and Sons, Limited, Toronto, who had been in poor health for several weeks past, entered the meeting in company with his father, Mr. Edward Clark, towards the close

of the evening, and was given a warm welcome by the members, who congratulated him on his return to health. Mr. Clark expressed his appreciation of the welcome, and had pleasure at being able to join the members of the trade once more.

Many Housing Propositions are Under Way

The urgent need of more dwelling houses in various cities and towns of Ontario is being felt. In Brantford, Niagara Falls, Welland and other centres the cry is heard for extra accommodation. In the former city the Board of Trade has taken the matter in hand and will launch a company for the erection of a hundred dwellings for workmen. It is proposed to provide funds for the building of a standard type of residence and to sell the same on the installment plan. Funds to the amount of one hundred thousand dollars have already been raised.

In Niagara Falls the city council is giving consideration to the matter of more domiciles and a proposal was made to that body by the Carpenters' Union that all houses built or started this year would be exempted from taxes until 1920. The carpenters thought that this move would encourage building. The legality of the proposition is now being looked into.

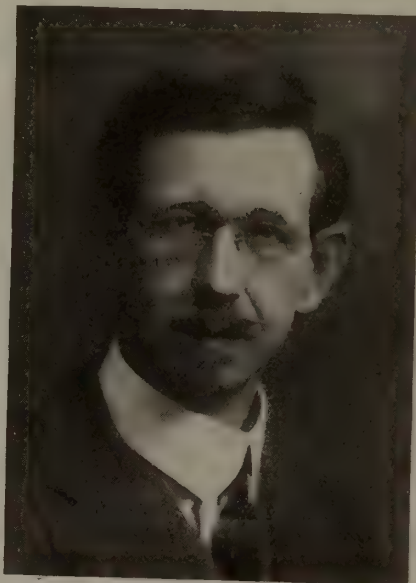
In Welland another proposition is under way. A local company will be formed, of which the W. N. McEachren Company, Toronto, will be agents. This company has erected many workmen's houses on the plan outlined in Welland. Two model homes will be put up from standardized plans, and when these are completed they will be thrown open to the public for inspection. Orders will then be taken for duplicates of the model homes and the houses ordered will be built just as rapidly as possible. The advantage of the plan on the part of the buyer is that he will know exactly what he is going to get and what he will be called upon to pay for a domicile, and, on the part of the company, that none except the first two houses are to be built without an order. The buyer will have the advantage of a small payment down and the balance as rental. The Welland Board of Trade has approved of the plan proposed by the W. N. McEachren Company, and it is reported that enough capital has been subscribed already to make the plan a success. Before the war about three hundred houses were put up in Welland annually, but since there has been little done in the matter of building.

In Toronto there is a great demand for houses, especially in the Earlscourt and Oakwood districts. There are twelve firms of builders at work and one will put up thirty houses on land south of St. Clair Avenue.

A recent despatch from Victoria says that Premier Oliver has received word from Hon. C. C. Ballantyne, Minister of Marine, Ottawa, holding out practically no hope that any more contracts for wooden ships would be given by the Imperial Munitions Board, and stating that the programme of the federal government does not include any wooden ships. No obstacles will be raised, however, to the construction of wooden ships for private interests either for allied or neutral registry.



Frank Hawkins, Ottawa, Secretary of the Canadian Lumbermen's Association.



Horace Boulton, Toronto, Secretary of the Wholesale Lumber Dealers' Association.



Stanley Cook, Montreal, the Secretary of the Montreal Lumber Association.

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Live Merchandizing Methods for the Retailer

Secretary of N. R. L. D. A. Emphasizes the Need of System, Service and Aggressiveness—Keeping up with the Requirements of the Times

The lumber manufacturers and dealers of Sarnia, Ont., entertained the visiting delegates to the annual meeting of the Southwestern Ontario Lumber Dealers' Association on the evening of April 16, the event being in the form of a banquet, held in the Board of Trade quarters, with after-dinner speeches and an excellent musical program. The chair was occupied by Mr. John McGibbon, of Sarnia, and all the delegates attending the annual meeting were present, in addition to Mr. C. A. Bowen, secretary of the National Retail Lumber Dealers' Association of the United States, and representatives of the Town Council, Board of Trade, and banking interests of Sarnia.

A brief address of welcome was delivered by ex-Mayor Cook, after which the new president of the association, Mr. W. A. Taylor, of Ridgeway, expressed his appreciation of the honor done him in his election to the office of president for the present year.

Modern Retailing Methods

Mr. C. A. Bowen, of Detroit, secretary of the National Retail Lumber Dealers' Association of the United States, was then called upon and delivered one of the most practical and interesting addresses which the dealers in Southwestern Ontario have ever had the pleasure of hearing.

The first thing, and the main thing, in connection with the business of the retail lumbermen to-day, Mr. Bowen said, was to win the war. All other things must be incidental to this. He believed that in looking over the work which had been done, and which they were now called upon to do, the lumbermen of the country had taken a foremost position, in furnishing materials, money, and men. In the United States the very first to respond to the country's call had been the lumber manufacturers of the South. Within an incredibly short time after the request had been made for materials for the building of ships large shipments were on the way. The retail lumbermen also had been called upon for a great deal, and were devoting their services and their means to the government, in many cases at a good deal of personal sacrifice. There was one duty which they were all called upon to perform and that was to keep their businesses intact and to make sufficient money to be able to furnish it to their country for the prosecution of the war.

"The lumber business, in the retail department, has gone through a number of very important changes in the last few years," Mr. Bowen continued. "There was a time when the retail lumber business was a business where a stock of lumber was assembled and kept for the consumer who might care to use it, and who would come for it. There was not very much effort made to advertise lumber, as it was thought

that it was one of the commodities that people must have. But a change has come about. The very laxity of the methods which were employed for so many years left a wide avenue for the substitute materials, which, in a very large degree, have curtailed the use of lumber in many large building projects. The advertising which these substitute material manufacturers, and the handlers of these materials, have done has been the reason for this large use of substitutes as against the use of lumber, and it is only within the last few months that the retail lumber dealers have been commencing to realize that they, too, must use some different merchandising methods; that they, too, must commence to advertise, and that they must endeavor to induce the consuming public to use their materials the same as the other manufacturers and dealers are doing.

There was a time when the retail lumber business did not require very many up-to-date business methods in its transaction. The prices of lumber were reasonably low, so that there was a fair margin of profit. There was no necessity for such very close figuring. The difficulties in the way of handling, the difficulties in connection with freight rates, and many other difficulties which enter into the business to-day did not make the dealer in those days feel that he had to be a merchant to the same extent as a dry goods merchant or a banker. But that day has passed and the retail lumber dealers are beginning to realize that if they are going to continue in business they must be as good merchants as the man who has a large store on the main street in any town or city. They must be as good business men as the bankers, and they must handle their business in a different manner from that of former days.

Retail Handling Costs

One of the great things which is entering into the retail lumber business to-day is the matter of figuring, handling costs and getting away from the old idea of fooling oneself into the belief that he is making money on a very low percentage added to the manufactured cost. In the United States the government have been considering very seriously, for many months past, the fixing of the prices of lumber at retail, not only to themselves but to the consuming public. The price of lumber from the mill to the government has already been fixed, but there is a demand, and it comes very largely from the farming districts, that the price of lumber to them from the retail yards shall be fixed. They say that the prices at which they can and must sell their products have been fixed by the government, and they are demanding that the prices of the commodities which they are obliged to purchase should also be fixed, and lumber is one of the large factors in the farm-



H. A. L. Swan, Ottawa, Secretary of the Ottawa Lumbermen's Credit Bureau.



T. A. Paterson, Toronto, Secretary of the Central District, Ontario Retail Lumber Dealers' Association.



B. F. Clarke, Glencoe, Secretary of the Southwestern Ontario Retail Lumber Dealers' Association.

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ing districts. And so the government has been looking into the matter with the idea of possibly fixing these prices.

"The attorney of the Retail Lumber Dealers' Association of the United States was in Washington at the time when this subject was first discussed, and when he felt that the matter was serious enough he interposed on behalf of the retail lumber dealers, asking that if it was the intention of the government to take any steps at all towards the fixing of prices of lumber at retail they should not do so until the retail lumbermen had had an opportunity to be heard and to present the figures which would go to make up the handling cost of lumber, so that a price would not be set that would be out of reason and probably very disastrous to the lumber business. The association then took up the matter of trying to get, within a short time, a survey of the yards handling lumber, on the basis of their handling costs. We were amazed to find that a very large percentage of them seemed to have no idea whatever as to what their handling costs were. We found innumerable instances in which the retail lumber dealers were actually selling their stock at a loss, because they had failed to consider extreme costs which they were put to in taking care of their stocks and turning them over. So, after working out a fair sort of basis for a survey, we sent broadcast to the retail lumber dealers, particularly in the larger centres, a circular upon which they might give us a report, as nearly correct as possible, of what their actual costs were. Some of the reports which we got back were ridiculous. Those which were at all intelligible were filed away, and in every case in which the figures approximated the correct figures we received a letter saying that the dealers themselves could not believe that the figures they were submitting were correct. They were so far above any conception they had of what it was costing them to do business that they were astounded. Our reports have not yet been completed. We have been endeavoring to get a more condensed and more complete report, and the government have kindly given us a little more time.

"I am sure that the conditions in the United States are not different from the conditions in Ontario, and I have been wondering just what the dealers over here have been doing in this matter of ascertaining their costs, not only for their own benefit, but also for the benefit of your government if you should be asked to lay before them any figures in this connection.

Doing Business at a Loss

From the reports which we have been able to cover, and which we feel are reasonably correct, we find that the average handling cost, based upon the selling price, is about 24 per cent., and we find that the dealers have been trying to do business on anywhere from 10 to 15 per cent., and those who were going a little higher than that, and none of them over 20 per cent., felt that they were taking a tremendous risk, and so were asking a great, big price. We know that in many instances dealers have actually sold at a cost below their competitors, simply because they had purchased at a time when the price was low, failing to take into consideration, for one moment, that they would not be able to replace that stock at anything near what they had paid for it. We have found dealers who were not figuring one cent for their depreciation, not one cent for their own salaries, not one cent for their

rent because they owned their own property, not one cent for collection costs, nor charging off anything for bad debts.

"Just think of these conditions! Any business man knows that all these things must be taken into consideration. It may be that it runs up the cost of the handling of your lumber higher than you think it ought to be, but, nevertheless, if you are honest in your figuring there is no question that you will find it is costing you considerably more to do business than you have realized, unless you are different from most of the lumber dealers in the United States. Dealers in the large cities have been just as lax in these things as the dealers in the smaller centres. In Chicago they had meetings night after night for months, and they nearly came to blows over their differences of opinion, until finally they began to realize that the matter was serious, and that if they could not work these things out themselves they ought to call a public accountant to do it for them. Many cities are now in the throes of a survey by public accountants for this purpose."

Mr. Bowen then presented a schedule for working out costs which had been prepared by his association as a result of the extensive study they had given to the subject. Copies of this schedule were handed to all the members present, and Mr. Bowen explained it in detail. It is believed that this schedule includes all that is to be taken in when arriving at handling costs in connection with a retail lumber business. Certainly, he believed, any dealer who would study his costs on this basis would be surprised at the light which he would obtain upon the methods of doing business which he had been using. The schedule is as follows:

SURVEY OF MERCHANDISING COSTS For One Year Period, From to

	Total amount.	P.C. of sales.
1. YARDING		
Includes wages of superintendents, foremen, tallymen, sorters, laborers, watchmen, and all other expenses pertaining to the handling of lumber in and out of yard.		
2. CARTAGE		
Includes barn bosses', teamsters', and truck drivers' wages, horseshoeing, wagon repairs, feed bills, gasoline, oil, auto supplies and repairs, and all other expenses pertaining to the delivery of lumber.		
3. SELLING		
Includes salaries and expenses of all kinds, of all employees handling sales; also all commissions paid and all advertising.		
4. COLLECTING		
Includes all collectors' salaries and expenses; also all legal and agency expenses.		
5. ADMINISTRATIVE AND EXECUTIVE EXPENSES..		
Includes salaries of principals of firms or officers of corporations; also all other office employees other than those handling selling and collecting.		
6. CASH DISCOUNT—Paid in excess of amount received...		
7. INSURANCE—Annual amount of premiums		
Includes premiums for all kinds of insurance carried.		
8. TAXES AND LICENSES—Annual amount		
Includes personal property and government taxes; also city license.		
9. RENT		
The actual rent paid is to be used. If under lease, then		



Allan S. Nicholson, Burlington, Secretary of the Western District, Ontario Lumber Dealers' Assn.



J. A. Laberge, Sudbury, Secretary of the Northern District, Ontario Lumber Dealers' Association.



A. J. Jordan, Sudbury, Secretary of the Georgian Bay Lumbermen's Association.

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include whatever taxes, improvements, or other assessments the lease requires you to pay. If your yard site is owned in fee simple, then use an amount which the site would bring if rented to others for similar purposes. Ten per cent. of the assessed valuation is considered equitable.

10. INVESTMENT—Interest 6 per cent. per annum
On capital stock, to the extent that it is paid up, plus surplus, if any. Capital stock and surplus represent investment, and the sum of both is considered as chargeable with 6 per cent. per annum.
11. INTEREST—Paid in excess of amount received
12. DEPRECIATION—Total consisting of:
(a) At 10 per cent. per annum on original costs of office fixtures, sheds, stables, garages, planing mills, and switching tracks
- (b) At 20 per cent. per annum on original costs of horses, wagons, automobiles, and all other equipment of every kind and character used in the business
- (c) At 2½ per cent. per annum on the value of the average stock of lumber, etc., carried during the year.....
13. BAD DEBTS—Estimated at ½ of 1 per cent. on sales
14. DRESSING
Cost of dressing and re-manufacturing any and all lumber handled during this period.
15. POSTAGE, TELEPHONE, TELEGRAMS, STATIONERY, AND ALL OTHER INCIDENTAL EXPENSES
16. TOTAL COSTS
17. TOTAL SALES
18. TOTAL PERCENTAGE

A schedule of this kind could easily be worked out, regardless of the kind of bookkeeping used. With a very little figuring, the different items could be searched out and charged under the different heads. The association had gone on the basis of a percentage. They believed that this was the only correct way to arrive at the actual cost of handling lumber, and not the dollars and cents proposition.

"We believe that this is a very important matter," Mr. Bowen continued. "If the retail lumber dealers do not know what their actual handling costs are it is time that they were waking up to this very important matter. It required the war to waken them up in the United States to this matter.

"There is another thing that the retail lumber dealers are not doing. They are not being merchants as they should be. You know what the average lumber yard is. It is a site down by the railroad tracks. It is usually hard to get to. It is not very often an attractive place for people to go to. There is no particular inducement for women to go to the office to enquire for lumber. You have never gone in for attracting them in that way, nor the men either, for that matter. Yet to a very large extent, particularly in the building of homes, it is the women with whom the business is done.

"There is one line of yards in the States which has made over all its yards. They have all been made attractive. Offices have been opened on the main street of the town, with all sorts of samples and plans. Their yards are all plotted out and have flower beds in the summer time. If the manager does not keep the property in just that shape all the time they have no use for him.

"I believe that the retail lumber merchant of to-day must commence to realize that he has a service to sell; that he must furnish that service if he expects the consuming public to come to him and buy his wares. Let the service be the main thing and the lumber will sell itself. When the retail lumber merchant commences to know his handling costs and to ask the right prices there will not be the same cut-throat conditions that there are to-day, and the lumber dealer will commence to know that he ought to be in the front rank of the retail merchants of his community. Then he will not only commence to be of value to his community, but he will be giving to the consumer a dollars and cents proposition, which he is not doing at the present time.

"We must wake up to the needs of the times better than we have. The cost survey is one of those things which we must talk and talk about in order to get it to the point where we want it. It is going to take a considerable amount of work to get it right down into their inmost souls, but that is what we have to do.

Association Work Coming Into Its Own

"We feel, so far as our association is concerned, that under present conditions it is just the time to get the dealers more interested in association work. They are going to have more time to get together and work these things out. There is nothing better in the world than to get together and frequently discuss your feelings about business. If you bring one idea to the meeting you will surely take two ideas, or many more, away with you; and if the spirit is there, the value of this thing cannot be computed in dollars and cents. The value of an association consists in getting men to think of these things; not to consider them as side issues.

"There never was a better time for association work than now. I believe that association work is coming nearer and nearer into its own. I do not believe that there is an intelligent man anywhere to-day who will not admit that association work is the only way to achieve success. They are coming into the associations in larger numbers than

ever before. The small amount of money asked by the associations as dues is infinitesimal compared to the value that the members get out of it. Dealers are beginning to learn that not only do they owe their dues, but their thoughts, their efforts, and their time to the work of their associations."

At the conclusion of Mr. Bowen's address a few words of welcome were given by Mr. Kenney, president of the Sarnia Board of Trade, after which Mr. A. E. Clark, chairman of the Wholesale Lumber Dealers' Association, Inc., was called upon.

The Wholesaler's Interest in the Retailer

Mr. A. E. Clark, Toronto, extended greetings to the retailers from the Wholesale Lumber Dealers' Association, Inc. He felt that they were gathered together for an occasion upon which the retailers had great reason to congratulate themselves, as it was an evidence of the enthusiasm which they had shown in endeavoring to get together and eliminate the difficulties which continually arose in the retail lumber business. Difficulties were creeping in all the time—difficulties arising out of government ownership, government control, socialistic developments on the part of the labor elements, some of which were verging upon anarchy, and many other difficulties, all of which made it important for them to take care of their own interests, and this could best be done by means of association.

There was too much of a tendency to look upon associations from a selfish point of view. They should consider that it was necessary to go into association work with the idea that, although they would gain considerably by their membership, they should also be willing to give up all they could for the common good. When they had ideas which would be of benefit to the association they should give them up just as freely as they expected to get other ideas from the association. If any man joined an association with the idea that he was going to make a personal gain only, he would be a detriment to the association. Everyone should welcome the spirit of hearty trade rivalry. It was necessary to a certain extent for the welfare of the trade, but the system of securing business by cut-throat methods was not necessary at all. There was business enough to go round, and it could all be done in a legitimate manner without creeping in and cutting the heart out of everything in order to get the business.

Mr. Clark touched upon the question of trade ethics. He did not believe, he said, that it was a proper thing to slip into your neighbor's territory, twenty miles or more down the line, and put a car in there. The principles of trade ethics must, sooner or later, enter into the affairs of every business man. Whether they were manufacturers, wholesalers, or retailers of lumber, they had a great many things in common. Their first object was to place lumber on the market at a reasonable cost, and with an adequate amount of profit for themselves. They had to protect themselves against substitute rivals who had been taking trade away from lumber. These rivals had been creeping in, largely because of the careless business methods of lumbermen and because, individually, the lumbermen were not strong enough to compete against these influences. As an association they could demonstrate that there were no substitutes for lumber in the ordinary building trade. To do this they would have to pursue the same methods as their competitors. One of these methods was the use of constructive advertising. Another was the attractive arrangement of yards. The average lumber yard in Canada was anything but a desirable looking spot. The dealers did not even make good use of the few facilities which they had. The practice was to throw a few piles of lumber into a yard, and sit down in the office. Then if a fellow came along and bought, all well and good; but if he did not come, then we thought we had a right to kick.

The lumberman had not been business-like in his methods of salesmanship. Many of the wholesalers' men upon the road were not salesmen. They carried a stock sheet, but if they were asked to describe anything that was not included in the list they could not do so. Very frequently the same thing prevailed in connection with the retail business. The sooner they elevated the trade so that they would all know how to sell, who to sell to, and what to use the stock for, the sooner would the business be in the hands of men who were real lumbermen.

There were a number of trade difficulties which had been considered as purely wholesale difficulties, but in which the retailers were also interested. Such matters as increased freight rates and stop-off charges for dressing came under this head. The wholesalers had been endeavoring to fight the increases and restrictions of this nature that had lately been brought forward whenever they felt that they were unjust. They felt that the retail association could do a great deal in the way of supporting the wholesale association in fighting against many of these conditions. They had felt that the labor organizations of Ontario had had a far greater voice in developing the Workmen's Compensation Act than any of the other bodies that were interested in it. The retail lumbermen ought to have something to say in connection with the distribution of these funds.

Mr. Clark touched next upon the matter of credit, suggesting that the retailers should give it a little more study. If a retailer went to the

bank and asked for a hundred dollars, saying that he would pay it back "when he could," how much would he get? Why should the retailer not sell his lumber in the same way as the banker sold his credit? The farmer was making money, and many others were making money in Canada to-day, and they were quite able to pay on short-date terms.

In conclusion, Mr. Clark congratulated the retailers upon the success of their association, and expressed the hope that it would continue to grow, and would co-operate with the Wholesale Lumber Dealers' Association and the Canadian Lumbermen's Association in placing the lumber business of Canada among the foremost in the country.

Mr. H. Boulton, secretary of the Ontario Retail Lumber Dealers' Association, was the next speaker. He told of the excellent progress which the association is making, both in the matter of membership and the importance of the work which it has undertaken. He drew attention also to the encouraging manner in which the retailers and the wholesalers are co-operating through their associations, and expressed the belief that the outlook for lumber association work in general in Eastern Canada had entered upon a new and a very promising era.

Mr. W. A. Hadley, of Chatham also spoke briefly. Votes of thanks were passed to the speakers and those who had had the arrangements for the meeting and the dinner in charge, and the meeting then adjourned.

Southwestern Retail Lumber Dealers Convene Enthusiastic Meeting Held at Sarnia Receives Greetings from the Wholesalers— Selling Lumber to Farmers' Clubs Should be Abolished

The annual meeting of the Southwestern Ontario Retail Lumber Dealers' Association, which constitutes the southern district of the Ontario Retail Lumber Dealers' Association, was held at Sarnia, Ont., on April 16. There was a large attendance of dealers from all parts of the district, including C. A. Hubbell, Thamesville, president, who occupied the chair; B. F. Clarke, Glencoe, secretary; D. J. McEachren, Alvinston; A. W. Osborne, Essex; John McGibbon, Sarnia; C. M. Smith, Aylmer; Chester H. Belton, Sarnia; P. G. Piggott, Chatham; J. C. Scofield, Windsor; E. C. Russell, Walkerville; Allan McPherson, Glencoe; Mr. Huston, Dresden; W. Daniels, Chatham; P. L. Canfield, Woodstock; R. W. Belton, Sarnia; W. A. Saurwein, of the Cleveland-Sarnia Sawmills Company, Sarnia; A. E. Ludlam, Leamington; W. A. Hadley, Chatham; W. J. Taylor, Ridgetown; Mr. Burge, Sarnia; F. Villeneuve, Walkerville; L. Travis, Wyoming; Frank Reid, Toronto; A. E. Clark, Toronto; L. Richards, Sarnia, and E. A. Lebel, Sarnia.

The business of the afternoon meeting was largely of a routine nature. The election of officers resulted as follows:

President—W. A. Taylor, Ridgetown.

Vice-President—W. A. Hadley, Chatham.

Secretary-Treasurer—B. F. Clarke, Glencoe.

Executive—D. J. McEachren, Alvinston; A. W. Osborne, Essex; John McGibbon, Sarnia; William Saunders, Dutton; C. M. Smith, Aylmer; and George H. Belton, London, with power to add four more members to represent other parts of the district as new members are secured.

After the election of the new president, Mr. Hubbell, the retiring president, expressed his appreciation of the co-operation which he had received from the members of the association during his two years' occupancy of the president's chair. He then vacated the chair in favor of the new president, and Mr. W. A. Taylor presided during the balance of the meeting.

Mr. A. E. Clark, Toronto, chairman of the Wholesale Lumber Dealers' Association, who attended the meeting as a guest, was then invited to address the members. Mr. Clark expressed the pleasure he felt at having an opportunity to address the retailers and at seeing that the dealers were at last realizing that they had as good a right to carry on a progressive trade as any other business men. In the past the lumbermen had scarcely figured that they had a right to live. Associations of almost every description existed to promote the interests of other lines of business, but until very recently the lumbermen had gone ahead on their old cut-throat principles. The lumber business had been based largely on the idea that the most important thing was to get the business. A few months after getting an order they generally had an opportunity of finding out how much they had lost on it. The Ontario Retail Lumber Dealers' Association should be able to work out great benefits to its members by educating them out of this way of conducting their business affairs.

As chairman of the Wholesale Lumber Dealers' Association, Mr. Clark assured the dealers that the wholesalers desired to work in as close harmony with the retailers as possible. The demarkation of the boundary between the wholesaler and the retailer had long been a very contentious matter, and he hoped that the two associations might be able to work out an understanding upon this subject which would enable them to get along far more harmoniously in the future. He would like to see the retailers get their association in such good shape that it would be able to take care of all the important matters that required co-operative work, if they were to be dealt with effectively.

Value of the Provincial Association

Mr. D. J. McEachren, Alvinston, opened an interesting discussion on the work of the association. He expressed vigorously the conviction that the local association should preserve its identity and deal

with all matters of a local nature which came up for discussion. On the other hand, he realized the great advantage there was in having a provincial association, composed of all the local associations, and he believed that it was the duty of all the dealers to join the provincial association and do their best to assist it in its work. The retailers desired to earn and deserve the confidence of the wholesalers and to get into closer touch with them. For this purpose organization was essential.

There was something wrong, Mr. McEachren asserted, when the wholesaler would sell to the farmers' clubs. It created a bad feeling among the retail trade, and he believed that the way to remedy this trouble was to get into closer touch with the wholesalers and persuade them not to sell in this way. The wholesaler should deal directly with the retail dealer and not with every man who came along.

Mr. A. Ludlam, Leamington, spoke of the value which the provincial association would be to the retailers in providing a means of dealing with matters of general importance, which a local association could not handle effectively. One of these matters was the Mechanics Lien Act. The retailers wanted the provincial association to take up this matter and have the act changed so that it would protect them. As to the farmers' clubs, it was his opinion that their influence would not be great, and that they would not be worth bothering about to any great extent. The provincial association would also be of assistance to them in connection with the Workmen's Compensation Act. There were many things about the act that some of them did not understand, and the provincial association should be able to approach the compensation board for them and help greatly in any negotiations with the board that were necessary.

A discussion then took place regarding the matter of finances for the local association, and on motion of Mr. W. A. Hadley, seconded by Mr. D. J. McEachren, it was carried that the annual fee of the local association should be five dollars a year, and if the expenses amounted to more than this fee would meet, they should ask the provincial association for a portion of the sum of \$100 voted for paying local expenses in securing members for the provincial association.

A discussion on the way in which the farmers' clubs are operating then took place, and Mr. W. A. Hadley gave an interesting description of some things which he had found out about these clubs.

Mr. E. C. Barre, of the Cleveland Sarnia Sawmills Company, Sarnia, who was a guest at the meeting, expressed his pleasure at being present and spoke of the desire of the legitimate wholesalers to deal with the retailers direct. None of the legitimate wholesalers wished to sell to the contractors. It might happen on an odd occasion that they would make such a sale on account of some peculiar circumstances, but if they did they always got five or ten dollars more for the stock. Mr. Barre stated that he had had many letters from farmers' clubs, and it had been his company's policy to forward these letters to the local retailers. In every case the retailers had accepted this service very gracefully.

The wholesaler, Mr. Barre said, had to depend very largely upon the retailer for his business, and he ought, in return, to protect the retailer in every case.

Votes of thanks were then carried to the visitors who had addressed the meeting, and to the Cleveland-Sarnia Sawmills Company, the R. Laidlaw Lumber Company, and F. McGibbon & Sons, of Sarnia, for the efforts which they had made to give the delegates and guests a pleasant time during their visit.

The business meeting then adjourned, and as there was a short time available before the hour for the evening banquet, the members were taken in automobiles for a visit to the mills of the Cleveland-Sarnia Sawmills Company and the yards of the R. Laidlaw Lumber Company and F. McGibbon & Sons.

Current Cost Plan Has Many Objections

Not Endorsed by Best Authorities on Compensation Laws—Sawmills and Logging Rates in Ontario Lower Than Those of Other States

"The Workmen's Compensation Board does not wish to enter into controversy, but desires to give any information which will assist employers or lead to a better understanding of the matters mentioned in the discussion and proposals of the Canadian Lumbermen's Association in connection with the Act as reported in the "Canada Lumberman" of February 15 and March 15," writes the Chairman, who was recently asked for certain detailed information with respect to the operation of the Act as applied to sawmills and logging operations. Certain phases of the measure have been criticized and in connection with the points raised the following statement has been obtained:—

The so-called Current Cost plan is considered unsound and objectionable, as it leaves part of the cost of the accidents now happening to be provided for in the future instead of having the employers who are responsible for them pay for them. An article discussing the matter will be found at page 39 of the Report of the Board for 1916, which will be sent to any employer requesting it. The cost of accidents is a working or running expense and in no sense a capital expenditure. It would seem hardly less reasonable to leave part of the workmen's wages to be paid in the future. The so-called Current Cost system is in vogue chiefly in Germany.

It is generally condemned by the best writers and students of compensation laws on this continent, and no place could have less reason or excuse for adopting it than Ontario, for the rates in Ontario now are incomparably lower than those of any other place paying similar benefits to the workmen. Taking for convenience the tabulation made by Mr. Watson, Actuary of the Ohio Board, and published in the December Bulletin of the Industrial Commission of Ohio, we find the rates to be as follows:—

	Logging	Sawmills
New York	\$9.14	\$9.54
California	5.97	4.97
Illinois	7.45	7.78
Wisconsin	4.82	7.62
Indiana	7.09	7.40
Michigan	6.48	6.77
Kentucky	6.19	6.47
Colorado	4.80	5.02
Pennsylvania	4.35	4.16
Ohio (Preferred Rate)	2.15	3.85
Ontario (1917 Preferred Rate) . . . . .	.90	1.10
Ontario (1918 Provisional Rate)	1.20	1.50

Assessment Based on Capitalized Claims

When the Board was adopting its present system the author of the paper, which was read at the Lumbermen's Convention, told the Chairman he was not opposed to the principle of capitalization; and a letter from the Attorney-General written February 25, 1916, after an interview with the author of the paper, states that the lumbermen's and pulp and paper makers' interests "are not averse to having an assessment based on capitalized claims"; and according to the minutes of a meeting of the Lumbermen's Safety Association, held March 2, 1916, the President (Mr. Thomas), in his address, stated that "the principle has been established that the rates struck from year to year are to be sufficient merely to cover the current cost with deferred payments capitalized, and a small reserve." This is precisely the system that is being carried out, and so far as appears no objection was then raised. The small reserve is merely what is called a Disaster Reserve amounting to only one per cent. of the total assessments collected.

To permit employers to carry their own insurance would be a radical departure from the principles of the present Act. Among the places for which rates are above quoted, Ontario and Ohio are the two places in which the law is an exclusively state insurance law, and it will be noted that these are the two places in which the rates, generally speaking, are lowest, though both of them are paying more liberal compensation than a number of the others, and especially more liberal than Pennsylvania, Michigan, Colorado, and Indiana. The fair assumption seems to be that the exclusively state insurance system will result generally in a much lower rate than either the mixed or solely individual insurance system.

The question of putting the matter of medical aid under the jurisdiction of the employer was discussed at the conferences which were held by the government with the representatives of the employers, of the workmen, and of the doctors, when the medical aid provisions of the Act were being considered. The proposition was then made by the employers, but was objected to by the workmen, and as a result the provisions as they now are were adopted and passed by the Legislature. It is not a matter in which the Board has any option but to carry out the law as enacted.

Upon the desirability of an appeal the Board is perhaps not in the best position to judge. When the Act was drafted by the present Chief Justice of Ontario he thought the reasons good for allowing no appeal, and this feature has been followed in both the British Columbia and Manitoba Acts, and with but very slight exception also in the Nova Scotia Act. The establishment of appeal would, to at least a great extent, bring back the condition of things that existed when questions between employer and workmen were dealt with by the courts prior to the passing of the present law. The Workmen's Compensation Act in Great Britain, where appeals are allowed, is described by the president of one of our leading universities, who is familiar with the working of the law there, as having given new life to the legal profession.

The Present Degree of Control

The recommendation made by Mr. Thomas "that the Safety Associations should be removed from the control of the Board under which they have fallen" is hard to understand. These associations are not, and have never been, under the control of the Board, except that the Board in making grants to them has endeavored to keep the expenses down within reasonable limits and to avoid granting money for purposes not authorized by the Act. There does seem objection, however, to mixing safety work with controversial and contentious matters. As to this matter, a letter dated March 26, 1918, has been received from Mr. Thomas saying: "I did not imply, and I am satisfied that my hearers did not understand, that the Board interferes with the details of management of these associations, far less did I complain of any measure of control that is exercised. . . . I am free to say that, so far as my observation goes, it (the control by the Board) has been most wisely exercised, and has made for economy and efficiency in the operation of these associations. . . . I should be sorry to see the present degree of control by the Board abolished."

Proposal to Alter Seven-Day Clause

The alteration of the seven-day clause is a matter worthy of consideration. The proposal before made to make the seven-day waiting period absolute was very strenuously opposed by the workmen's representatives. The suggestion to eliminate it altogether or reduce it to a shorter period has much to recommend it. The broad statement as to constant malingering is not justified. The Board is always desirous of getting information as to specific instances. A general statement is of no assistance. Such general statements when sifted are usually found to have little foundation in fact. Some malingering, of course, there will always be, but the Board does its best to prevent it, and must in the nature of things depend to a great extent upon the employers for assistance. The employer is always asked in his reports of accident and otherwise to bring the facts, or even his suspicions, to the attention of the Board.

Suggests Airplanes for Coast Forests

If the suggestion of E. J. Palmer, of Chemainus, B.C., is adopted, the forest service of the Pacific Coast province will conduct its coast fire protection and detection operations by the use of airplanes next year. Mr. Palmer contends that there are a large number of machines discarded by the Royal Naval Air Service as no longer in the running for active war duty, and believes it would be possible for the government to prevail on the authorities at Ottawa to secure from the Imperial Government several such machines at a nominal cost. Returned aviators not in condition to permit them to engage any further in aerial warfare would doubtless be available for the duty of forest rangers of the air on this coast.

Desire Uniform Price for Shell Boxes

A meeting of shell box manufacturers was held recently in Ottawa to talk over the shell box contract situation, and come to some conclusion whereby plants tendering would provide for and include overhead expense and actual operating expense, thereby protecting themselves against ultimate loss.

For some time past it has been a matter for discussion how some plants could tender so low, and cover operating costs, material, labor, etc., and make any money on their contracts. Competition was undoubtedly keen, and a number of firms, in their eagerness to secure contracts, evidently failed to include in their figures all the factors necessary to arrive at the proper cost.

Naturally, a plant that took into consideration all actual operating charges, and allowed for a fair and just profit above cost of manufacture would arrive at a figure higher than the plant which overlooked, or temporarily forgot to include some actual operating costs in its summary. Again, a plant with a plentiful stock of lumber suitable to meet the specifications, would be enabled to figure lower than ones who had to go out in the market and purchase their stock. The plant with a supply of lumber purchased at low prices or produced at lower cost could enter this item at a lower figure than the plant buying lumber at market quotations, and thus lower its tendering figure.

The question with many woodworking plants since the outbreak of the war has been: "Is it better to completely close, or greatly reduce the operation of the plant, or take on shell box orders?"

The position of the Imperial Munitions Board, naturally enough, was to accept the lowest tenders, complying with the specifications. Thus through time and changing conditions it has developed that some plants, owing to their circumstances or method of cost figuring are able to figure lower than others, and secure contracts. Competition appears to have forced down the price to such a level that it began to cause concern as to, whether or not it would be wise to continue manufacturing shell boxes at the prices paid by the Imperial Munitions Board?

At the Ottawa meeting the shell box manufacturers represented arrived, it is said, at a minimum price which they would not go below in tendering.

After, or before, the minimum price was decided upon, it is reported, some manufacturers went to the Imperial Munitions Board and asked that the Board set a price on shell boxes, and distribute the contracts among all the mills. On this basis a mill with a big capacity allowing profit over cost of manufacture, would derive more monetary benefit than the smaller plant. The Imperial Munitions Board refused to set a figure and apparently was content to continue the policy of calling for tenders on all contracts.

Contracts were let a few days after the meeting to several firms, but none of those represented at the gathering are known to have secured an order. The prices at which the contracts were let are reported to have averaged around \$1.18 per box. Formerly the figures ranged from \$1.05 to \$1.07 per box.

Will Get Some Reward for their Work

Pulp timber license cruisers who in cruising areas for pulpwood find valuable bodies of airplane spruce or other timber, but are unable to get the license because they are outbid, will be paid for "actual and necessary expense," says a new amendment in the Forest Act, which was recently introduced in the British Columbia Legislature.

Hon. Mr. Patullo, Minister of Lands has found that in several cases recently cruisers who found valuable areas of spruce in the pulp lands they had cruised were unable to get the license at the customary tendering owing to the fact that they were outbid when it was found that the areas held spruce of airplane quality. The new amendment will provide that if the cruisers were bona fide, but unsuccessful tenderers, the Minister may pay their cruising expenses.

The bill contains another provision giving the Minister of Lands authority to set apart any portion of land within a special timber license, if he finds it suitable for settlement. Under the present Act the Minister could only set apart the whole of the land covered by the special license, thus limiting the opportunity for using some of the land for settlement and the remainder for timber purposes.

Death of Widely-Known Lumberman

Mr. Hugh P. Blair, one of the oldest and most esteemed lumbermen in the Province of Quebec, died on April 12, at 182 Belgrave Avenue, Montreal, after four days' illness, aged 70 years.

Mr. Blair came from a family of lumbermen, his father, the late Mr. Robert Blair, being a pioneer in the industry on the Saguenay River. Mr. Hugh P. Blair's early life was spent in that district, where he learned the business. In 1867 he was employed by the firm of Price

Brothers & Co., and in 1882 was manager of their business at St. Etienne du Saguenay. While there he put in force what is known as the daylight saving scheme, advancing the mill clocks one hour, in order to obtain the benefit of additional daylight.

In 1892 he was appointed manager to Mr. Alexander Baptist—another lumber pioneer—at Baptist Island, Three Rivers, and remained there until 1911, when Mr. Baptist sold the limits to the Wayagamack Pulp and Paper Company. Following his appointment as manager to Mr. Baptist, the timber resources of the St. Maurice Valley were largely developed, and it was mainly due to Mr. Blair's knowledge and efforts that these resources became more widely known and appreciated. Many other industries have been gradually built up there, and the district is now one of the most prosperous in the province. Mr. Blair was also instrumental in forming the St. Maurice Log Driving Association, by which logs are co-operatively driven instead of by individual lumbermen.

Mr. Blair is survived by Mrs. Blair and four sons and one daughter (Mrs. George Earle Baptist). The four sons are all in the lumber trade—Messrs. R. P. Blair, of Ottawa with Hughson & Co.; Albany, N.Y.; W. B. and H. C. Blair, of Blair & Rolland, Montreal; and O. T. Blair, now with the Canadian army forces.

New Lumber Association Suggested

The proposal of the mining and lumbering committee of the Chambre de Commerce, Montreal, to establish an association of private holders of forest properties created some discussion at a recent meeting of that organization. The report was presented by Mr. Frank Pauze, chairman of the committee, who stated in support of his recommendation that the value of private lumber properties in Quebec was thirty million dollars, but that these people had no organization to guard their interests, whereas the corporate holders were properly organized. The recommendations of the report were in the direction of forming an association of lumber producers (Syndicat des produits forestiers), which would be authorized for a period of ten years to issue warrants payable within a year, good in the province of Quebec only. These warrants would represent lumber products—lumber of various varieties—delivered for commercial purposes. The committee argued that the producer, the merchant and the consumer would benefit by their scheme, the first by assurance of payment on delivery, the second by being assured of supplies and delivery, the third by fixed measures and reasonable prices.

The discussion centred principally around the question of the initiative and as to the guarantor of the warrants. The committee wanted the Chambre to take the initiative, but one member thought the government should be asked to back up the project and guarantee the warrants. Finally, the report was referred back to the committee.

Shingle Mills are Fairly Active

While about 85 per cent. of the shingle mills of British Columbia are in operation just now, not many of them are working to full capacity, as was the case this time last year. Prices have stiffened since last year, but there is not the same demand as in 1917, when shingle manufacturers enjoyed the best year they ever had in British Columbia. One thing mitigating against a big cut so far this season has been the inability to get shingle bolts down to the salt water. When the weather breaks this difficulty will be overcome. The car

Mr. Stevenson is Appointed Director

Mr. T. J. Stevenson, sales manager of the Riordon Pulp and Paper Company, Montreal, has been appointed a director of the company. He has been connected with the company for 35 years, and has risen to his present position from a junior clerkship. Mr. Stevenson is courtesy itself, and his very wide circle of friends in the lumber and pulp industries will congratulate him upon his election to the board. There are few men with a wider knowledge of the practical, economic, and selling aspects of the pulp trade than Mr. Stevenson.

Possibilities of Sawmill Waste

In a recent address before the Society of Chemical Industry in Vancouver, A. Hallden touched upon the reclaiming of wood waste. He said that in logging and cutting the logs into lumber there is a big waste of wood in woods and sawmills. Providing the market were found, charcoal could be made of part of this waste, at the same time recovering chemical products from the tar and gases from the coal ovens. Charcoal has just been made on a small scale in British Columbia. A small quantity of potash can be recovered from the waste burners at sawmills operating on Douglas fir. Alcohol may also be made direct from wood waste by cooking same with diluted sulphuric acid, fermenting and distilling the mash, using the cooked chips for fuel.

McRae of Canada, is Soldier "Hustler"



A. D. McRae, of Vancouver, B.C., Canadian Quartermaster-General.

General A. D. McRae, the Canadian Quartermaster-General, has been appointed Director of Organization in the new Ministry of Information. "Who's McRae?" men ask. "Why should a Canadian be chosen to organize Imperial propaganda?" says a recent edition of the Daily Mail, of London, Eng.

Tall, clean shaven, well built, with shining head, somewhat long face, a ready smile, and a slight mid-American accent—that is McRae. Forty-three years of age, he was born in Glencoe, Ontario, of Scottish-Canadian descent. When he was 19 he went to Duluth with £200 to make his fortune. He spent the £200 and then began work in earnest. Before long he had built up one of the biggest insurance enterprises in the West. He helped to estab-

lish a group of rural banks, and when he was 29 he returned to Canada at the head of land enterprises.

The West was then at the height of its "boom," and McRae rode on the crest of the boom. He organized the immigration of American farmers into the West—largely in connection with the Canadian Northern Railway—running special trains and selling them land. He is said to have settled more men in the West in recent years than anyone outside the Dominion Government itself. In due course he went to the Pacific Coast and made his home at Vancouver. Here he became head of many enterprises, notably lumbering and deep-sea fishing. Characteristically, he kept all his old work, from insurance to land development, going at the same time. He is a former vice-president and general manager of the Canadian Western Lumber Company, Fraser Mills, B.C., operating the largest sawmills in Canada, and is still financially interested in this organization.

Then came the war. McRae's one passionate hobby is horses. The Canadian Government needed horses, and he was asked to become one of the buyers. Later he was sent to England to look into the horse situation there. He cleaned it up in a very remarkable way and was asked to do more.

Canadian supplies and transport were in a very disorganized condition. Would he see what could be done with them? One incident may show his methods. He found that the troops were having too much food and that much of it was wasted. Accordingly he started to have men trained to cook properly and cut the ration of meat from a pound a man a day to three-quarters. There came immediate trouble, not from the soldiers, but from the higher British authorities. "A pound a day was the allowance. It must be used." But he overcame even the British authorities.

There was still waste. So he established the famous Canadian Army ration system. He had fish brought over wholesale from Canada; he directed what every meal was to be, how it was to be cooked, and how the waste was to be utilized. The Canadian Army to-day is the best fed and the most economically fed army in Europe.

In the big Canadian reorganization of December, 1916, McRae became Quartermaster-General. He now carried out the same principles on a bigger scale. For example, he found enormous quantities of surplus and obsolete stores. Why leave them till the end of the war? He negotiated with governments, fixed deals with contractors, and obtained for them four or five times what they would fetch when the war is over.

The Imperial Government began to mark him, as it is noting a number of other young men from the Dominions to-day. It was notorious that the different departments of propaganda needed a business organizer badly. They have got him now. Incidentally he likes the job so much that he is paying his own salary.

The Value of C. N. R. Timber Lands

At the Canadian Northern Railway arbitration sitting in Toronto recently, some important evidence was given regarding the value of the timber lands of the company in the province of Quebec. Gustave Piche, of the Department of Lands and Forests, Quebec, stated that on the sale of ordinary pulp wood licenses, the average price realized last year was about \$430 a square mile, this being equal to seventy cents an acre. The pulp wood consisted principally of spruce and some balsam, and averaged about seven cords to an acre. He added that he was aware that the statutes provided for the sale of land at

two and a half dollars per acre, the purpose being to induce greater settlement. The ground rent for ordinary limits was five dollars per square mile since 1910.

C. E. Taschereau, an expert in the sale of timber lands, was called by the C. N. R. to give evidence in regard to the value of the lands of the railway in Quebec. In reference to certain sales made by the company he stated that as high as \$2.48 per acre for land adjoining markets had been obtained to less valuable land at \$5 per acre. Asked what would be a fair value for land in the case of a railway, which already had a subsidy of 500,000 acres, would be, Mr. Taschereau remarked that it should be worth \$5 an acre, or perhaps a little more for subsidies which are prior to the order-in-council passed in May, 1910; regarding the restriction of the export of pulp wood. Mr. Taschereau said that he valued freehold land subject to the restrictions mentioned at between \$3 and \$3.50.

How Pulp Wood Increased Rapidly in Price

Evidence in an interesting suit was recently heard in Toronto before Justice Lennox when Austin and Nicholson, of Chappleau, Ont., entered action for \$15,000 damages against the Canada Steamship Lines for alleged breach of a contract to carry several thousand cords of pulp wood from Michipocoten on Lake Superior to the Ontario Paper Company at Thorold, Ont. The case was adjourned by the Court in order to hear the argument of counsel.

It appears that Percy C. Deeble, a pulpwood broker, entered the negotiations by selling 5,000 cords of wood that he had bought from the plaintiffs to the Ontario Paper Company. He told of the advance in price of wood from \$8 to \$18 a cord, delivered, during the summer of 1916. After making the sale to the Ontario Paper Company he went to H. W. Cowan, at that time operating superintendent of the Canada Steamship Lines, and got the alleged contract to carry the wood at \$2.25 a cord, on which the action was brought. Cowan denied that it was a contract. He claimed that Deeble had come to him asking for a letter to be shown to the Ontario Paper Company to convince them that the wood could be delivered to them. When Deeble withdrew from the transaction that the plaintiffs might deal direct with the purchasers, the letter was given to Austin & Nicholson.

Want Black Sturgeon Concession Cancelled

The sixty-ton pulp plant of the Port Arthur Pulp and Paper Company, at Port Arthur, Ont., which is now in operation and employing two hundred hands, is regarded as a decided industrial acquisition by the residents of the northern city. To signalize the first anniversary of the plant, a public banquet was held recently under the auspices of the Board of Trade, at which several congratulatory addresses were made. The Port Arthur Pulp and Paper Company was felicitated on its enterprise and progress, as it is only a year ago that the first workmen arrived to commence operations on construction. A. G. Pounsford, general manager of the company, briefly reviewed the successful undertaking and stated that if the necessary pulp limits could be secured, the erection of a paper mill was assured. A resolution was passed asking Hon. G. Howard Ferguson to secure as soon as possible the Black Sturgeon limits for the Port Arthur Pulp and Paper Company. About fifteen months ago this concession was awarded to Sam Marks, of Nipigon, by the Ontario Government. The concession consists of one thousand square miles in the Thunder Bay district, and Mr. Marks' bid was for seventy cents per cord for the pulp wood, in addition to the usual fees of forty cents per cord for spruce and twenty cents for other pulp woods. Mr. Marks was to erect a hundred-ton pulp mill on the property and expend two hundred thousand dollars the first year in the work. Owing to nothing having been done, Port Arthur citizens are anxious to secure the cancellation of the contract and see that the concession is handed over to the Port Arthur Pulp and Paper Company, which was an unsuccessful bidder for the limits at the time it was awarded to Mr. Marks in February, 1917.

Transportation Restricted Lumber Operations

According to the annual report of Price Bros. & Company, Limited, transportation problems restricted the lumber operations of the company during the year. The pulp and paper branches were also somewhat hampered from the same cause, and the directors look for a continuation of these conditions during the current year. A new unit was added to the Kenogami mill during the year, bringing the capacity up to 200 tons of newsprint a day, while the Shipshaw Power development was also completed and is supplying the company with 10,000 h.p. The development includes a storage dam with a capacity of nearly seven billion cubic feet. The profit totalled \$1,374,782, as compared with \$1,240,485 in the previous year. Owing, however, to the provision of \$216,353 to cover a fire loss on the timber limits, the balance stands at \$711,452, as against \$805,218. Shareholders received a dividend of 6 per cent. and a bonus of two per cent.



New Rations for Canadian Lumberjacks

Food Department Outlines Suggestions for Controlling Meal Service in Camps—The Details Being Arranged

To consider the suggestions from the Food Controller at Ottawa with respect to the meal services in camps, the rationing of employees and other important matters incident thereto, a special meeting of the Georgian Bay Lumbermen's Association was held at the Queen's Hotel, Toronto, on April 16th. There was a representative attendance, and the regulations as outlined in a recent communication were thoroughly discussed.

W. E. Bigwood, of Toronto, former president of the Canadian Lumbermen's Association, occupied the chair, and the recent memoranda sent by the Food Controller's Department, Ottawa, to the various companies operating camps was read, along with a communication from the Ottawa River Lumbermen. The latter association held a meeting some days previous and a copy of the letter, which was forwarded by them to the Food Controller, endorsing generally the proposals of the Department, was placed before the meeting. A number of suggestions were offered in the shape of minor amendments, and there is no doubt but that the lumbermen and the Food Controller will come to an amicable and satisfactory agreement on the subject of meal service as applied to camps, and the quantities of meat, wheat products, and other commodities forming the daily bill of fare for the lumberjack.

The Need of Control Recognized

The need of having stringent regulations and oversight in connection with the food supply in woods operations was heartily endorsed by every member, and the lumbermen will do their part willingly and unitedly in the great conservation and economic campaign, which has been launched in pursuance of winning the war.

All matters were thoroughly discussed and several returns were brought down by lumber companies showing that on the major items, such as beef, pork, butter, sugar, etc., the expense of feeding the lumberjack per day or week is very much the same in all camps.

Different ways and means of arriving at the main object in view were entered into in detail, and the proposition of purchase, supply and distribution reviewed from every standpoint. It was the desire of all that united effort should be made to assist the government in every possible way by economy, efficiency, and uniformity.

The licensing system was endorsed and every endeavor will be made by the companies to work along the lines laid down by the powers that be after the final proposals have been approved.

The proposal to hold cooks and waiters as well as proprietors and managers of camps personally responsible, under heavy penalties, to see that no infringement of the injunctions are permitted was approved. Some discussion took place regarding the best and most economical means of serving food with the idea of eliminating waste and doing everything feasible in conserving wheat, beef, bacon and fats. The cafeteria plan was suggested, individual containers, and other means of apportioning the allotment of each man.

The intimation that substitutes for certain foods and the eating of dried fruits, preserves, jams, honey, maple, corn and cane syrups, cereals other than wheat products, eggs, fish, potatoes, vegetables, salads and soups, would materially assist in providing commodities such as wheat, beef, bacon and fats for export, met with a favorable verdict.

What the Ottawa Men Desire

The Ottawa River Lumbermen sent the Georgian Bay Lumbermen's Association a copy of the reply which had been forwarded to Mr. T. Byrom, of the Food Controller's office, Ottawa. It embodies several important suggestions, and is as follows:—

A very representative meeting of the lumbermen of the Ottawa Valley was held here on Thursday for the purpose of considering the proposed regulations for the feeding of men in lumber camps.

I am desired to convey to you, and the Controller, the strongly expressed and unanimous desire of the meeting to co-operate with your Board in the effort to conserve foodstuffs in every way possible.

It was the opinion of the meeting that, in the special circumstances that surround lumbering in this district, and taking into account the following considerations, viz.:—

1. The inaccessibility of most of the camps, situated as they are many miles from any railroad.
2. The necessity for many of the men carrying food with them to be consumed at a distance from the camps.
3. The peculiar exigencies of the "drive," during which operations are carried on from daylight to dark.
4. The illiteracy of a large proportion of the men. It would not be feasible to adopt either the cafeteria system, which is a success in some mining camps, or the observance of wheatless or meatless days.

Assuming that your object is to conserve certain foodstuffs, particularly wheat, pork, beef, sugar and butter, the meeting was unanimously of the opinion that this object would best be attained by a system of rationing, leaving it to each employer to devise methods to limit consumption to the prescribed ration.

Allowances for Ottawa District

The experience of the lumbermen prompts the suggestion of the following ration per man per day for this particular district:

Pork or Beef	1½ lbs.
Wheat Flour	1 lbs.
Lard (compound)	1/10 lbs.
Sugar	¼ lbs.
Butter	1/10 lbs.

Where possible, the meat ration should be divided as follows, viz.:

Beef	1 lb.
Pork	½ lb.

This division will not, however, be possible in all cases, and at all times, particularly on the "drive."

After January first next, when old "keep-overs" will have been consumed, and new "keep-overs" will be sent in, a modification of the ration will be possible, as substitutes can then be obtained. This is not feasible at the present time, in view of the inaccessibility of the camps in the summer season.

Referring to your circular B-3, dated March 22nd, 1918, the meeting suggests modifications, as above, but advises the retention of other regulations not inconsistent with such modification.

The avoidance of waste should be aimed at in every way possible, and the keeping of pigs at or near camp sites should be encouraged.

A licensing system, combined with a requirement of periodical sworn reports as to the number of meals served, and the consumption of foodstuffs during the period under review, together with frequent and rigid inspection of the camps, is a sine qua non of the successful administration of any regulations adopted.

A short, easily understood and clearly printed resume of the regulations (in English and French) should be supplied by your Board to the lumbermen, who should be required to post such notice in a prominent position in every camp.

I am directed to request that your Board permit a small delegation of lumbermen to wait upon you, and discuss this important matter, at such time as you may be ready to come to a decision thereon.

A meeting of the operators in the Georgian Bay District, where conditions in some localities may be somewhat different from those prevailing in the Ottawa Valley, is to be held in Toronto on the 16th instant, and a copy of this letter is being forwarded for consideration at that meeting. We feel, however, that the conditions under which we are compelled to operate should receive due consideration at your hands.

Chairman of Committee of Ottawa River Lumbermen.

Committee on Co-ordinating Interests

It was finally moved by Wm. Milne, and seconded by F. M. Gray, that we approve in general of the suggestions as outlined by the Canadian Food Board (in B-3 under date of April 11th, 1918), and that a committee of three be and are hereby appointed to consider

the details of the suggestions and to confer in conjunction with the Ottawa River lumbermen, with the Food Controller, with a view to co-ordinating all interests and further develop the suggestions as may be consistent.

This was carried unanimously and the committee named consisted of W. E. Bigwood, W. J. Bell and James Ludgate.

These gentlemen will act in connection with a committee of the Ottawa Valley lumbermen in interviewing the Food Controller with respect to the details covering the meal service in camps. It is understood that the members will also take up certain matters in connection with the shortage, distribution and control of labor.

Those Who Were at the Conference

There were present W. E. Bigwood, of Graves, Bigwood & Co., Toronto; A. J. Jordan, of Sudbury, secretary of the Georgian Bay Lumbermen's Association; George H. Holt, of the Holt Timber Company, Bolger Bridge, Ont.; W. J. Bell, Spanish River Lumber

Company, Sudbury; William Milne, of William Milne & Son, North Bay; W. J. Merkel and James Ludgate, Schroeder Mills and Timber Co., Pakesley; J. A. Ferguson, Spanish River Lumber Co., Massey; Thomas Clemow, Laforest and Clemow, Sudbury; A. E. Beck, C. Beck Mfg. Co., Penetanguishene; J. J. McFadden, McFadden and Mallory, Blind River; G. E. Spragge, and R. Jackson, Victoria Harbor Lumber Co.; George R. Gray, Spanish River Pulp and Paper Mills, Sault Ste. Marie; F. M. Gray, Standard Chemical, Iron and Lumber Co., Toronto; G. B. Nicholson, M.P., and J. McN. Austin, Austin and Nicholson, Chapleau; H. Mutchbacher, Holt Timber Co., and others.

The Ottawa Valley Lumbermen, who met the Georgian Bay representatives in the afternoon, were D. McLachlin, Arnprior; D. A. Gillies, Braeside; A. E. Dunlop, Pembroke; J. W. Smith, Pembroke; John Black (J. R. Booth), Ottawa; H. A. Jordan (M. J. O'Brien), Pembroke; P. C. Walker (Shepard & Morse), Ottawa.

Lumberjacks No Longer "Blow Their Stake"

How Home Instinct, Moral Standing and Sense of Citizenship Has Been Materially Improved by the Work of Shantymen's Christian Association

By William Henderson, Superintendent



William Henderson, Toronto.

Some twelve years ago I was surprised to learn that although Canada was spending much money in sending missionaries to distant heathen lands, there were many thousands of men in our own land who never had a visit from any missionary. On general principles this seemed so wrong that to get better acquainted with the fact I accepted a mission appointment for the winter in the Algonquin Park, and devoted all the spare time that looking after three churches allowed, to visiting the camps. The result of this first winter's experience was to convince him that a non-sectarian mission was the only true way to benefit these men. The Y. M. C. A. officials at that time having expressed an interest in the lumbermen I met the Provincial Committee in April, 1907, and urged

them to enter the field, suggesting they use the name "The Shantymen's Christian Association." Finding at the end of a year that nothing but talk had been done by these gentlemen, I decided to go ahead and form a committee of those most keenly interested, and if possible achieve something. Thus, in the spring of 1908 this work came into existence with a staff of one missionary.

Without the promise of a dollar and no means of letting the needs be known, the first year of work was a severe test of faith, as less than \$300 was received, and the traveling expenses were heavy. So little had been accomplished that we hesitated about printing an annual report, but concluded to do so, and issued it under the title of, "The Day of Small Things."

The problem of how best to reach the camps had been with me that year, so I issued an appeal for funds to build a special sleigh in which workers could sleep, and a team of horses to take us around. These were provided, and we were the next winter enabled to reach one hundred and thirty camps containing some seven thousand men.

From the first, we made it a rule to take up no collections in the camps, and the lumberjack's astonishment was great that we should take the trouble thus to visit them. One man exclaimed, "The end of the world must surely be coming when people spend all this money just to preach to lumberjacks."

That winter's trip enabled me to give very tangible evidence of the needs of these men, and from year to year since then the work has steadily grown. This past year has seen missionaries of our Association in the Canadian camps as far Northwest as Northern Saskatchewan, and as far east as the Laurentian Mountains in Quebec. They have also been in camps in Minnesota, Wisconsin and Michigan. In all they have ministered to over 30,000 men.

Everywhere they have carried Gospels, in the various languages spoken by the men in camps, for free distribution

This invasion of the United States has led to the recent organiza-

tion in Chicago of The Shantymen's Christian Association of the United States, to work in co-operation with the Canadian Association, and to secure this I have been appointed Superintendent, with an Assistant Superintendent in Wisconsin to direct work in the three States mentioned.

While the fact that individual prodigal sons have each winter been known to return home after years of wandering, may not be of general interest to business men, some other facts should be.

It is well known that ten years ago the Ontario lumberjack systematically "blew his stake" or being robbed when drunk was relieved of it.

Within three years of the organization of this work a decided change was noted in every district visited, and it was remarked that the men cashed their cheques and went home by the first teams available. When a year or so later petitions for prohibition were circulated in the camps nearly all the men signed them, and thus helped to make Ontario dry.

In Wisconsin are found to-day the same conditions as prevailed ten years ago in Ontario, and there must have been some cause to bring about the change referred to. We know of no other agency in the camps but the visits of our missionaries.

Again, in the lumber camps in the States the I. W. W. have made great trouble, and found a substantial following.

The Effect of Environment

In Ontario their literature has been scattered in the lumber camps, but not enough persons have been affected by it to cause any trouble, and what following they seem to have is among the non-English speaking. Here also the only difference in environment is the visits of the missionaries and their methods of approaching the men.

The I. W. W. know full well that the greatest obstacle to its success is the fundamental doctrines of the Christian religion and first of all, therefore, launch their attacks on them. The living exponents of these teachings, with their simple message, do more to hinder the spread of this peril to the community than could a regiment of soldiers.

The danger spots in Canada are not the lumber camps visited by missionaries, but those not reached by them yet, such as the mining and construction camps, where the claims of religion are ignored, and seven days work a week makes it hard for any missionary to get in touch with the men.

If we have a revolution in Northern Ontario the men responsible for it will be the proprietors who have worked their men seven days every week.

No general canvass of the employing lumbermen has ever been made for funds for this important work, but a few firms have been regular contributors from its inception.

The greatest economy has always been exercised in the administration and there have been no office expenses. The secretary-treasurer, R. D. Richardson, 103 St. Clair Avenue, Toronto, gives all his services free of charge. Surely every lumber firm, in their own interests, should assist financially the spread of this work.

During the last year 546 camps were visited; 668 services held; 30,232 men heard the voices of the missionaries, of whom 5,232 were French, 9,400 foreigners, and 15,600 English-speaking. The eighteen missionaries walked 3,448 miles in their visits to the camps.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Basswood Wanted

Highest cash price paid for log run basswood and mill culls. Also other hardwoods of all kinds. Address Box 712, Canada Lumberman, Toronto. 7-10

Cedar Shingles Wanted

Eastern Ontario Lumber Company would like to purchase from the manufacturer five to seven million 16-inch Cedar Shingles. Could handle satisfactory grades for successive years. Box 715, Canada Lumberman, Toronto. 8-9

WANTED

Spruce Squares and Lumber

Several cars Clear and No. 1 Eastern White Spruce Squares, any size, 4 x 4 to 6 x 6 or over, 4 ft. and longer; can be shipped green from saw. Also several cars 5/4 in. or 1 3/4 in. quarter sawn; also 5/4 in. Clear and No. 1, plain sawn, Spruce Squares and Lumber. Box 735, Canada Lumberman, Toronto, Ont. 9-12

Wanted-Basket Bottoms

Ten cars of Basket Bottoms in spruce, pine or other suitable soft woods in the following sizes:

16 3/4 in. x 6 7/8 in. x 7/16 in.
13 1/2 in. x 5 7/8 in. x 7/16 in.

If unable to supply as above, 1 inch resawn lumber in 6-inch and 7-inch widths will answer. A good grade of cull lumber will answer, but must be clear at the edges.

CANADA WOOD PRODUCTS CO.,

8-11 St. Thomas, Ont.

For Sale-Lumber

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

Piling For Sale

We are in a position to supply Piling of all lengths and diameters, cut to order, in reasonable time. Write to us for prices.

DON H. JACOBI & CO.,

8-11 Haileybury, Ont.

Lumber For Sale

1 Car Square Spruce, 16 ft. and up, 7 x 7 in. and up to 12 x 12 in.
1 Car Square Cedar, 8 ft. long, 4 x 4 in. and 5 x 5 in.

About 400 M. ft. Mill Run Spruce, Culls out, 1, 2 3 x 4 in. and up, and 4 x 4 in. and up, to 9 x 9 in. Also a few carloads of pulpwood, all for immediate shipment.

J. GEO. CHALIFOUR,

Quebec, P.Q.

Lumber For Sale

Cut of four million feet of Spruce, mill run. Suitable for most any purposes. For particulars apply to Quebec Lumber Company, 81 St. Peter Street, Quebec, Canada. 8-11

Lumber For Sale

For delivery during coming summer, we offer 1,000,000 feet superior quality mill run Jack Pine. Also 200,000 feet mill run Spruce. For further particulars address

The International Land & Lumber Co., Ltd.,
283-285 Bank Street,
Ottawa, Ont. 9-10

White Oak Hearts

We will be sawing a quantity of White Oak that would furnish squared hearts, 4 in. x 4 in., 8 feet long.

Address enquiries to Niagara & Erie Land Corporation, Lynedoch, Ontario. 7-10

For Sale-Machinery

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 7-t.f.

Machinery For Sale

75 h.p. also 100 h.p. engine, heavy log jack and chain, Hamilton 3 block carriage, saw frame, 4 saw trimmer, Berlin No. 94 Planer, 12-in. 4 side Sticker, 30-in. bracket saw, shaper, Murray lath bolter, Rogers lath machine. Good condition.

VIGARS-SHEAR LUMBER CO.,

6-9 Port Arthur, Ont.

Machinery For Sale

Door Machinery

2 4-Spindle Automatic Door Boring Machine, Improved (E. B. Hayes).
1 Power Door Clamp with Squaring Attachment (E. B. Hayes).
1 2-Cylinder Door Sticker (E. B. Hayes).
2 Automatic Cut-off Saws (Greenlee Bros.).
1 Panel Raiser (Cowan & Co.).

Sash and Frame Machinery

1 Sash Sticker with 3 square and 4 Shimer heads (E. B. Hayes).
1 Sash Clamp with Squaring Attachments.
1 Sash Relisher (Greenlee Bros.).
1 2-Spindle Shaper.
1 Chisel Mortiser.
1 Sash Sander.
1 Pocket, dado and frame Boring Machine. This is an excellent machine for making frames.
2 5-Spindle Boring Machines.

Planing Mill Machinery

3 Heavy power feed Rip Saws.
1 26-in. Double Surface Planer.
1 12-in. 4-Sided Sticker.
1 Swing Cut-off Saw.
Write for prices and particulars.

Canadian Wood Products, Limited,
1000 Gerrard St. E.,
Toronto, Ontario.

9-9

For Sale

Very fine 18 in. and 32 in. x 42 in. Cross Compound "Brown" Engine, approximately 400 h.p., built by Polson Iron Works. Has 44 in. x 16 ft. Belt Pulley. Splendid condition. Immediate delivery. Box 654, Canada Lumberman, Toronto. 24-t.f.

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3 1/2-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves. 115 lbs. Government Steam Test.

HOPE LUMBER CO.,
Thessalon, Ont. 6-9

Belting For Sale

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements. N. Smith, 138 York Street, Toronto, Ont. 9-11

Planer For Sale

One MacGregor-Gourlay Planer, Double Surfer, almost new; has been running no more than six months altogether.

J. GEO. CHALIFOUR,
Quebec, P.Q. 6-9

Machinery For Sale

Light Planer, Matcher and Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Heavy Band Resaw.

A. J. LINDSAY,

90 Pembroke Street,
Toronto, Ont. 7-10

We Have For Sale

1 Boss Automatic Shingle Saw, in good condition.

1 14 x 14 Ideal, high speed engine, Goldie & McCulloch make, requiring slight repairs, but in running order, as we last used it, before changing to another source of supply. This engine is particularly adapted for saw mill work, the high speed of the engine enabling it to keep up a constant momentum and offsetting the drag of a saw going into the cut. This engine has an outside bearing on the belt wheel end of the crank shaft.

1 Double Wood Splitter.

1 Double Edger, Seury make.

1 Saw Mill Carriage, 2 head blocks, boss dogs, rack, and Simon feed and gig works.
1 Single Cylinder, box board printer, Waterous make.

The Wm. Cane & Sons Co., Ltd.,

6-9 Newmarket, Ont.

Machinery For Sale

Merston Horizontal Resaw.
Berlin 54 in. Band Resaw (Vertical).
Berlin No. 94 Matcher.
McGregor-Gourlay 9 in. "QY" Matcher.
McGregor-Gourlay 15 in. "YH" Matcher.
13 in. Cowan Moulder.
12 in. Ballantyne Moulder.
Cowan No. 210 Double Surfer.
Power Feed Rip Saws.
Also Leonard Corliss 16 in. x 36 in. (Practical new).
Box 713, Canada Lumberman, Toronto. 7-t.f.

Wanted-Machinery

Logging Trucks Wanted

WANTED—Several sets of heavy logging trucks in good condition. Wire, Trenton Cooperage Mills, Ltd., Trenton, Ont. 9-10

Planing Mill Machinery Wanted

We want to buy at once a complete outfit of Planing Mill Machinery, including Sash and Door equipment, in good condition. Will pay cash. No power required.

A. F. CAMPBELL & SON,

P. O. Box 455,

9-9 Arnprior, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large sawmills. Reference. Box 727, Canada Lumberman, Toronto, Ont. 9-11

FIRST CLASS BAND SAWYER wants position. Ten years' experience. Right hand mill preferred. Best of references. Box 724, Canada Lumberman, Toronto. 8-9

BAND SAWYER—Owing to present employers curtailing operations, am open for a position. First class grader and fast man. References that cover years of good work. Box 684, Canada Lumberman, Toronto. 4-9

POSITION WANTED AS WOODS MANAGER or Cruiser for Lumber firm by experienced party capable of taking full charge if required. Have made good. Satisfactory references. Apply Box 725, Canada Lumberman, Toronto. 8-10

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-10

WANTED — POSITION AS SUPERINTENDENT in good planing mill, hardwood flooring or box factory. Am thoroughly experienced in all lines of wood manufacturing. Am efficient and can get results that will reduce costs.

Apply Box 704, Canada Lumberman, Toronto. 6-9

POSITION WANTED AS OFFICE MANAGER or Accountant with lumber and wood-working business; 15 years with one large Ontario concern; 5 years as treasurer and office manager. Practical knowledge in all departments of business. Aggressive and up-to-date methods. Best credentials. At present engaged. Apply Box 720, Canada Lumberman, Toronto. 8-9

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED FOR ONTARIO TERRITORY —Commission Salesman to handle British Columbia Lumber and Shingles. Energetic support will be given to good man. Box 730, Canada Lumberman, Toronto. 9-9

ACCOUNTANT—A FIRST-CLASS OPPORTUNITY for the right man is open in the Logging Department of a large paper company for an accountant. He must write and read both languages. One who has had previous experience in this line of work is preferred. Box 728, Canada Lumberman, Toronto, Ont. 9-10

LARGE QUEBEC MANUFACTURING CONCERN requires services of first class lumber shipper. Must be able to keep force of six or eight checkers and inventory men going, also be familiar with planing mill operation. Must be fast and accurate at figures and a good penman. Send references in first letter to Box 729, Canada Lumberman, Toronto. 9-10

Business Chances

Canadian Hardwood Timber Limit

I can secure an option for a good, responsible firm on a tract of Hardwood in Parry Sound District which it is estimated will cut 20,000,000 feet b.m., of Birch, Maple and Hemlock, and 60,000 cords of Hardwoods. The birch is of the finest quality of large timber in Canada. Limit only short haul from railroad. Full particulars furnished to interested parties. Box 732, Canada Lumberman. 9-10

For Sale

Water power sawmill and site at Magneta-wan, in good running order; capacity about 12,000 feet per day; also timber and wood on 400 acres on river front near mill; good piling grounds and shipping facilities; well established business and good reasons for selling.

The Fred Taylor Lumber Company,
Hamilton, Ont. 7-10

FOR SALE Hardwood Limit

Large area—convenient to transportation. Low freight rate—good labor market—convenient to Toronto. Large quantity Birch and Maple. For particulars write to Box 716, Canada Lumberman, Toronto. 8-11

Timber Limits For Sale

Township of Mills, Berth No. 2.
Township of Pringle, Berth No. 3.
Township of Pringle, Berth No. 4.
Township of Lount, Berth No. 1.
Township of Lount, Berth No. 2.

Apply, A. LESLIE,
P. O. Box 763, Barrie, Ont. 6-9

Timber Limits For Sale

FOR SALE—The actual owners wish to get into touch with actual buyers. Virgin timber; average 27 M. to the acre; on a river; close to tire water; inside Vancouver Island. Fir, spruce, yellow cedar, red cedar, Coast hemlock, balsam. Exceptionally good logging. Held under perpetual licenses Price on basis of one dollar per M. Address: The Sunset Mills, Limited, Nelson, British Columbia. 6-10

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
Montreal, Que. 8-t.f.

Spruce Limit Wanted

IF YOU HAVE A GOOD, GENUINE PROPOSITION in the Lumber line, please communicate with me. Will entertain the purchase of good spruce limit with or without mill plant, situated preferably on an easy freight rate to Montreal, or will consider financing the exploitation of good timber limit. No cut-over lands will be considered. Reply full particulars, P. O. Box 284, Montreal, Que. 8-12

Saw Mill For Sale

FOR SALE—Saw Mill in a thriving country village, close to C. P. R. Station, in a good farming community, with planer, shingle machinery, lath machinery and grain chopper in connection, all in good running condition. Owner has good reasons for selling. Apply Box 252, Shelburne, Ont. 6-9

Building Plans

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Saw Mill For Sale

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Minnesota Forest Fire Losses

The annual report of the Minnesota State Forestry Board submitted by C. C. Andrews as secretary of that board to the governor indicates that the fires in state forests during the year were large and that nearly 1,125,000 acres were burned over and that property valued at \$2,074,328 was destroyed. Prompt and efficient fire fighting, the report adds, prevented greater losses. The hazards were reported as the greatest since the establishment of the forestry service in 1911, and most as bad as those in 1910, when Baudette and Spooner were destroyed. The report also showed that \$10,000 of state funds were spent in fighting fires during the year and that in addition railroads, lumber and mining companies, together with towns, counties and settlers, contributed \$135,000.

Paper Company Gives up Spruce Logs

That the United States Government's efforts to secure spruce logs is materializing in some quarters was evidenced by the transfer of fully 1,000,000 feet of spruce logs from the Hawley Paper Company booms above Oregon City locks in the Willamette River to the mill boom of the Multnomah Box & Lumber Company at Portland, to cut for airplane stock primarily. These logs had been towed from the lower Columbia River to Portland, loaded at the hoist on the east side on to cars and hauled to Oregon City, and dumped in the boom preparatory to making paper, but on receiving request from the government, the Paper Company relinquished the logs which were then floated back to Portland, the tugs backed water to hold the rafts steady in the current and out of shoals and eddies.

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1 car 1½ in. Birch, No. 1 C. & B.
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1 car 1 in. Beech, No. 2 C. & B.
1 car 1 in. Soft Maple, No. 2 C. & B.
1 car 1 x 4 Birch, No. 2 & 3 Com.
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Review of Current Trade Conditions

Ontario

There has not been any radical change in the general situation in Ontario during the past two weeks. Transportation is steadily improving, and the carrying companies have come to the rescue in some cases with commendable enterprise. The opening of navigation will ease the situation so far as local shipments are concerned. Quotations are still stiff, and some wholesalers are hanging back, not caring just yet to take up the output of certain mills, particularly in soft woods, as they feel to do so at present prices is too much of a gamble. Others do not think that stocks at the figure now asked by some mills are worth while holding, as the amount involved is too large and the future too speculative. While there is no indication that prices will drop, still when they do fall the majority of members of the trade think it will not be a decline of one or two dollars a thousand, but everything will come down with a bang. The policy of most wholesalers at the present time is one of caution and conservatism. Ordinarily speaking, they are not afraid to take a chance, but just now the rather discouraging news at the front and other uncertain elements which have been injected in the situation, such as the shortage of labor, the new Military Service Act, registration of the man power of the country, etc., all tend to unsettle business. Labor is very scarce at the present time, and while a number of mills had begun sawing and others will begin at the middle of the month, conditions may work out better than expected, although the wage question is one that is becoming very trying. Stocks of hardwoods are very limited, and whatever lines are in hand are commanding particularly good prices. There is a good demand from furniture manufacturers, piano firms, graph-anola companies, and others, which keeps business up to the mark. Dry softwood stocks are not large with the mills, comparatively speaking, and retailers are not buying to any large extent at the present time. They are holding back owing to the lull in building operations. In several cities plans are under way to erect large numbers of workmen's houses, and, if these materialize, it is believed that considerable impetus will be given to the trade. No wood is being exported, and a representative of one leading Canadian company who returned recently from Washington states that the export trade is practically killed. The difficulty and delay of obtaining licenses, permits, and other routine proceedings that have to be gone through, and even then not being assured of bottoms to carry the stock, renders all effort in this direction largely of a negative character.

The recent awarding of shell box contracts will call for large supplies of spruce, pine, birch, beech, elm, and maple, and create a lively demand for these woods. Were it not for munition work and government contracts the lumber business as a whole would be rather stagnant. One leading authority made the statement the other day that in normal times about 75 per cent. of the lumber used went into buildings, repairs, and alterations, and the remaining 25 per cent. in other lines. To-day he says this condition of affairs has been reversed, and 75 per cent. of what is moving goes into government work. This is the one thing which keeps business fairly active. The new freight rates are now into effect, and British Columbia representatives report that the charge per hundred from Vancouver to Toronto is 71.7 cents, where the former rate was 67. This, along with the shorter hours in the camps and mills, has caused an advance in British Columbia stocks which have not been coming through in very large quantities of late, owing to the tie-up on the railways, particularly in the West.

Eastern Canada

The car situation has improved considerably, and shipments are going through to Ontario and other points with much greater facility than they are across the line. There is but little prospect of the foreign trade being improved at the present time, as the carrying of foodstuffs, munitions, and other supplies needed at the front displaces all other commodities, which are practically classed as non-essentials. The labor situation is none too reassuring, and mills are finding it increasingly difficult to get sufficient men. Wages have advanced a good deal, and the Military Service Act will take some of the younger men away. Not a few plants have lost from five to twenty men under the new military draft. Values in most lines are strengthening, and one wonders how high prices are bound to ascend. Some manufacturers hope that the limit has been reached, as they fear that the reaction may set in. Building operations have been greatly curtailed, and fully 60 per cent. of the wood that is now sold is used for government purposes, such as munitions, aeroplanes, shipbuilding, etc. Recent

advices from Boston say that a fair demand exists for lumber, but that the delivery problem is still handicapping trade. Conditions seem to be improved, but from this out it is hoped that there will be little or no trouble in filling orders. Lumber is beginning to come into Boston from the South and West, after long months of practically total embargo. Just what effect it will have on prices cannot be foretold. The market is fairly strong at present, particularly on the lower grades, and some authorities think that the way matters are being lined up that the top has been reached. As the season advances there is a little more tendency to sell. Cedar shingles are pretty firm, but there are not many coming in from the Pacific Coast, which leaves rather a serious shortage in the Eastern market, although the demand is small. The awarding of contracts for some 750,000 two-round 6 in. shell boxes will naturally create a much livelier demand for lumber in various lines. It is understood that further orders are to be awarded for 4.5 boxes. On the whole, there is not much change in the general situation, but there may be some definite developments before the end of the spring season. Manufacturing costs are climbing all the time, and operations in all lines will be more restricted than last season, owing to shortage of timber taken out and scarcity of mill help.

United States

The large lumber enterprises, as well as the smaller concerns in the United States, are doing their part in carrying along and subscribing to the third Liberty Loan. The members of the trade in all its branches recognize that patriotism and production go hand in hand, and when the fate of democracy hangs in the balance, if an extra push or spurt is needed to "go over the top," the lumbermen would be found there with the other great allied business interests of the great republic. Possibly the chief feature of the week is the demand for hardwoods of all kinds. All available supplies of birch and basswood are picked up very quickly, and mills in this line report that there is a large requisition in Canada. The dealers in the Dominion are scouring the United States for supplies of white ash, birch, and basswood, but the one difficulty in the way is the securing of an export license. A number of buyers from the other side are also visiting the Dominion, seeking such hardwoods as Uncle Sam is short of. The demand from furniture factories has picked up considerably. One the whole, the sellers who are doing a good business are supplying the government requirements, either directly or indirectly. Many mills that formerly catered to private trade are now looking after government interests. They find the latter a very good customer. The number of box cars available has improved considerably, and transportation is better than it has been for some months. Prices are firm in all lines of hardwood, and, on the average stiffer, than they were last month. In spite of this, the number of producers say that the costs of the manufacturing has increased more than the figure for the finished article. From general reports, the market for Southern pine is livelier than it has been for months past. The chief difficulty is the lack of labor. It is said that in some places help is so short that when the loading of cars is speeded up men must be taken from the sawmills, and this, in turn, causes a falling off in production. The trend of prices seems upward, and a recent price index made by the "American Lumberman," compiled from average prices paid for twenty grades of yard stock, shows that the figure is now \$29.87, as compared with \$29.70 two weeks ago. The normal production is estimated at 93,622,862 feet weekly.

The prices which the government has set for spruce appear to be generous, and the figure to be paid in the New England section has been federally fixed up to July 1. The Washington authorities will require a good deal of spruce, as it is understood the plan is to use this kind of wood wherever possible in government buildings. This action will stimulate imports of spruce from Canada. On the Pacific Coast spruce producers recently received a government order for 500,000 feet of common lumber, which shows that an attempt is being made to move the side lumber resulting from the cutting of airplane stock.

In hemlock there has been rather a united effort to get hold of stock, and Eastern mills are declining some business, as they state that civilian needs cannot be ministered to until government orders have received full attention. A considerable volume of hemlock is called for by retailers, but, on the whole, country buying has been rather quiet. In Douglas fir, if the producers were in a position to take all the private business that is presenting itself, some records would be broken. Fir is now sold in what is ordinarily known as Southern pine



View of Mills in Sarnia.

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territory, and thus its area has been considerably enlarged. Prices are firm.

Great Britain

The volume of trade in hardwoods and mahogany is extremely limited. The small and varied parcels of lumber that now from time to time come forward have assisted business somewhat, and a good proportion of the trade that is moving consists of dealings in these goods. The imports during the last couple of weeks have been fairly satisfactory, but it is said most of the goods were brought forward under permits for government work, and that the amount of stock otherwise shipped was relatively small in comparison.

The new schedule of prices for home-grown timber shows that the authorities are anxious to encourage output, and it is needless to say that the changes made will prove to be a good stimulant to greater supplies, says the "Timber Trades Journal," but besides the hitherto continued complaints as to poor remuneration, the shortage of labor has been keenly felt, and the trickling of men from the camps to the army has caused the home timber merchants and others engaged in the trade to despair of keeping up with the work they are called upon

to do. These, however, will be pleased to see from the army order that the authorities are taking precautions to keep as many men as possible for work in our woodlands. The demands that will be made on our timber resources during the next twelve months will be enormous, but special inducements have been given the trade to make a larger output. The position is much clearer with regard to calling up men for the army, so that it only requires greater railway facilities to keep the traffic moving briskly.

Reports from Liverpool indicate that the position with regard to American hardwoods is about the same as it has been for some time. The arrivals of parcels of hardwoods during the past week were up to the usual quantities coming forward; and, while the volume of trading is nothing like what could be desired, yet the tendency to keep trade moving is increasing in proportion to the stocks coming to hand. There is a good demand for oak, satin walnut, and poplar, and these kinds of timber remain in active request. Unfortunately, all grades of stock have now become very low, and, although a few parcels are being yarded, yet the paucity all round is very marked. However, more shipments are expected, and no doubt before long a change for the better will set in.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Buying in Ottawa Falls Off Slightly

A slight decrease in demand, coupled with a considerable improvement in transportation facilities, were the two principal features of the Ottawa lumber market during the past month. The decline in orders, while it was not by any means of a serious nature, caused some speculation, but did not affect prices.

The market remained firm, there being no change in quotations as compared with late March quotations. Higher prices seem likely. Stocks usually low at this period of the year were reported in some quarters to be below those carried during a corresponding period a year or two ago. The market was not overstocked.

The improvement in transportation and embargoes provided the brightest outlook. An increased amount of rolling stock was available and the embargoes applying at United States points were lifted considerably, at destinations other than sea ports. Generally, the situation, considering these two phases, was considerably easier than it has been for months. Conditions did not actually revert to normal, but steadily climbed toward it. The opening of navigation on the Ottawa River, Rideau Canal, St. Lawrence, and United States canals, it was firmly believed by Ottawa lumbermen, would further tend to greatly improve the transportation situation. Congestion at American terminal points appeared to be decreasing.

The shortage of dry stock was chiefly noticeable in grades of pine and spruce. The volume of domestic business showed some improvement over March. The foreign demand appeared to have slackened somewhat.

Whether the demand for export to the United States is to permanently fall off or the decrease is only brought about by ordinary conditions of a temporary nature, is pretty much of a guess. It seems beyond conception that the United States has received or ordered all the lumber it requires from Canada. It may be that United States buyers are holding off placing orders in an effort to definitely find out what the manufacturers are going to charge for their 1918 mill cut. Again shipments have been going through regularly for the past two or three weeks, and it may be that sufficient supplies have arrived for immediate needs. In all probability with the increasing war effort by the American Government it is very likely that as much, if not more, lumber will be required in the future than has been shipped across the border since the United States entered the war.

Prospects of the market weakening or prices going lower are practically nil. Yards are not overstocked, and the manufacturers have not shown any too keen an interest to dispose of their holdings until they know just how much labor is going to be available for the sawmill operations. The absence of sufficient help to operate the sawmills may tend to send the prices sky high, disregarding the amount of increased wages the manufacturer has to pay his help.

Most of the sawmills in the Ottawa district opened up during the last ten days of April. It was too early to state definitely what conditions prevail. The operators of sawmills, big and small, are doubtful if sufficient labor will be available to operate the plants fully from the start. In the case of the John R. Booth sawmill it began operations on a limited scale, and trusted that when word of the mill

being in operation became noised about that former employees would gradually return to it.

Sufficient logs were in the Ottawa River below Deschene Rapids to ensure the operation of the mills for some weeks.

Other logs by the tens of thousands were in "reserves" on the Upper Ottawa between Deschene and Chats Falls, and could be quickly moved as soon as the ice began to move down river. The operation of the amended Military Service Act will also likely tend toward a further decrease in the available supply of mill labor. The unsuccessful tendering by Ottawa woodworking plants for further shell box orders was expected to result in swelling the supply of labor available for the sawmills.

Coal cars continued to be used freely for shipping lath and rough lumber.

Conditions for export to the English or European market showed no activity or change.

General conditions, excepting the improvement in the transportation situation, showed little or no change with Shepard and Morse, as compared with early April. Mr. P. C. Walker reported orders continuing fairly good. Embargoes were easier. The Shepard and Morse sawmill opened on April 23rd.

The Davidson sawmill at Fort Cologne opened during the latter part of April. Labor was not plentiful. At the beginning Mr. Grant Davidson stated he expected sixty to seventy dollars per month with board would have to be paid for sawmill labor.

Jackson Booth stated that sales from the manufacturing standpoint are fair, with manufacturers not overly anxious to quote prices for the 1918 sawing. Mr. Booth's sawmill, while it has started, will not likely fully operate until some time in May. The supply of labor available for the operation of the sawmills this season, Mr. Booth thought, would have a considerable bearing on prices for this year's cut.

Mr. Belford, of Gilmour and Company, stated orders are continuing good for dry stock and the prices of 8-inch spruce boards showing an advance of \$2 per thousand, and are selling freely at \$45 per thousand for dry stock. Dry stocks were reported getting scarce. An improvement in the transportation and embargo situation is noted. The opening of navigation will assist this company in forwarding both domestic and foreign shipments.

Montreal Says Outlook is Fair

Although the volume of local business in Montreal is much about the same as at last writing, more orders are coming in from provincial centres. Building reports indicate that there is an increase in the amount of construction, in schools and churches, besides some important industrial plants. In one or two places, such as Shawinigan Falls, there is considerable activity, due to business arising out of the war. Two of the largest buildings are the acetic acid plant under construction at Shawinigan Falls for the United States Government, and the ferro-silicon plant at Beupre.

Trade with the United States is still good, but the car situation, although a little better, leaves much to be desired. Orders for dimension timber are slow.

The market all round is very firm, the outlook being for still



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higher prices. Wholesalers state that manufacturers have not departed to any appreciable extent from the waiting attitude they took up, and are by no means anxious to sell the new cut except at stiff figures.

Some recent shell box orders given out in Montreal are reported to have been let at low prices, although one firm states that the latest contract obtained was at higher quotations than was previously secured. Probably the Imperial Munitions Board will have to pay still stiffer rates for the next lot of boxes, as apart from the increase in the price of lumber, there are indications that some manufacturers are waking up to the absurdity of tendering at values which are below cost. This has been due to the scramble for orders, and to the ignorance of certain makers as to their costs, caused by a failure to accurately estimate the exact charges which enter into the making of the goods. The result of this reckless competition is seen in the elimination of many firms, who have paid the price of unbusinesslike methods, and have also kept down prices to a basis which is, generally speaking, unremunerative. The Imperial Munitions Board naturally accept the lowest prices offered, and are not responsible for a condition created by the manufacturers themselves. Exporters of lumber and timber will have to pay increased harbor charges on any goods shipped, which will amount to very little unless conditions radically change. On lumber and timber the wharfage charge is increased from 8 to 10 cents per 1,000 feet b.m., or \$1.50 per carload when handled by rail. On railway ties, the charge is 25c per 100 pieces of 8 feet lengths and 50c per 100 pieces of 16 feet lengths. Pulp board and wood pulp are raised from 6c to 8c per ton, and newsprint from 12c to 15c per ton. On cars switched by the Harbour Commissioners' railway the charge has been increased by 50c. The increases are due to higher costs for material, service, and labor, coal being a large item in the expenses. Lumber landed on the wharves ex barge or steamer is to be allowed a further delay of three days for removal in addition to the four days generally allowed to goods. If the lumber is not removed after the seven days, additional wharfage charges will be made.

Imports of newsprint into the United States from Canada increased about 5,000 tons during February, as compared with the corresponding period last year, the total being 38,428 tons; while the imports of wood pulp from Canada show a considerable falling off, being 7,861 tons as against 12,815 tons in February, 1917.

St. John Men Up Against Heavy Costs

From the manufacturers' standpoint, the conditions at St. John have not improved to any extent during the past two weeks. No buyers have been found who are paying prices which are consistent with the advance in the cost of logging over a year ago. The price of manufacturing has also arisen with leaps and bounds, labor and materials used in sawing are advancing from day to day, and the logs being smaller are causing the mills a reduction in the saw bill, besides which the man power is less efficient. All these matters are coming up before the mill man and if he cannot get his asking price he must either stop manufacturing or sell without a profit unless he is willing to pile his sawn lumber in his yards or on his wharves and hope for better rates. This is in reality what the St. John mills are doing, and is a condition they have never faced in years. Bank logs are coming forward and are bringing around \$20 per thousand, an advance of \$5 to \$6 per thousand over a year ago for logs much inferior to last year's logs.

The figures being offered by the American buyers only leave about 25 cents on the cars for random stock. This, it can be seen at a glance, is not profitable, as the costs of sawing are much higher—in fact, the mill man would lose at these quotations. It is to be hoped that the American Government will set a profitable figure, and as they have been in committee at Washington during the past week along with the representative lumbermen from the East, perhaps before this gets into print the prices will have been adjusted to the satisfaction of all concerned.

The St. John River ran out from Grand Falls to Seven Islands on the 17th and from Grand Falls to St. John on the 20th. The booms at Fredericton are now closed and logs are being received. At the time of writing no driving has started and conditions do not look very prosperous as the snow is fast going and with cold nights and days the water is dropping. Unless rain comes driving must be much delayed, and delays are dangerous and expensive as crews must be held and paid. Driving wages are from \$3.50 to \$4.00 per day, which is about \$1.00 per day higher than ever, and men are very scarce.

Locally conditions are better, and rail shipping is easier, as cars are more plentiful. Building continues very inactive, and no improvement under present conditions can be looked forward to. The lath market is very dull, not over \$3.00 being paid for cuts of the mills for 1918. Shingles are also very draggy. Factory business is reported to be only fair. While the factories are busy, they are not manned to capacity and are only turning out about half the volume of business they could do on account of shortage of help.

Lumbermen's Protest Gets Attention

Canadian Railways Will Not be Allowed to Charge 15 Per Cent. Increase on All United States Hauls

The "Canada Lumberman" understands that at the meeting of the executive of the Canadian Lumbermen's Association, held in Ottawa on April 23 and 24, the matter of discrimination against Canadian shippers by the railways was discussed.

The details of this question, which are referred to in the report of the last regular meeting of the Wholesale Lumber Dealers' Association, Toronto, appearing in this issue, were explained to the directors of the C.L.A. by Mr. A. E. Clark, of Toronto, chairman of the Wholesale Lumber Dealers' Association. It was suggested by him that as representatives of the trade were present from various parts of the Dominion, the matter should be brought to the attention of the Railway Commission. Mr. Clark stated that the 15 per cent. increase, which recently went into effect on Canadian roads, was being charged by the transportation companies on the United States portion of a through haul. This was in a number of instances a discrimination against Canadian lumbermen, especially as the Interstate Commerce Commission had ruled that the increase on lumber rates across the border was not to exceed one cent per hundred pounds.

With the Canadian roads charging 15 per cent. increase, Canadian shippers were seriously handicapped, as the advance in some cases would run as much as 4 and 4½ cents per hundred pounds on the American haul, instead of the maximum of 1 cent per hundred pounds, as ordered by the Interstate Commerce Commission.

Sir Henry Drayton, chairman of the Dominion Railway Board, was communicated with and announced that he would receive a deputation from the Canadian Lumbermen's Association and the Wholesale Lumber Dealers' Association. The members met the chairman of the board, and the facts of the case were laid before him, the speaker being Mr. A. E. Clark, chairman of the W.L.D.A.

Sir Henry announced, after hearing the full particulars, that, in his opinion, the railroads were not dealing justly by the lumber interests, and the 15 per cent. tariff would be suspended in the matter of the United States portion of the journey.

The provisions of the bankruptcy bill which has been introduced in the House of Commons by Mr. S. W. Jacobs, M.P., were approved. An outline of the measure has already appeared in the "Canada Lumberman," and it is felt that the industry in all its branches, along with other lines of commercial activity, would profit by the enactment of the uniform legislation proposed. The executive went on record as being thoroughly in favor of the bankruptcy bill.

Another matter of interest discussed was the employment of alien labor and a resolution of the Employers' Association of Hamilton to the Federal Government was endorsed. This memorial is to the effect that all neutral and alien labor should be regulated, and, inasmuch as laborers of this class are being furnished with work, they should be compelled to perform a full day's labor, six days each week. It appears from the lumbering standpoint that many of these men have been earning such a high wage during the past few months that the tendency is to put in fewer days in the week. This interferes with the uniform output of mills as compared with pre-war standards. The general opinion of the members seems to be that alien laborers, now being able to earn as much in half the time as they formerly did when compelled to keep at it steadily, are inclined to lay off too much.

The question of housing men in lumber camps, as suggested by Mr. Fitzpatrick, of the Reading Camp Association, Toronto, was not given any serious consideration, the members believing that the plan proposed is too costly, radical, and impracticable.

The proposed rationing regulations for men in camps as outlined by the Canada Food Board, was given much consideration, and the opinion was expressed by some that the cafeteria system might work out to advantage. It is felt that conferences with the Food Controller, which have been going on for some time, will result in a satisfactory arrangement of the feeding of the men and in the conservation of wheat, meat, sugar, fats, etc. The cafeteria plan has been tried in a number of mining camps, but whether it would prove a more efficient and economical way of catering to the lumberjacks than the methods which have prevailed in the past remains to be seen.

A committee, consisting of A. H. Campbell, R. G. Cameron, and W. E. Bigwood, was appointed to confer with the Executive Committee of the Wholesale Lumber Dealers' Association, Toronto, with reference to the extension of the Bureau of Information, to include the lumbermen in the eastern part of the Dominion. It is probable that if the details now under consideration work out satisfactorily, offices may be established in Ottawa and Montreal.

Those present at the gathering were W. G. Power, president of the Canadian Lumbermen's Association; Daniel McLachlin, Arnprior; Gordon C. Edwards, Ottawa; A. E. Clark, Toronto; G. W. Grier, Montreal; W. T. Mason, Montreal; A. H. Campbell, Montreal; Angus McLean, Bathurst, and W. M. Ross, Ottawa.

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Work of the Forestry Corps

Capt. Schuster, Lumberman, of Belleville, Back in Civilian Ranks after Efficient Overseas Service

Capt. W. E. Schuster, of the Schuster Company, Limited, wholesale and retail lumber dealers, of Belleville, Ont., after two years overseas' service, as transportation officer on the headquarters staff of the Canadian Forestry Corps, is once more in civilian life. Capt. Schuster has had an interesting and eventful career in that he was connected with the first unit authorized for timber operations in Great Britain and the allied nations. When he arrived in England he was assigned to the post of officer in charge of transports in the city of London. The various forestry units were later brigaded and Capt. Schuster was appointed to take charge of technical equipment and transportation. Later he took the title of Railway Traffic Officer, personally directing the movement of vast stores in equipment on the British railways and the Atlantic transports as it related to the Canadian Forestry Corps. The work of Capt. Schuster was characterized by faithfulness, efficiency and devotion to duty.

"Yes," he declared recently, "I went overseas with the original unit which was authorized on March 1st, 1916, and on May 13th following we had actually made a delivery of timber and lumber to



Capt. W. E. Schuster, of Belleville receiving a welcome home.

the War Office. The lumber and timber was cut by the men of this unit at Virginia Water near Windsor Park and sawmills and technical equipment all came from Canada. I do not think it necessary for me to make any extended reference to the work of the Canadian Forestry Corps as what they have done in England and France has attracted world-wide attention. I consider it a great honor to have been associated with the pioneer unit, the 224th Battalion, and believe when the history of the Forestry Corps comes to be written in all its details after the war is over, it will be shown what great and useful work the boys accomplished."

Capt. Schuster is an old Belleville boy who has resided all his life in that city. After being educated at the public and high schools, he entered the service of the Rathbun Company, with whom he spent several years. On the latter closing out their interests in Belleville, the business was continued by the Schuster Company, who have built up a large trade. They specialize in rough and dressed lumber, shingles, sash, doors, and hardwood flooring, and also handle Portland cement and hard and soft coal. Mr. Walter N. Belair is Capt. Schuster's right-hand man and partner in the business.

In regard to the delivery of lumber, Capt. Schuster says that all prices are quoted at the yard, and there is added to the same the actual cost of delivery. In respect to the distance from the yards and the size of the load persons therefore pay proportionately. The Schuster Company are not manufacturers or contractors, but have a well-equipped yard which possesses both rail and water communication. They have also ample sheds for storing dressed lumber.

"No," concluded Capt. Schuster, "we do not prepare plans or specifications; we leave matters of this kind to the local contractors. We think that belongs to their special line of business and we confine ourselves exclusively to the matter of supplying materials."

Ellwood Wilson, chief forester of the Laurentide Company, Limited, Grand'Mere, Que., is on an extended trip to California and other points west and south.

Increase in Rafting Rates on the St. John

The bill relating to the application of the St. John River Log Driving Company to increase its rates for rafting and booming logs was before the Corporations Committee of the House of Assembly at Fredericton, N.B., recently. A conference between representatives of the company and the lumbermen was held following the committee meeting and it was reported that an agreement was reached upon certain matters in dispute.

The proposition of the company was that on account of the heavy increase in the cost of rafting and the marked decrease in the quantity of logs handled at its booms an increase should be made in the rates. It is proposed that the company shall create an operating fund each year in advance of the drives, the amount to be estimated from the charges for rafting and booming, and adjustment to be made after the logs have been counted. The sum of \$15,000 was first suggested but later it was reduced to \$12,000, that being the figure which is not to be exceeded. This fund is to be raised by an assessment. Operators who may not take part in the formation of the fund, by paying in advance on fifteen per cent. of their cut may have the logs which get into the booms of the company by accident, handled by the company. Other operators who may not take advantage of either arrangement are to pay \$2.50 per thousand extra on their logs handled in the company's booms.

Mill Costs Go Up With Shorter Hours

The B. C. Loggers' Association recently conceded their men an eight-hour day at ten-hour wage rate. In order to hold their crews intact the millmen in turn felt compelled to grant a shorter day despite a recent wage advance, and they are now operating their plants on a nine-hour basis for five days of the week, with half-time on Saturday. Some of them are paying the ten-hour rate, while others are paying their men by the hour, with extra pay for any overtime work. As a result of this serious jump in operating costs, taken in conjunction with the advance in log prices carried into effect in February, and the impending increase in railway freight rates, the manufacturers have had to mark up the selling price of a number of items. Meetings of the Association were held, when the following increases per 1,000 feet were decided upon: Timbers, \$4, with spread ranging from \$1.00 on 41 to 45 feet lengths up to \$33 on long lengths; No. 2 car sills (up to 34 feet), \$5; No. 3 car sills (up to 34 feet), \$10; select common fir (rough), \$4; fir tank stock (rough), \$5; 1 x 6 in. car roofing, 1 x 4 in. and 1 x 6 in. car sheathing and lining, \$2; car decking, \$4; 1 x 3 in. and 1 x 4 in. car flooring, \$5; boat decking, 3 x 3 in., 3 x 4 in., also fractional and odd sizes, \$5; cross-arms, \$4; steel frame box car lining, \$4; ties, 6 x 8.8, \$4; switch ties, same as rough lumber.

The shingle market shows considerable strength. This is due to the increased cost of production caused by most mills giving a nine-hour day, with same pay as formerly was paid for ten hours' work. Production so far this year has been somewhat smaller than in 1917, owing to weather conditions that have made it impossible to get sufficient bolts out of the woods to keep bolt mills cutting, and several mills that cut logs have been down part time—due to being unable to get cars in which to make shipments.

The new freight rates which have just become effective to all points on the Prairies and Eastern Canada will have the effect of advancing delivered prices to dealers. From the above it will be seen that consumers cannot expect to obtain their supply at the prices that have previously prevailed. The following are present trade quotations, f.o.b. mill: XXX, \$2.90 to \$3.00; XXXXX, \$3.60 to \$3.65; Eurekas, \$3.90; Perfections, \$4.25; 6/2 XX, \$1.90 to \$2.00.

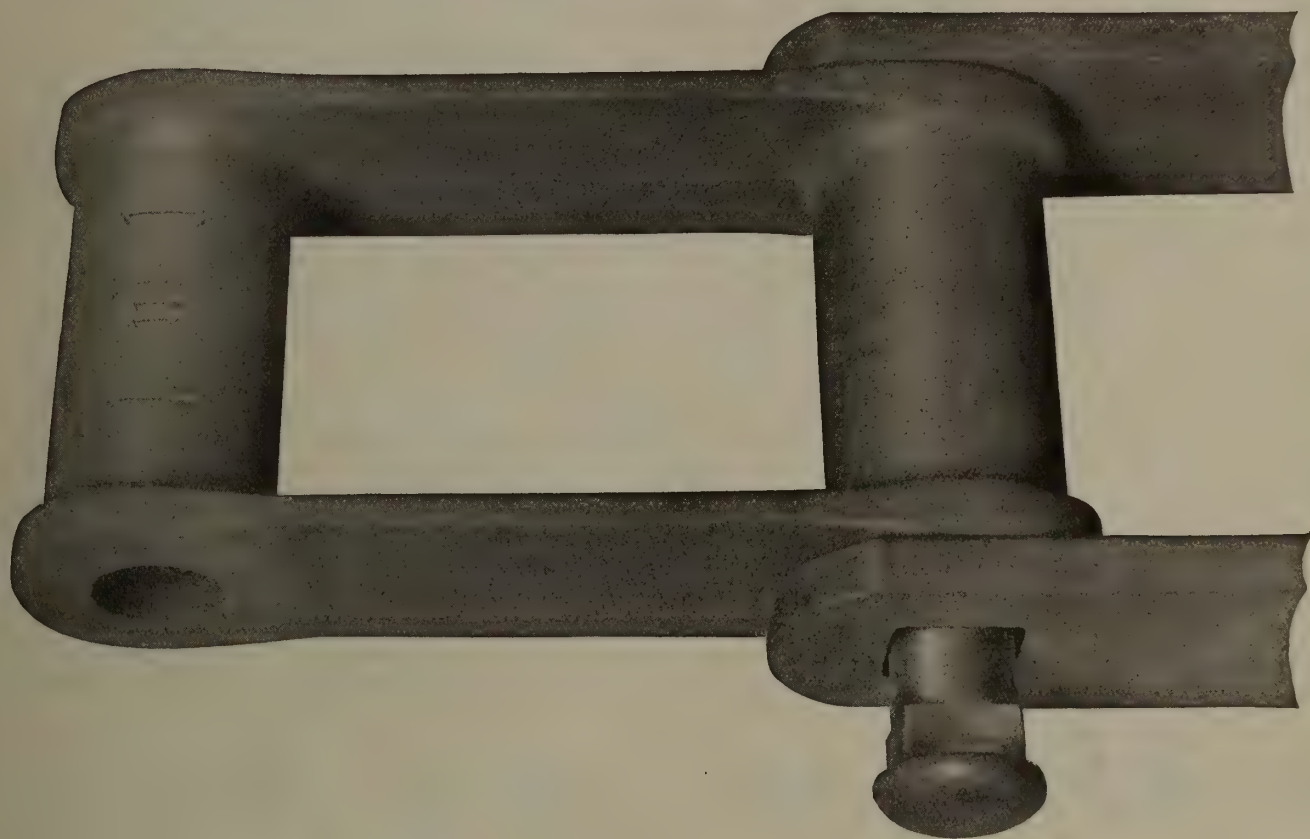
Logging operators report no particular difficulty in securing labor for their camps—especially since the eight-hour day was introduced. Log prices remain at: No. 1 fir, \$20; No. 2, \$15; No. 3, \$11; shingle cedar, \$15 to \$18; lumber cedar, \$18 to \$20; hemlock, \$12 to \$15; spruce, open.

The numerous different uses to which wood from a single Douglas fir log may be put was illustrated by a cross-section of such a log displayed recently in the West. Every portion of this log was marked with its own particular use. A list of these uses follows: Lath stock, finish, flooring, stringer, ship decking, airplane stock, ship plank, joist, tie, structural timber, bridge timber, stepping, clear cant, dimension, ship ceiling, broom handle, milling stock, running board and post.

The firm of Irvin & Sellers, hardwood merchants, of Liverpool, Eng., has been converted into a limited liability company, under the style of Irvin & Sellers, Ltd. There will be no change in the management or policy of the business. William B. Irvin is managing director of the new company, and has associated with him several well-known persons as members of the directorate.

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"Hercules" Combination Malleable Iron and Steel Chain



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Canadian Branch and Warerooms - MONTREAL

Lumberman Passes the Century Mark

Colon LaFortune, lumberman, of Norfolk County, recently celebrated his hundredth birthday anniversary at the home of his daughter, Mrs. Ed. Nicholls, of Port Dover, Ont.

All of his surviving children—one son, Frank, of Simcoe, and four daughters, all resident in Norfolk, were present. The venerable centenarian followed lumbering on Big Creek from Tillsonburg to Port Royal in the early days. He is erect, active, and hearty, and enjoys his daily pastime, angling.

Many of his fifteen grandchildren and twenty-one great-grandchildren called on him. The family are noted for longevity. A sister died at 98, a brother at 103, and three other brothers lived over 92 years. Colon LaFortune has been a total abstainer all his days.

Newsy Briefs from Ottawa

Lieut. Kieth Davidson is to return to France on May 15th. His furlough has been shortened.

Building operations will likely run well over a million dollars in Ottawa this year.

Lieut.-Col. James Vincent Patrick O'Donahoe, commanding the 87th Grenadier Guard, Montreal, has been reported wounded in action in France.

Agricultural machinery, farm produce, and wagons to the value of thirty thousand dollars was recently destroyed by fire at the John R. Booth farm on the Merivale Road.

The steamer "Bronson," one of the finest tow boats of the Upper Ottawa Improvement Commission's fleet, and valued at \$100,000, was recently destroyed by fire at Pembroke.

Mr. and Mrs. Robert M. Cox celebrated their fiftieth anniversary of marriage on April 16th. For the past forty years Mr. Cox has spent a considerable portion of his time at Ottawa attending to his lumbering interests. Mr. Cox is eighty-one years of age. His wife is five years younger. There are thirteen grandchildren.

In connection with the proposed increase of from twenty-five to fifty per cent. in fire insurance premiums on woodworking and other plants as proposed by the Canadian Fire Underwriters' Association, the view of Mr. Jackson Booth is that a sliding scale system, allowing for discounts, will be put in force. His opinion is that a general rate will be struck, but if a mill has certain fire prevention appliances, and the buildings are in good shape and of modern construction, that dis-

counts from the general rate will be allowed. Munition plants will likely be hardest hit by the proposed increase. Since the beginning of the war, many plants have had to extend their buildings, and in some cases the additions were not up to the standard of the previously insured structure.

B. C. Woods for Technical School

A carload of British Columbia spruce and fir arrived in Toronto recently as a gift from the British Columbia Lumber Association to the Toronto Central Technical School. The timber, which is of the finest quality, is valued at \$1,000, and is to be used for experimental purposes by the pupils of the Technical School. The Advisory Industrial Committee of the Board of Education recorded a hearty vote of thanks to the lumbermen of the far West for their generous gift.

Personal Paragraphs of Interest

Second Lieut. Maurice F. Peiler, R.F.C., is reported missing. He is the son of Mr. H. L. Peiler, manager of the Mason Regulator and Engineering Company, Limited, Montreal, Que. A later message states that he is a prisoner in Germany.

Patterson & Tilley, of Hamilton, Ont., has been changed in style to Patterson & Crosthwaite. Mr. Harvey Crosthwaite, who for a number of years has been associated with Mr. Patterson, has been taken into partnership. Mr. Patterson returned lately from a holiday trip to the south.

The many friends of John Donogh, manager of the Dargan Lumber Company, Toronto, are sorry to learn of his serious illness. At the last meeting of the Wholesale Lumber Dealers' Association a resolution of sympathy was passed and many flowers have been sent to the bedside of Mr. Donogh.

Lieut. J. A. Gordon, son of Alex. C. Gordon, of Mickle, Dymont & Company, Toronto, was killed in action in France on April 4. He secured his commission through the 12th York Rangers, and assisted in raising the 127th Battalion doing recruiting work at several points. He then assisted in raising the 220th Battalion, going to England with them. When this corps was broken up he took further instructions and finally was attached to the 4th Battalion in France, serving many months in the trenches and escaping injury until he was killed. He was 26 years old.

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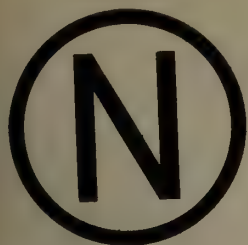
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1	Car	5/4	No. 1 Common
1	"	5/4	No. 2 "
1	"	5/4	No. 3 "
2	Cars	6/4	Firsts and Seconds
1	Car	6/4	50% No. 2 Common, 50% No. 3 Common
2	Cars	8/4	Firsts and Seconds
6	"	8/4	No. 1 Common
8	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
2	Cars	12/4	Firsts and Seconds
3	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
5	Cars	16/4	Sound Boxed Hearts

If any of the above items interest you will be glad to submit prices. Will undertake shipment inside of a week if destination not under embargo.

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"GALBADUK" on your Horse Covers, Tarpaulins, Tents, etc., is your guarantee of a "watertite" canvas of highest quality. A canvas absolutely waterproof and protected from mildew and decay by a special process, machine applied, that penetrates every fibre of the canvas, strengthens every thread, and suitable for every purpose where a "watertite" duck is required. Made in Green and Brown—the color won't rub out and the longer in use the more solid it becomes.



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EDGINGS

Ontario

J. E. Butler & Son, Vittoria, Ont., lumber dealers, recently suffered a loss by fire.

Rankin & Co., 1536 Dundas Street West, Toronto, Ont., recently lost their planing mill by fire.

W. H. Hutchinson, Goderich, Ont., is contemplating the erection of a ship-building plant, to cost \$25,000.

The Mattagami Lumber and Sawmills Company, Timmins, Ont., have assigned to Hector E. Montgomery.

Croucher Brothers, of Craigielea, Ont., have installed extra machinery in their sawmill and erected an addition to their buildings.

D. H. Gillies Company, 288 Adelaide Street, London, Ont., whose sawmill was recently destroyed by fire, will commence rebuilding as soon as the insurance is adjusted.

The Keewatin Lumber Company started a night shift in their big mill at Kenora recently. It is the intention of the company to run the night shift throughout the season.

The sawmill of W. J. Brown, Warkworth, Ont., was recently destroyed by fire. The mill had been operating during the day, and it is thought the blaze, which broke out at night, may have started from the engine room.

J. Stirrett & Sons, Port Arthur, Ont., who are erecting a modern sawmill, will do all their own work. The lumber, machinery, and equipment have all been purchased. The building is of frame construction and the capacity of the plant about 30,000 feet per day.

The Elbow Lake Lumber Company, whose mill at Elbow Lake, Ont., operated for a short time last fall, expect to start sawing again about the middle of May. The mill has a capacity of 40,000 feet a day, and the company have sufficient logs to cut two and a half million feet during the coming season, principally white and red pine.

The Shevlin-Clarke sawmill at Fort Frances, Ont., recently started the season's operations. The plant has sufficient logs to keep running all summer. There are at present in the employ of the company about 700 men and a number of others in the woods. The mill has a capacity of about 600,000 square feet a day, and the payroll is over \$60,000 a month.

John McMartin, M.P., of Cornwall, Ont., who recently passed away, was president of the Labrador Pulp and Lumber Company. He began his career working for two years in a lumber camp and later went railroading. He was largely interested in mining operations, being one of the first to start in the Porcupine and Cobalt district. He was 59 years of age.

The Dargan Lumber Company, Ltd., has been incorporated, with head office at Toronto, Ont., and capital stock of \$40,000, to purchase and deal in standing timber, timber limits, and to carry on business as shipowners, timber merchants, timber growers, sawmillers, pulp and paper millers, etc. The provisional directors are J. L. Ross, A. R. Holmsted, and L. B. Campbell.

The sawmill and store of the Moulthrop Lumber Company at John Island, Georgian Bay, were burned to the ground recently. It is understood there was no insurance. No lumber was lost. The mill had a capacity of about 20,000 feet a day, and had been in operation for a number of years. G. H. Moulthrop, of Bay City, Mich., is at the head of the company which owned the mill.

The Monteith Pulp and Timber Company, who operate a mill on the Driftwood River at Monteith, Ont., will saw about four million feet of spruce this year. Last year their cut was two and a quarter million feet. The company handled in 1917 about thirty-five thousand cords of pulp wood along the T. and N. O. and the Transcontinental lines, for shipment to various points, but this year have bought only twenty-five thousand cords, owing to the difficulty experienced in getting cars.

Eastern Canada

Pauze & Gohier, Montreal, P.Q., lumber dealers, have dissolved.

Roberge & Rosseau, lumbermen, Laurierville, P.Q., have dissolved.

Wilfrid H. Pauze, lumberman, Montreal, P.Q., has been registered.

The Eagle Lumber Company, Ltd., have moved from 97 to 90 St. James Street, Montreal.

Blair & Rolland, Ltd., have removed from the Coristine Building to the McGill Building, McGill Street, Montreal.

The Audet Sawmill, Black Lake, near Sherbrooke, P.Q., will rebuild their sawmill, and will be in the market for machinery.

The Montreal office of the Canadian General Lumber Company, Ltd., has been removed to 203 McGill Building, McGill Street.

The Council for Scientific and Industrial Research will carry out at McGill University, Montreal, investigations for the development of a commercial process for the production of high-grade domestic fuel from sawdust.

Fire recently destroyed the sawmill of Luc Martin, Ste. Anne Des Monts, P.Q. A quantity of wood was also destroyed. The loss is estimated at \$8,000. The company will rebuild in a few months, and will spend \$8,000 on the mill.

The Laurentide Company, Grand'Mere, P.Q., recently lost their sawmill by fire. Mr. George Cahoon, Jr., is the manager and Mr. W. Small is the superintendent. The loss is estimated at \$20,000. The company will rebuild immediately.

The Consumers' Cordage Company, Ltd., Montreal, are distributing to buyers of cordage some very neat calendars, starting April 1, 1918, to April 1, 1919. Any cordage user can obtain one by writing to their head office, Montreal, or branches.

Anselme Dube, Limitee, has been incorporated, with head office at Three Rivers, P.Q., and capital stock of \$49,900, to carry on the business, among other things, of manufacturing and producing lumber, timber, pulpwood, wood pulp, paper, doors, and to operate lumber mills, workshops, saw and shingle mills, planing and grooving mills, rossing mills, etc. Among those interested

are M. M. Anselme, U. Dube, N. Dube, and P. A. Heroux, all of Three Rivers, P.Q.

The Lumber Supply Company, Ltd., has been incorporated, with head office at Montreal, P.Q., and capital stock of \$50,000, to carry on business as manufacturers of and dealers in lumber, timber, etc. Among those interested are A. Lachance, W. Picard, and D. Raymond.

La Compagnie & Bois Bedard, Limitée, has been incorporated, with head office at Joliette, P.Q., and capital stock of \$50,000, to carry on business as pulp and paper mill operators, and to manufacture and deal in lumber, wood, shingles, woodenware, wood pulp, etc. Among those interested are J. H. Sansregret, J. O. Malo, J. W. Boulet, and O. Bedard.

The Taylor Engineering Company, of Vancouver, has been awarded the contract, at a figure of over \$750,000, for the construction of a floating dry-dock which will be built in the vicinity of Vancouver. The dock will be identical in design with one which was built a few years ago by the Interisland Steam Navigation Company of Honolulu. The structure will be capable of completely docking vessels of 4,500 tons, but repairs will be carried out on vessels of a tonnage of 12,000.

The St. Maurice Paper Company, Three Rivers, Que., and Donnacona Paper Company, Donnacona, Que., are following the lead of other pulp and paper companies in building houses for their workmen. The St. Maurice Company's cottages will have concrete foundations, will be of frame construction, lighted with electric light, and with British Columbia fir trim. The cottages of the Donnacona company will be of two storeys and a basement, stucco construction. The roofing will be of shingle, and the floors of birch, pine, or spruce.

A deputation from St. Remi d'Amherst, P.Q., has asked the Montreal Chambre de Commerce to support a scheme for extending, for ten miles, the railway line now terminating at Porcelain Mine, in order to serve the cantons of Boileau, Suffolk, and Addington. It was urged that the extension would give access to districts capable of furnishing large stocks of pulp wood and lumber; that it would serve the lumber limits of the Riordon and Edwards Companies, and that 3,000,000 feet could be transported each year. Six saw-mills are now operating in the district.

Compagnie des Placages (Veneers) Canadiens, Ltd., has been formed, with a capital of \$150,000, to deal in timber limits and to carry on the business of lumbermen, saw and planing mill owners, manufacturers of and dealers in veneers, and to manufacture veneers by a secret process so as to make it waterproof, to make veneer boxes such as are used for rubber and tea, and to manufacture waterproof veneers for the building of aeroplanes and hydro-planes. Mr. J. A. Vincent, manufacturer, and Mr. A. Phaneuf, accountant, Acton Vale, P.Q., are interested. The principal place of business will be in Montreal.

In an address delivered recently in Montreal by H. D. Bean, purchasing agent of the Abitibi Power and Paper Company, he stated that 2,000 tons of newsprint paper was the daily demand from the United States on Canadian mills, and that it required 250 tons of newsprint every 24 hours to furnish Canadian journals with the supply required. Nearly \$160,000,000 was the amount invested in the 100 pulp and paper mills in the Dominion, and it took the pulp wood from approximately 60,000 acres to supply the demand of Canada alone for a year. Mr. Bean believed that Canada had 350,000 square miles of pulp wood limits, and 60,000 acres taken out would not make a noticeable inroad.

Western Canada

The Shearwater Lumber Company, of Clayburn, B.C., have added a re-saw to their mill, which has a capacity of about 35,000 feet a day.

Stanley Irwin, formerly district forester, with headquarters in Prince Rupert, is now in the lumbering business for himself. He is operating at present on the Queen Charlotte Islands.

At a recent flood on the Clearwater River, Alberta, all the sawlogs boomed along the stream were swept away, and the Bryan sawmill was under water to such an extent that only the smokestack was visible.

A sawmill is cutting ties at Kakawa Lake now, and the sawmill erected at Jessica, a short distance up the line on the Kettle Valley Railroad, is also in operation. A Rosedale shingle firm is also getting out bolts at the mouth of the Coquahalla, on property owned by interests in Victoria, B.C.

The first consignment of rived spruce for airplane construction arrived in Vancouver from the Queen Charlotte Islands recently by the steamer Prince Albert, which brought a cargo of 15,000 feet. This inaugurated the shipments from special spruce camps working for the Imperial Munitions Board.

Some idea of the new business which is developing in Prince Rupert is shown by the fact that the Grand Trunk Pacific has just contracted for hauling 4,000 cars of spruce lumber this year across the continent, and it is estimated that other shipments of lumber and fish from Alaska arising from new business will require many more trains.

Sealed tenders are being received by the Minister of Lands for British Columbia until May 14, 1918, for the purchase of License X95, to cut 1,217,000 feet of fir, tamarac, yellow pine, and spruce, and 14,000 fir and tamarac ties on Lot 6245, Sand Creek, near Jaffray, Kootenay District. Two years will be allowed for the removal of the timber.

A recent despatch from Vancouver says that contracts for 22 ships similar to those now under construction at the various shipyards of the province will be let within the near future by the Imperial Government, through representatives in Canada, providing the builders will be content with a smaller profit. If British Columbia builders cannot take on the orders and be content with less profit these orders will, in all probability, be placed in the United States.

A recent despatch from Prince Rupert says that the effect of prohibition is strikingly illustrated in the logging camps of the Queen Charlotte Islands, where there is at present a very cosmopolitan population. The workers include, outside of Anglo-Saxons, Afghans, Sikhs, Turks, Japanese, Chinese, Indians, Russians, South Americans, Germans, and Austrians. The authorities report that the men all get along together very well, comparatively few cases of disorder arising.

Captain Robert Dollar, head of the Dollar line of steamships and owner of a big sawmill at Vancouver, which cuts principally for the company's yards in China, was the speaker at a luncheon given by the foreign trade section of Vancouver Board of Trade last month. The veteran shipowner and lumberman gave an enlightening talk on the subject of foreign trade. The time was not far distant, Captain Dollar declared, when the centre of the world's commerce would shift from the Atlantic to the Pacific.

3" Dry Spruce

3 x 7" —100 M ft.
3 x 8" —300 M ft.
3 x 9" —200 M ft.
3 x 10" —90 M ft.
3 x 11" —50 M ft.
3 x 12" —40 M ft.

2" Dry Spruce

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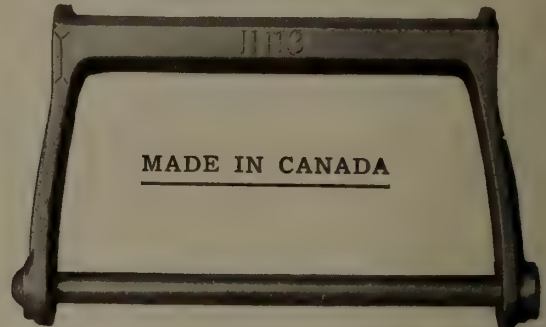
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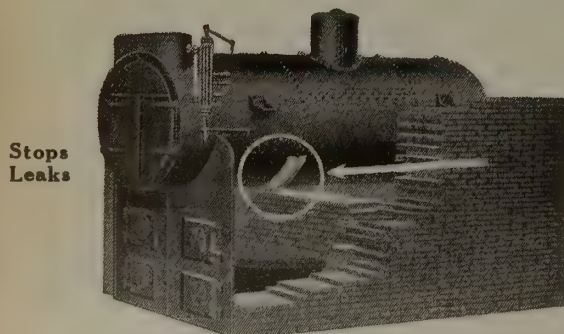
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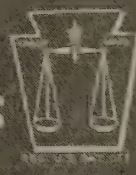
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White Pine:

1 x 4/7 Good Strips	\$56 00	\$59 00
1 1/4 and 1 1/2 x 4/7 Good Strips	57 00	61 00
2 x 4/7 Good Strips	57 00	59 00
1 x 8 and up Good Sides	61 00	63 00
1 1/4 and 1 1/2 x 8 and wider Good Sides	79 00	81 00
2 x 8 and wider Good Sides	79 00	80 00
1 in. No. 1, 2 and 3 Cuts	49 00	51 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	57 00	60 00
2 in. No. 1, 2 and 3 Cuts	59 00	61 00
1 x 4 and 5 Mill Run	44 00	47 00
1 x 6 Mill Run	46 00	49 00
1 x 7, 9 and 11 Mill Run	44 00	47 00
1 x 8 Mill Run	46 00	49 00
1 x 10 Mill Run	49 00	51 00
1 x 12 Mill Run	50 00	52 00
5/4 and 6/4 x 4 Mill Run	45 00	47 00
5/4 and 6/4 x 5 Mill Run	45 00	47 00
2 x 4 Mill Run	43 00	45 00
2 x 6 Mill Run	46 00	48 00
2 x 8 Mill Run	46 00	48 00
2 x 10 Mill Run	50 00	51 00
2 x 12 Mill Run	50 00	52 00
1 in. Mill Run Shorts	35 00	37 00

Red Pine:

1 x 4 and 5 Mill Run	37 00	40 00
1 x 6 Mill Run	39 00	42 00
1 x 8 Mill Run	39 00	42 00
1 x 10 Mill Run	43 00	46 00
2 x 4 Mill Run	37 00	39 00
2 x 6 Mill Run	41 00	43 00
2 x 8 Mill Run	41 00	43 00
2 x 10 Mill Run	43 00	46 00
1 in. Clear and Clear Face	44 00	47 00
2 in. Clear and Clear Face	44 00	47 00

Spruce:

1 x 2 Mill Run	38 00	42 00
1 x 4 Mill Run	38 00	40 00
1 x 6 Mill Run	41 00	43 00
1 x 8 Mill Run	44 00	46 00
1 x 10 Mill Run	46 00	48 00
Mill Culls	31 00	33 00

Hemlock, No. 1:

1 x 4 and 5 in. x 9 to 16 ft.	30 00	31 00
1 x 6 in. x 9 to 16 ft.	33 00	34 00
1 x 8 in. x 9 to 16 ft.	35 00	36 00
1 x 10 and 12 in. x 9 to 16 ft.	35 00	37 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	33 00	34 00
2 x 4 to 12, 10 and 16 ft.	34 00	35 00
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00
2 x 4 to 12 in., 18 ft.	35 00	36 00
2 x 4 to 12 in., 20 ft.	36 00	37 00
1 in. No. 2, 6 ft. to 16 ft.	27 00	28 00
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	26 00	27 00

Douglas Fir:

Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 75	
6x10, 8x10, 10x14, 12x14, 14x14	53 25	
6x12, 8x12	53 75	
14x16, 16x16	54 25	
6x14, 8x14, 10x16, 12x16	54 75	
14x18	55 25	
8x16, 10x18, 12x18	55 75	
18x18, 20x20	56 25	
12x20, 24x24	56 75	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain..	61 00
Fir flooring, 1 x 4, edge grain..	61 00
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No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough	57 50	61 50
No. 1 and 2, 2-in. clear Fir rough	57 50	61 50
1 x 5 and 1 x 6 Fir casing	60 50	
1 x 8 and 1 x 10 Fir base	62 50	
1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping	71 25	
1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping	61 25	
1-in. clear Fir, d. 4 sides	48 00	56 00
1 1/4 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00
XXX B. C. cedar shingles	3 30	
XXX B. butts to 2 in.	4 40	
XXXXX 5 butts to 2 in.	5 00	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$85.00	\$50.00	\$40.00
5/4 & 6/4	95.00	60.00	40.00
8/4	105.00	75.00	45.00
10/4 & 12/4	135.00	105.00	65.00
16/4	145.00	125.00	65.00

Ash, Brown

4/4	70.00	50.00	40.00
6/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00

Birch, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	65 66	42 45	32 35
5/4 and 6/4	75 77	55 60	38 40
8/4	72 75	56 62	40 42
10/4 and 12/4	85 90	70 75	50 55
16/4	90 92	75 78	60 65

Basswood, dry weight 2500 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$70.00	\$52.00	\$43.00
5/4 & 6/4	76.00	58.00	50.00
8/4	76.00	58.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$54.00	\$42.00	\$35.00
5/4 & 6/4	63.00	50.00	40.00
12/4	70.00	57.00	45.00

Gum, red, dry weight 3300 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$57.00	\$60.00	\$47.00
5/4 & 6/4	65.00	55.00	45.00
8/4	65.00	55.00	45.00

Gum, Sap

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$49.00	\$42.00	\$35.00
5/4 & 6/4	52.00	45.00	38.00
8/4	52.00	45.00	38.00

Hickory, dry weight, 4500 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$65.00	\$45.00	\$30.00
5/4 & 6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$35.00
5/4 & 6/4	63.00	48.00	38.00
8/4	65.00	50.00	42.00
12/4	80.00	62.00	52.00
16/4	115.00	100.00	80.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$35.00
No. 2 and better \$42.00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25

White Cedar Shingles:

	Gum, Sap	
	1s & 2s	No. 1 Com.
4	\$49.00	\$42.00
4 & 6/4	52.00	45.00

QUEBEC, QUE.

	Cts.	Per Cubic Foot
White Pine		
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

Spruce Deals

3 in. unsorted, Quebec, 4 in. to 6 in. thick, per M. ft.	22 00	25 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick, per M. ft.	26 00	28 00
3 in. unsorted, Quebec, 9 in. thick, per M. ft.	30 00	35 00

Oak

According to average and quality		
55 ft. cube	75	85
Elm		
According to average and quality, 40 to 45 feet, cube	85	95
According to average and quality, 30 to 35 feet	55	65

Ash

13 inches and up, according to average and quality, per cu. ft.	25	30
Average 16 inch	30	40

Birch

14 inch, average	22	25
15 inch, average	26	28
16 inch, average	30	35
18 inch, average	35	40

Birch Planks

1 to 4 in. thick, per M. ft.	25 00	30 00
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SARNIA, ONT.

Fine, Common and Better		
1 x 6 and 8 in.	\$74 00	
1 in., 8 in. and up wide	83 00	
1 1/4 and 1 1/2 in. and up wide	86 00	
2 in. and up wide	88 00	

Cuts and Better

4/4 x 8 and up No. 1 and better	58 00
6/4 x 8 and up No. 1 and better	72 00
8/4 x 8 and up No. 1 and better	74 00
6/4 x 6 and up No. 2 and better	61 00
8/4 x 6 and up No. 2 and better	63 00
6/4 x 6 and up No. 3 and better	55 00
8/4 x 6 and up No. 3 and better	59 00

No. 1 Cuts

1 in., 6 in. and up wide	50 00
1 1/4 in., 8 in. and up wide	60 00
1 1/2 in., 8 in. and up wide	61 00
2 in., 8 in. and up wide	65 00
2 1/2 and 3, 8 in. and up wide	84 00
4 in., 8 in. and up wide	90 00

No. 2 Cuts

1 in., 6 in. and up wide	38 00
1 1/4 in., 6 in. and up wide	51 00
1 1/2 in., 6 in. and up wide	52 00
2 in., 6 in. and up wide	55 00
2 1/2, 3 and 4 in., 6-in. and up wide	70 00

No. 3 Cuts

1 in., 6 in. and up wide	33 00
1 1/4 and 1 1/2 in., 6-in. and up wide	38 00
2 in., 6-in. and up wide	39 00
2 1/2, 3 and 4-in., 6-in. and up wide	45 00

Common and Dressing Mill Run

1-in. x 4-in.	38 00
1-in. x 5-in.	37 00
1-in. x 6-in.	39 00
1-in. x 8-in.	40 00
1-in. x 10-in.	41 00
1-in. x 12-in.	47 00
1-in. x 13-in. and up	47 00
1 1/4, 1 1/2 and 2 in.	47 00

No. 1 Barn

1 inch	40 00	52 00
1 1/4, 1 1/2 and 2-in.	50 00	54 00
2 1/2 and 3-in.	60 00	
4 inch	62 00	

No. 2 Barn

1 inch	40 00	45 00
1 1/4, 1 1/2 and 2-in.	43 00	48 00
2 1/2 and 3-in.	50 00	

No. 3 Barn

1 inch	36 00	42 00
No. 1, 1, 1 1/4, 1 1/2, 2-in.	43 00	

Box

No. 1, 1, 1 1/4, 1 1/2, 2-in.	32 00	35 00
No. 2, 1 1/4, 1 1/2, 2-in.	29 00	

Maple

	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	43-45	25-27	15-17
5/4 to 8/4	55-57	33-35	17-21
10/4 to 16/4	65-67	43-45	25-27

Winnipeg, Man.

No. 1 Pine, Spruce and Tamarac.		
Dimension.	S. 1 S. and 1 E.	
	6 ft.	8 ft.
2 x 4, 6, 8	16 00	19 00
2 x 10	20 00	20 50
2 x 12	20 00	21 00
Dimension in the rough or surfaced one side		
50c. per M. extra.		

FIR, HEMLOCK, SPRUCE AND LARCH.

x 4" and up, 12'-16'	34 00
x 9" 10" and up, 12'-16'	40 00 42 00
1/4" x 7" 8-9" and up, 12'-16'	40 00 42 00
x 10" and up, 12'-16'	46 00
8-9" x 12" and up, 12'-16'	48 00

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

— IN —

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decreases the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

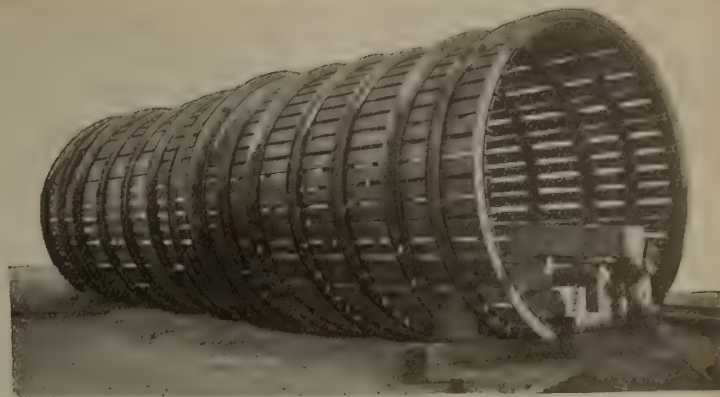
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**You pay for Chapman bearings
whether you buy them or not**

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Co., Ltd.**

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Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.



American Barking Drums are principally of angle construction. They are of first class workmanship and material throughout. Made in diameters from 6 ft. to 14 ft. Made in lengths varying from 15 ft. to 30 ft. Designs are frequently altered to meet the exacting or peculiar conditions of the purchaser.

16 Reasons

why the

American Barking Drum

is so rapidly revolutionizing
barking methods

1. **CONTINUOUS PROCESS.** The wood is fed into the drum automatically at one end and it comes out **BARKED** at the other end.
 2. **LABOR SAVED.** One man can handle a drum alone and bark from 25 to 100 cords per day, depending upon the wood.
 3. **WOOD SAVED.** The drum removes the **BARK ONLY**. The good wood remains intact.
 4. **CLEAN WOOD.** The spray at the outlet end cleans the barked wood nicely.
 5. **SOLID WOOD.** Our drums are so built and operated that bruising and brushing are reduced to the absolute minimum.
 6. **CAPACITY INCREASED.** One drum will do the work of 8 or 10 men and it will work day and night without going on a strike or without demanding higher wages.
 7. **WET OR DRY.** Each method has its advantages and an American Barking Drum will work either way.
 8. **ANY KIND OF WOOD.** Whether hemlock, spruce, poplar, pine or other species, knotty, smooth, large or small, long or short, up to 5 ft. lengths, makes no difference.
 9. **BARK IS USABLE.** Run the bark through a press or allow it to dry and use it for fuel.
 10. **SPACE SAVED.** Our drum requires much less space than any other barking machine or method.
 11. **LOW COST.** Compared with other machines the cost of our drum is low.
 12. **LOW MAINTENANCE.** Users advise us that upkeep costs are nominal.
 13. **POSITIVE DRIVE.** This is an important design feature that you should know about.
 14. **BEARINGS HIGH AND DRY.** Easily kept in order, lubricated, out of the wet and dirt.
 15. **NO GEARS OR TRUNNIONS.** A study of barking drums and methods will convince you of the superiority of our design throughout.
 16. **SAVES WATER.** Very little water is required to operate. The bark carries away the principal waste, which is unavoidable.
- In addition to this, it should be remembered that our trade mark slogan is "SERVICE FIRST." We not only build the **FOREMOST** drum, but we give the **ONLY REAL SERVICE**.
- If you have much wood to bark you should immediately get in touch with our engineers who will gladly advise you without obligating you in any way.

American Barking Drum Co.

CONTINUOUS PROCESS

124 Drums Sold in 28 Months Barking
3,000,000 Cords per Year.

440 South Dearborn Street
CHICAGO



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4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	33 - 35	17 - 19
5/4 to 8/4	56 - 58	29 - 31	19 - 21
ASH, WHITE AND BROWN			
4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	75 - 88	41 - 49	23 - 25

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	129 00
White pine uppers, 2½ and 3 in.	144 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	119 00
Selects, 2½ and 3 in.	132 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	85 00
12 in. and up	80 00
Fine common, 1 x 8 to 11 in.	95 00
Fine common, 1¼ to 2 in.	129 00
Fine Common, 2½ and 3 in.	139 00
Fine Common, 4 in.	68 00
1 in. shaly clear	72 00
1¼ to 2 in. shaly clear	59 00
1 in. No. 2 dressing	64 00
1¼ to 2 in. No. 2 dressing	75 00
No. 1 Cuts, 1 in.	84 00
No. 1 Cuts, 1¼ to 2 in.	88 00
No. 1 Cuts, 2½ and 3 in.	110 00
No. 2 Cuts, 1 in.	59 00

No. 2 Cuts, 1¼ to 2 in.	71 00	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	37 00
Barn Boards, No. 1, 1 x 12	68 00	68 00	3 x 4 and 4 x 4 in.	37 00
No. 1, 1 x 10	63 00	63 00	2 x 8 in.	40 00
No. 1, 1 x 8	59 00	59 00	All other random lengths, 7-in.	
No. 2, 1 x 12	63 00	63 00	and up, 8 ft. and up	34 00
No. 2, 1 x 10	60 00	60 00	5-inch and up merchantable	
No. 2, 1 x 8	57 00	57 00	boards, 8 ft. and up, p 1s	38 00
No. 3, 1 x 12	56 00	56 00	1 x 2	36 00
No. 3, 1 x 10	56 00	56 00	1 x 3	36 00
No. 3, 1 x 8	54 00	54 00	1½ in. spruce lath	4 50
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	1½ in. spruce lath	4 00
1 x 10 in.	52 00	52 00	New Brunswick Cedar Shingles	
No. 1, 1 x 4 to 7 in.	55 00	55 00	Extras	5 00
No. 1, 1 x 8 & 9 in.	56 00	56 00	Clears	4 75
No. 1, 1 x 10 in.	57 00	57 00	Second Clears	4 00
No. 2, 1 x 4 & 5 in.	38 00	38 00	Clear Whites	3 25
No. 2, 1 x 6 & 7 in.	40 00	42 00	Extra 1s (Clear whites in)	1 75
No. 2, 1 x 8 & 9 in.	42 00	44 00	Extra 1s (Clear whites out)	1 65
No. 2, 1 x 10 in.	48 00	48 00	Red Cedar Extras, 16-in. 5 butts	4 73
No. 2, 1 x 12 in.	52 00	52 00	to 2-in.	4 98
Spruce, 12 in. dimension	55 00	55 00	Red Cedar Eureka, 18-inch 5	
Spruce, 10 in. dimension	53 00	53 00	butts to 2-in.	5 40
Spruce, 9 in. dimension	46 00	46 00	Red Cedar Perfections, 5 butts	
Spruce, 8 in. dimension	45 00	45 00	to 2¼	6 07
10 and 12 in. random lengths,			Washington 16-in. 5 butts to 2-	
8 ft. and up	44 00	44 00	in. extra red cedar	4 80

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We buy extensively to be shipped in car and cargo lots CANADIAN Lumber of all kinds including—

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ALSO HARDWOODS

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—Lumber—

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MAPLE, OAK and BIRCH FLOORING

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Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happened to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

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Taps — Dies — Reamers — Cutters — Drills

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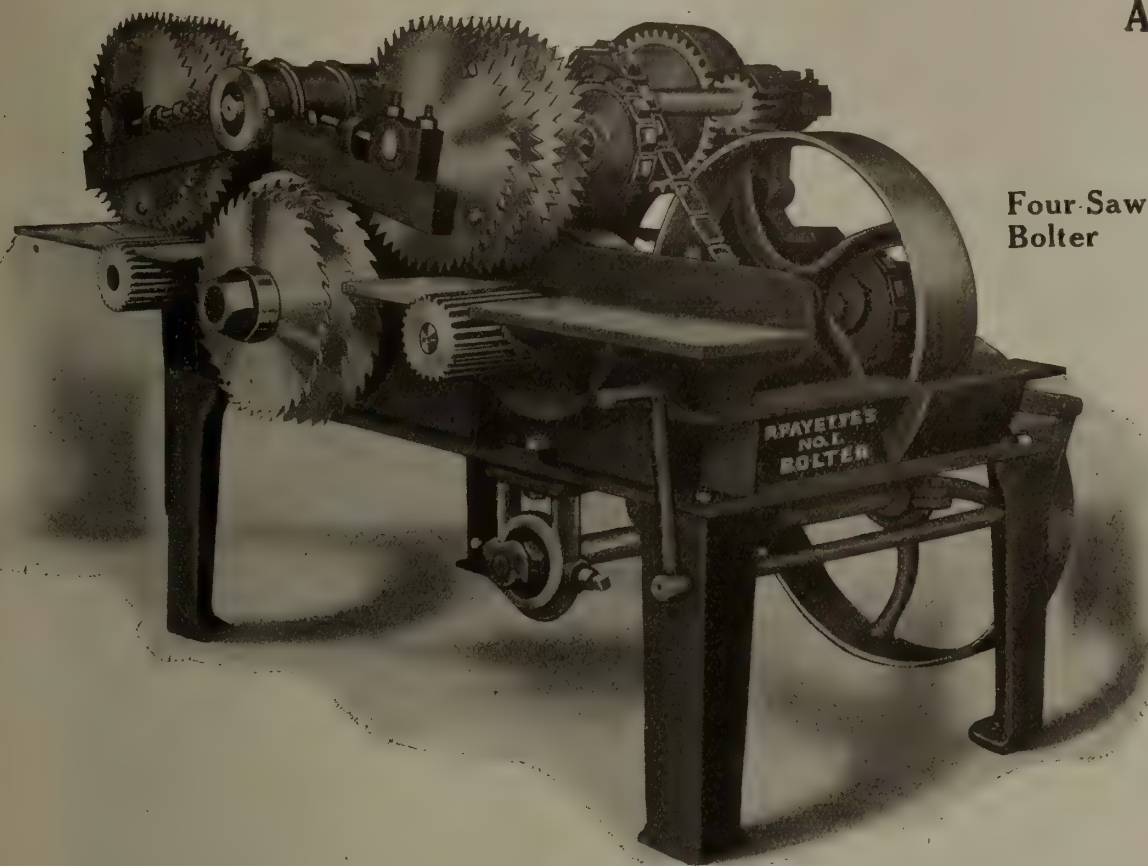
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Our Lath-Mill and Bolter have made a test cut in ten hours of 128,350 four foot laths, 1½ in. by ¾ in., counted, tied and piled.



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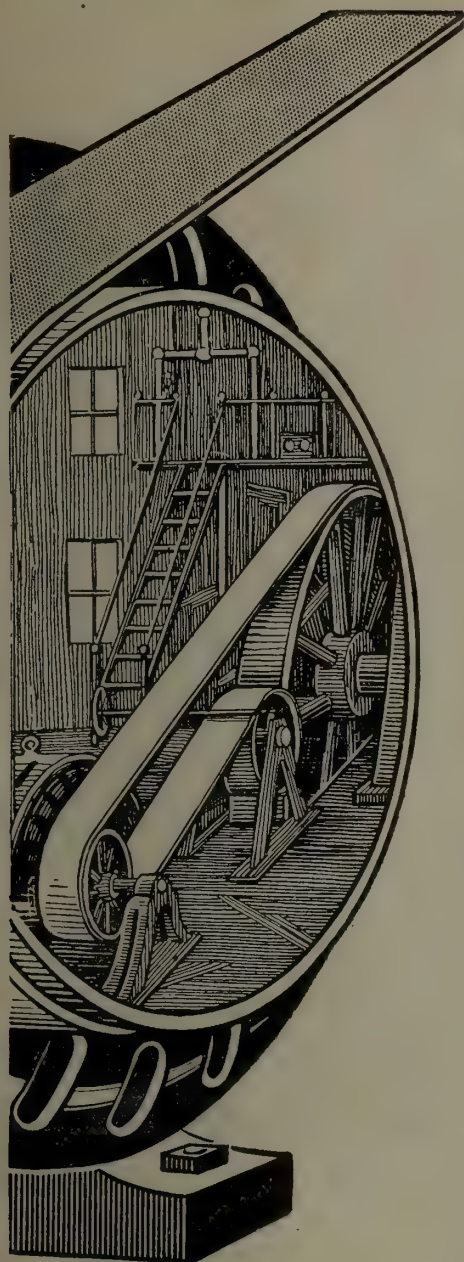
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(Continued on page 62)



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Dunlop "Gibraltar RedSpecial" Frictioned-Surface Transmission Belting

A Worthy Product

Years of careful study of the high-power belt problem have enabled Dunlop Laboratory experts to create "Gibraltar RedSpecial" Belting, the

original Red Face Rubber Belting of Canada—a product worthy of the Dunlop Factories and of the quarter-century record of success back of them.

"Gibraltar RedSpecial" Virtues Are Real

Dunlop "Gibraltar RedSpecial" Belting is to-day widely used in a multitude of ways in the many varied industries in this country. It owes its success, not to any illogical deductions or fantastic analyses, but to the simplest causes—causes so

simple that they are now, always have been, and always will be, in our opinion, the bedrock of success in belt-making—Power, Speed, Service—in actual use as well as in the test-room.

Permanent Elasticity Means "Life" in Belting

In producing this new, this original, this master, red belt, our object has been to have the friction coat of rubber between the plies such as will retain its life indefinitely, and to have a quality of rubber

with long "fingers," and not a quality of rubber the elasticity of which has been sacrificed to obtain the so-called high-pulling test.

That "Friction Pull"

When you are informed that such-and-such a belt has a "friction-pull" of abnormal poundage, do not imagine that you are getting a quality friction. What you have to secure in a belt is a friction full

of elasticity. There must be between the plies of duck only a certain class of rubber to give uniform strength and pliability.

Resilient Quality Must Not Be Sacrificed To Excess of Friction Strength

To obtain high figures, such as referred to above, in belt frictions you have to take away from the elasticity of the friction: hence, there is a happy medium, and this medium we have obtained through our laboratory experts. It ensures for

you a belt, the friction of which will hold the plies together and will be sufficiently elastic in its properties to allow for the give and take necessary in rounding the pulleys.

Duck Finest Obtainable, Made to Highest Specifications

A highly important feature of "Gibraltar RedSpecial" is the duck which enters into its construction. Only the finest quality of specially-selected duck, having the proper tensile strength in the right direction, is used. And this, in combination with a superior rubber friction between the plies, ensures absolute uniformity of service.

Fills The Bill

"Gibraltar RedSpecial" Belting is to be found in practically every industry in Canada, and if it is Power, Speed and Service that you want, then it is "Gibraltar RedSpecial" Frictioned-Surface Belting that you require for your work.

Universal Recognition of "Gibraltar RedSpecial"

To cite the names of users of this famous, red frictioned-surface belt would necessitate the use of much space. We have on file recommendations from almost every type of industry requiring "Gibraltar RedSpecial" Belting in widths varying from 1½" to 48." These testimonials are available for your perusal at any time.

The Original "Red"

"Gibraltar RedSpecial," as noted previously, is the Original Red Rubber Belt—and like most things that are original, its success is of the kind that endures.



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(Continued on page 64)

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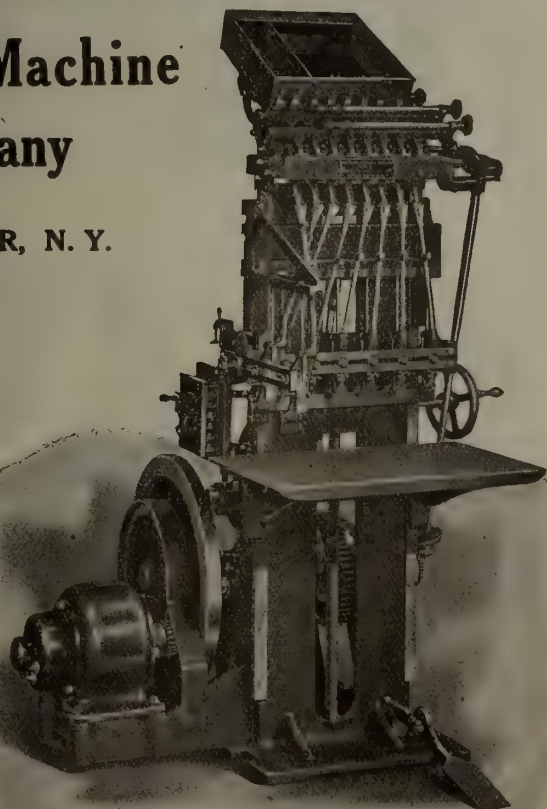
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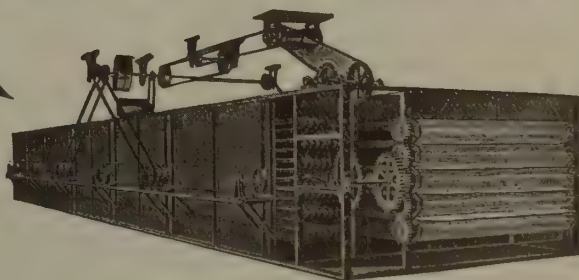
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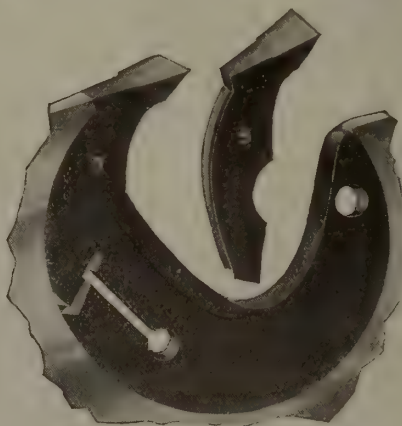
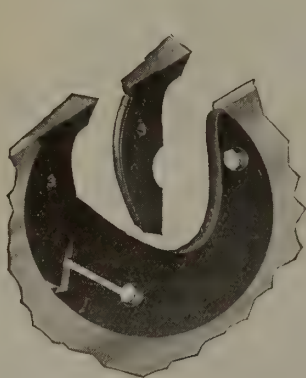
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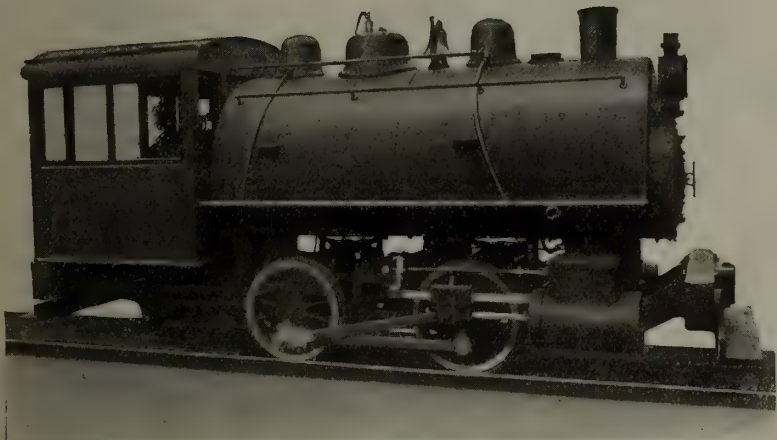
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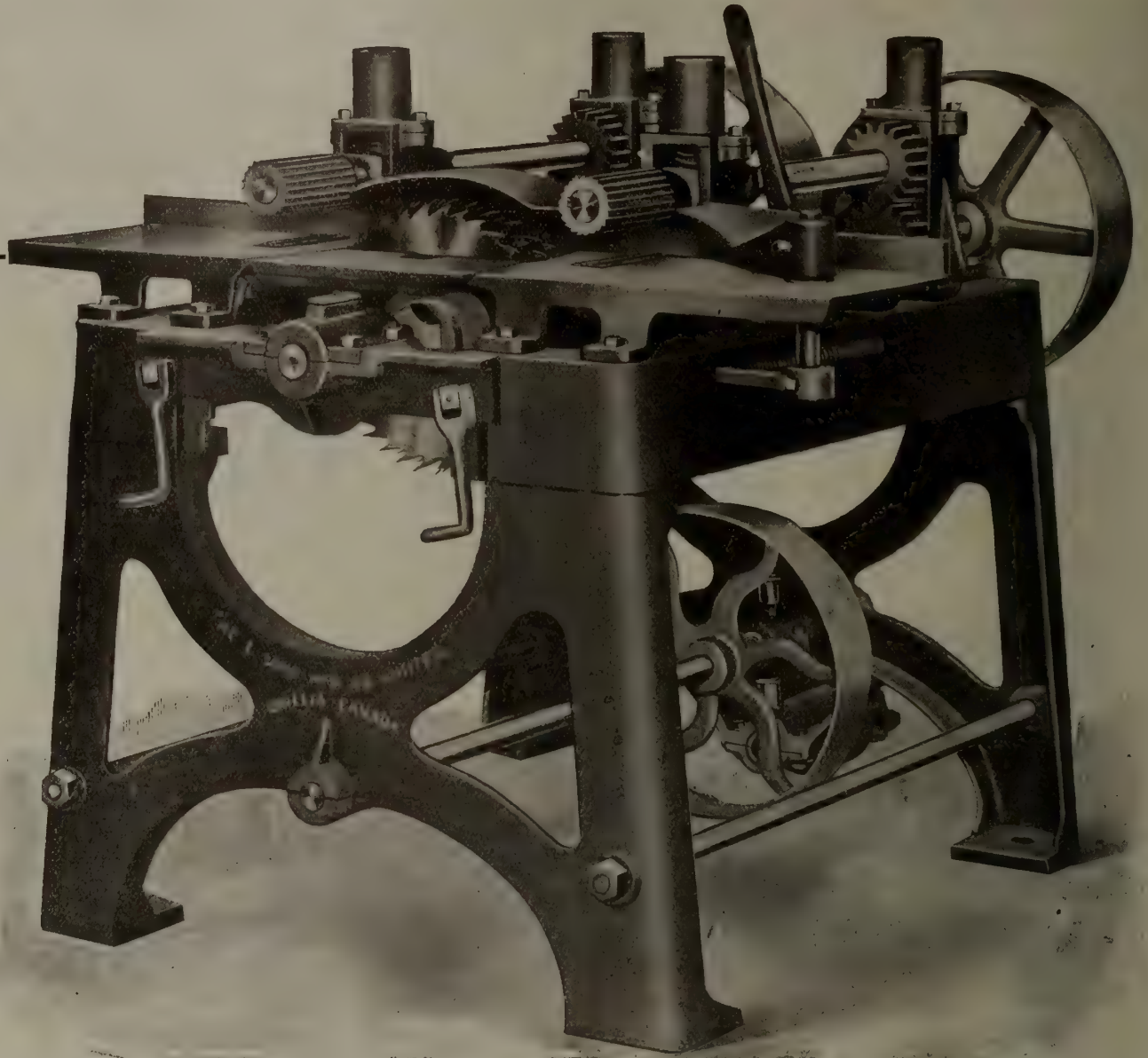
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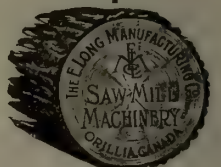
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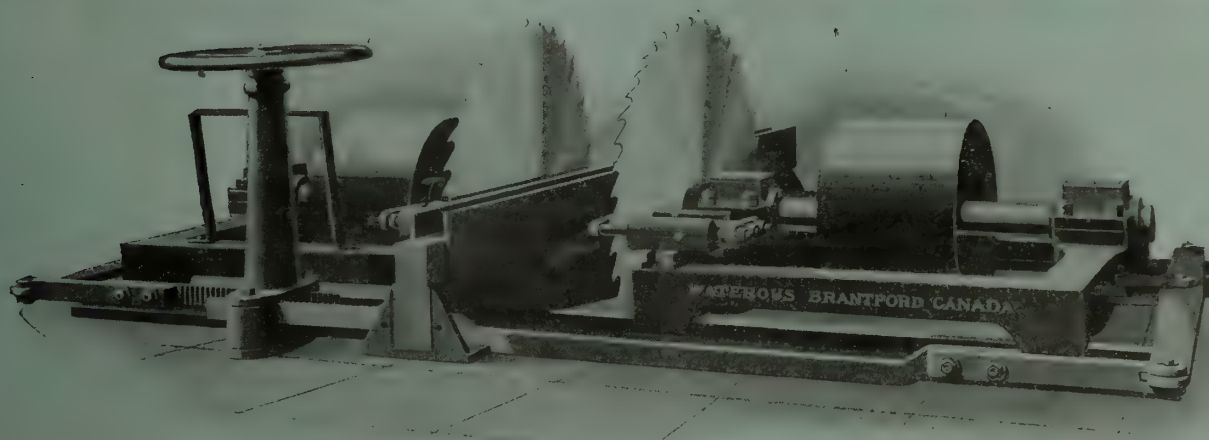
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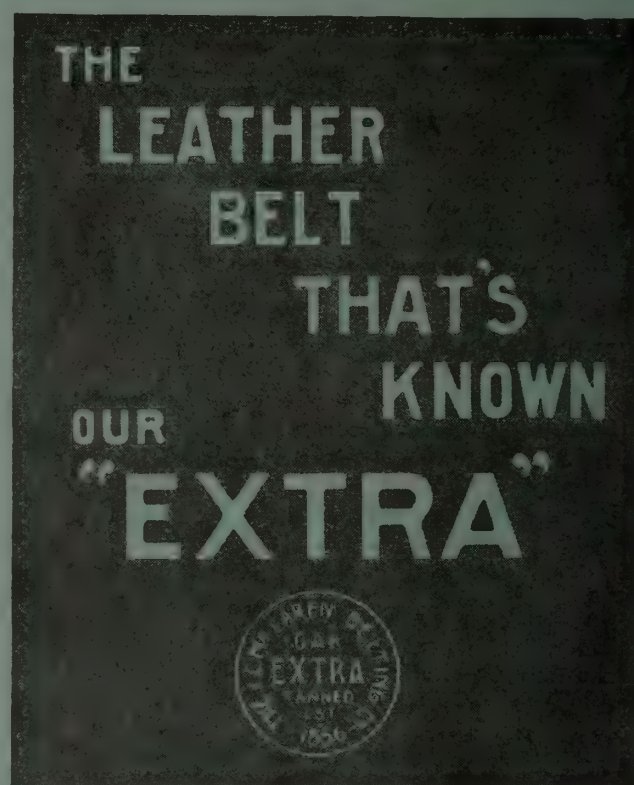


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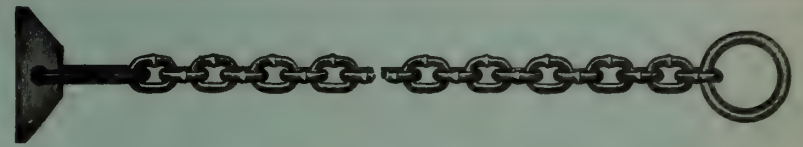
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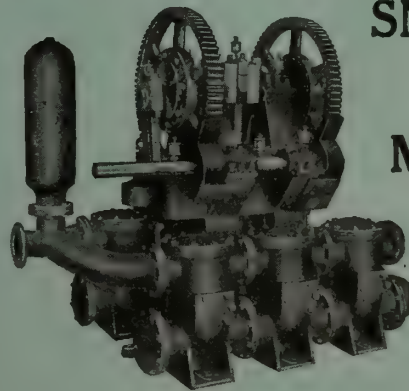
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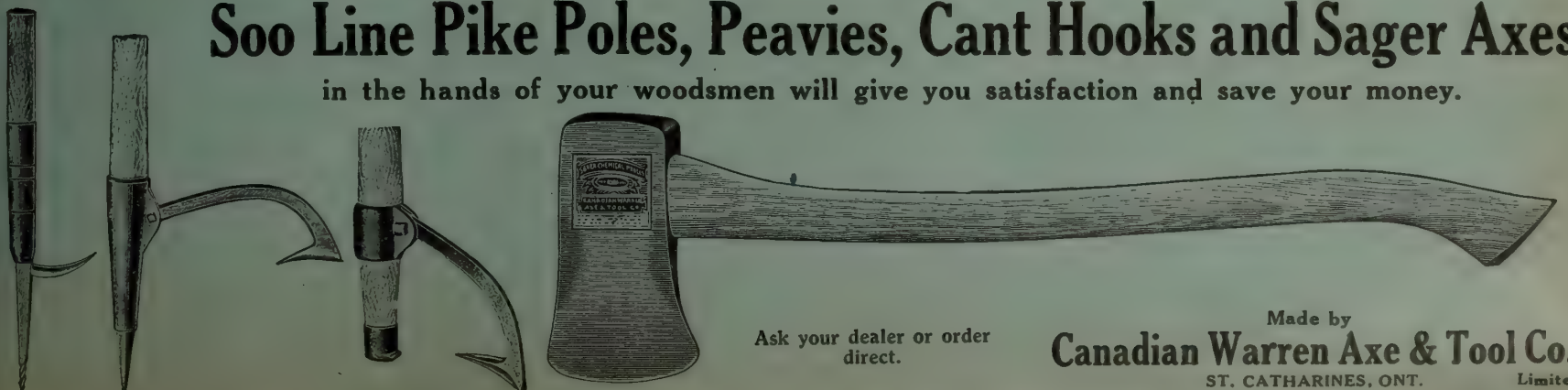
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285 St. Patrick Street, MONTREAL, Que.

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AGENTS AND STOCKS AT:

Tees & Persse, Ltd., Winnipeg, Regina, Saskatoon, Moose Jaw, Calgary, Edmonton, Fort William
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ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,

Minister of Lands, Forests and Mines.

Spruce

Hemlock

We offer the following Dry Stock for immediate shipment:

32M	1 x 3 and up 6/10	Merchantable Spruce
100M	1 x 4 and up 8/18	" "
60M	1 1/4 x 4 x 10/16	" "
78M	1 1/4 x 5 x 10/16	" "
86M	2 x 4 x 8/16	" "
11M	2 x 8 x 8/16	" "
9M	2 x 9/10 x 8/16	" "
20M	2 x 4 x 8/16	Mill Cull Spruce
10M	2 x 5 and up x 8/16	" "
5M	3 x 3 and up x 8/16	" "
256M	1 x 8 x 10/16	Merchantable Hemlock
42M	1 x 9 x 10/16	" "
50M	1 x 10 x 10/16	" "
800M	1 1/2—4 ft.	Merchantable Spruce Lath

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough and Dressed

Timbers in Transit

5 cars 12 x 12 x 22 to 40.
10 cars 14 x 14 x 24 to 70.
5 cars 4 x 4 Edge Grain Decking.
5 cars timbers mixed sizes.

B. C. Fir Dressed Stock in Transit

2 cars 1 x 4 Hemlock Flooring.
1 car 1 x 4 2/3 Ceiling, 1/3 Flooring.
1 car 1 x 4 Fir Flooring.
2 cars 1 x 4 Fir Flooring, No. 3.
1 car 1 x 3 Edge Grain Flooring.

We have the following B. C. Stock to offer for immediate shipment:

3,500,000 ft. Timber, sawn to your specification.
100,000 ft. Ship Decking.
100,000 ft. long Timbers, 40 to 80 ft.

Wire us your enquiries.

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511 St. Catherine St.,

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SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

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Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

**Logging By Rail Enables Us To Run
Our Plant the Year Round**

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited
Fassett, Que.



HEMLOCK

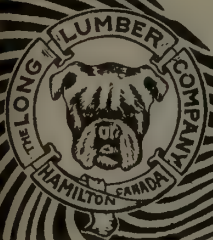
will be in shipping condition June 1st

1 x 4 and up, 6 to 16 ft., Merchantable Hemlock	180,500
2 x 4 and 6 up, 10 to 16 ft., mostly 6 in., Merchantable Hemlock	326,000
2 x 8 in., 10 to 16 ft., Merchantable Hemlock	365,000
2 x 10 in., 10 to 16 ft., Merchantable Hemlock	157,000
2 x 10 and 12 in., 10 to 16 ft., Merchantable Hemlock	65,000
2 x 12 in., 10 to 16 ft., Merchantable Hemlock	64,000
2 x 6 to 12 in., 18 to 24 ft., Merchantable Hemlock	48,000
2 x 4 to 12 in., 10 to 16 ft., Merchantable Hemlock	45,000

Will sell in Block or Car Load lots

Write for Prices

The Long Lumber Company
Hamilton
Ontario



Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF

**B. C. Fir, Cedar and
B. C. Hemlock Products**

TWO LARGE MODERN
MILLS AT YOUR SERVICE

**Fir Finish
Fir Flooring
Fir Timbers**

**"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES**

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

TORONTO, ONT.

Representative---C. J. BROOKS

"T & G QUALITY" BRAND
SHINGLES



"T & G STANDARD" BRAND
SHINGLES

HAVE **YOU** TRIED BRITISH COLUMBIA MOUNTAIN RED CEDAR

FOR BARNBOARDS and SILO STOCK?

*Take This Important Question up with Our Representative
the Next Time He Calls on You*

OR WRITE US

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306 Transportation Bldg.,
Montreal, P. Q.
Phones Main 5266 and Uptown 2431

Ontario Representatives of
THE BRITISH COLUMBIA MILLS TIMBER & TRADING CO.
of Vancouver, B. C.

Vancouver, B. C., Branch
F. W. GORDON
408 Metropolitan Bldg.

I WANT TO BUY

5/8 in. Merchantable Spruce and 5/8 in. Mill Cull Spruce,
1 x 3, 1 x 4, 1 x 5, 1 x 6 Mill Cull, and 2 x 3 and up Mill
Cull Spruce; also Basswood, Birch, and Maple, in all
thicknesses. I can make immediate shipment of plain
and Qtd. White and Red Oak, 1/4 in., 3/8 in., 1/2 in., 5/8
in., 3/4 in., and 4/4 in. Qtd. White Oak Strips, 3 1/2 to 5 1/2
in. wide. Qtd. and Plain Red and Sap Gum.

Write, Wire or Phone for Prices.

PERCY E. HEENEY, Wholesale Lumber
207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

Northern-Southern Hardwoods —PINE—

I specialize in

Plain Oak and Quartered Oak, Chestnut and
Poplar and Southern Pine Finish.

CAN SHIP MIXED CARS AND SAW LUMBER
TO ORDER.

Let me have your inquiries when in the market.

SAM D. SMITH

910 Kent Building

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MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more
than kiln dried Shingles but make a better roof and last much longer

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

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Wholesale Lumber Dealers
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Fraser & Co.

Mills at

DESCHENES

QUEBEC

**White Pine
Red Pine
Spruce
Lumber and Lath**

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1 1/4 in., and 1 1/2 in., Dry Basswood

Dry Birch Stock

We offer in **Birch and Maple**
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash

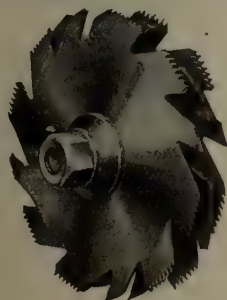
Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO



Patented Nov. 29 '92; July 19 '10.

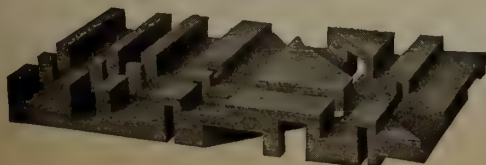
Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

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1103 University Ave.
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Grooves cut with Huther Bros. Dado Heads.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

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(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

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Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
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Vancouver Office: 304 Pacific Building
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Keewatin Lumber Co.

Limited

MANUFACTURERS OF

Lumber **Boxes**
Lath **Shooks**

We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

Your enquiries are solicited

General Sales Office, Mills and Factories: KEEWATIN, ONT.

"For Immediate Shipment"

Dry Merchantable Spruce

25 M. ft. 2 x 5—10/16
100 M. ft. 2 x 6—10/16
50 M. ft. 2 x 7—10/16
20 M. ft. 2 x 9—10/16
100 M. ft. 2 x 4 to 10, 10/16 ft., 60 per cent. 7 in. and wider.
30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.
Above stock sawn plump thickness.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

Dressing in Transit

We have on hand two car-loads of dry cull 1 1/4 in. Lath. Also we have for sale 3 million feet Spruce, Balsam, and Hemlock for next summer and fall delivery.

We have the facilities to handle your milling orders promptly and efficiently on the Intercolonial Railway or connecting lines. Write for price list.

SAVOIE & CO.

Manseau, Quebec

We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO
Mill at Orillia, Ont.

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
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RED PINE **WHITE PINE**

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Crescent Lumber Company
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YELLOW PINE

— SPECIALTIES —

TIMBER - DIMENSION - FINISH

Inquiries Solicited

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere
165 Cornelison Ave., Jersey City, U. S. A.

California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask LOUIS WUICHET

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Hemlock Lumber

We have, ready for shipment, select stocks of high grade Hemlock Dry Stock. Also Lumber, Lath and Shingles. Stock matched or sized if required. Phone or wire your requirements.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

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Manufacturers of Pacific Coast Timber Products

FIR TIMBERS

"SHAMROCK" BRAND RED CEDAR SHINGLES

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D. WILLIAMS, 30 Brunswick Ave., TORONTO, Ont.

Ontario:

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
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Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

JOHN MCKERGOW, President
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**The Montreal Lumber
Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	15 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	up
26 M. ft. 1 x 4 and up x 6/9	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS
95 King St. East TORONTO

WE ARE BUYERS OF
**Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.
Limited
Bootle, Liverpool, England
London Office
Dashwood House 9 New Broad St. E. C

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

BIRCH

Car each:

4/4, 6/4, 8/4 and 10/4
for immediate shipment

SPRUCE

10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

10 cars 2 x 6" "

8 cars 2 x 8/12" "

3 cars 3 x 5 to 7" "

1 car 3 x 8/12" "

A few cars in transit

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

**Practical
Timber
Estimates**

by
EXPERT TIMBER MEN

James W. Sewall
OLD TOWN. MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer
A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

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Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

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& JARDINE**

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

Wanted for 1918

I am in the market for:
100,000 ft. 1 1/2, 2, 2 1/2, 3, 3 1/2, 4 in.
Maple Squares, 2 feet and longer,
clear and sound.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.
1 in. Basswood, log run.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128' ft. centres.

2—Waterous log loaders, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops. 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

1—Doz. concave carborundum wheels, 12 x 3/4 x 7/8, 365K, for band saw grinding.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.

1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.

1—Baldwin retoucher for band saws.

1—Wm. Hamilton band saw shear, 12".

2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Rails and frogs for yard.

Booms and boom chains, 1/2, 5/8 & 3/4.

Winches and other mill supplies.

Small shunting locomotive.

Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited

Penetang or Toronto, Ont.

"Well Bought is Half Sold"

We Offer These Desirable Dry Hardwoods

1 Car 4/4" No. 1 Com. and Btr. Black Ash

3,500' 6/4" " " " "

1 car as follows:

1000' 5/4" No. 1 Com. and Btr. Birch

9000' 6/4" " " "

2000' 8/4" " " "

1 Car 6/4 No. 2 Com. and Btr. Birch

3 Cars 8/4 " " "

Guaranteed not over 15% No. 2 Com. in last two items.

1 Car 6/4 x 9 & up No. 1 Com. & Btr. Birch

Specially sorted for Step stock.

1 Car 12/4" No. 1 Com. and Btr. Birch

2 Cars 4/4" No. 3 Com. Hard Maple

1 Car 8/4" No. 2 Com. & Btr. Hard Maple

2 Cars 12/4" No. 1 " " "

1 Car 8/4" No. 2 Com. and Btr. Basswood

2 Cars 12/4" No. 1 " " Soft Elm

*Call early and get first choice as
these lines are hard to replace*

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE :— 712-20 Bank of Hamilton Bldg.

Montreal Office :—327 Coristine Bldg.

Mills : Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS

Orillia, Canada

Canada Lumberman,
Toronto

Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Southern Pine
**YARD STOCK
TIMBERS**
CREOSOTED POSTS and POLES

Southern Pine
**CAR MATERIAL
GUM LUMBER**
SALINE RIVER WHITE OAK

No Question About The Quality Of

"FORKED LEAF" BRAND OAK FLOORING

It is guaranteed to be of superior grade and perfect manufacture. It is uniform in color and texture since all our material comes from one district. "Forked Leaf" Brand Oak Flooring can be shipped in mixed cars with Southern Pine.

Long-Bell Brand Lumber

"The Kind That Makes Good"

In addition to our Oak Flooring plant we operate two Hardwood mills which produce Oak and Gum Lumber of high quality.

THE LONG-BELL LUMBER COMPANY

R. A. Long Bldg., Kansas City, Mo.

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada
On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.

Hardwoods in Buffalo

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		CHESTNUT.							
		5/8-1 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft	
No. 1 Com.	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft	
No. 2 Com.		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft	
		CYPRESS.							
1st and 2nds		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft	
Selects		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft	
No. 1 Shop		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft	
		HARD MAPLE.							
1st and 2nds	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft	
No. 1 Com.	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft	
No. 2 Com.		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft	
		SOFT MAPLE.							
1st and 2nds	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft	
No. 1 Com.	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft	
No. 2 Com.		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft		
		PLAIN RED OAK.							
1st and 2nds	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft	
No. 1 Com.	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft	
No. 2 Com.		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft	
		PLAIN WHITE OAK.							
1st and 2nds	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft	
No. 1 Com.	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft	
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1 car	2 in.	1 and 2 Pl. Red Gum.
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and Woodworker

Issued on the 1st and 15th of every month by

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Square Dealing Needed to Solve Trade Troubles

During the past two years or more there has been more than the usual amount of uncertainty about the delivery of stock that has been ordered by retailers from wholesalers. Undoubtedly the reason in some cases for the failure of the wholesaler to make delivery has been the trouble caused by railroad embargoes, but there are some retailers whom it would be hard to persuade today that this excuse can be properly used in their own particular cases.

Each individual case of this sort has its own peculiarities and must be judged entirely on its own merits. It is best, however, in all such cases to look at the matter from an independent point of view if possible. What takes place in the retailer's office when a wholesaler takes an order? What the retailer thinks has taken place is that the wholesaler, on the strength of his knowledge of the market and ownership of stock, has represented to the retailer his ability to deliver stock for which he takes an order. Certainly, the retailer does not look upon the wholesaler to whom he gives an order as representing a firm who will deliver the stock "if they can." The retailer knows what his trade requires, and when he gives an order for it he naturally concludes that the matter is settled and that within a reasonable space of time the stock will be delivered. When it is not delivered, or when a great length of time elapses before delivery, the retailer's business affairs are disturbed and his own customers, who are wanting the stock, grow to look upon him as a dealer who cannot be counted upon.

What does the wholesaler think when he accepts the order? If he is a square-minded wholesaler, as fortunately the great majority of them are, he feels that he has committed himself to deliver the stock ordered, at the prices agreed upon. Naturally he believes that he is going to be able to make the delivery or he would not accept the order. So far, the understanding between the two parties is clear. At this point, however, a divergence of views sometimes de-

velops when the wholesaler finds it difficult to make the delivery, because of railroad conditions over which he has had no control.

What becomes of the responsibility of the wholesaler to make delivery under such conditions? Is he relieved entirely of the responsibility if he finds that the stock which he was counting upon to fill the order cannot be delivered? A hard and fast rule cannot be drawn up to govern all such conditions. For instance, there are cases where the stock is of such a class that only one source of supply is available, and it cannot be secured, because the railroads will not deliver it. The transaction, under such conditions, cannot be completed and the matter should be considered one for adjustment on a fair basis between the wholesaler and the retailer, possibly by the substitution of stock of another description, allowance being made by the wholesaler for the loss which his inability to make shipment may have brought upon the retailer. The desire of the wholesaler for the retailer's future trade will generally incline him to be as generous as possible in such cases.

There is generally an understanding between the wholesaler and the retailer printed upon the face of the correspondence relating to the order, that it is accepted subject to strikes, railroad troubles, etc., over which he has no control. Whatever the legal significance of this understanding may be, it should be given consideration by the retailer. The governing fact, however, in the great majority of cases, ought to be the urgency of the retailer's need for the stock, not forgetting, at the same time, the fact that most of the wholesalers are anxious to do their best for the dealers who give them their trade.

There are two very distinct situations which develop out of this kind of trouble. There is the case in which the wholesaler wants to deliver the stock, and there is the case in which he does not want to make delivery. Retailers ought to be as reasonable as possible in the former case and not endeavor to make the wholesaler live up to the letter of the contract if it is going to involve him in a heavy loss, especially if he finds that by making other arrangements he can satisfy his own customers.

In the case of a wholesaler who finds that a rising market is involving him in a loss against which he had not protected himself by purchasing early enough, and who then seeks to get out of the contract, and to lay the blame upon the railroad companies, a retailer is generally justified in taking a strong course, both for his own protection and for the sake of teaching the wholesaler that contracts are made to be lived up to whenever possible. There are not a great many of these cases, even today, when one would expect to come across them oftener than in normal times. There are just enough of them, however, to make the question a serious one and to make it advisable for dealers to look very carefully into all the conditions relating to a particular case before adopting a definite line of conduct in connection with it. Retailers, moreover, should remember that sometimes the shoe is on the other foot, as wholesalers can cite numerous cases of orders cancelled by retailers, on a falling market. The whole problem is one for fair dealing and calls for mutual concessions more frequently than for rigid insistence upon one's rights.

Charging for Delivery or Not—That's the Question

One of the live questions now being considered by various retail yard men is the matter of charging for the delivery of lumber. In years gone by, when labor, the upkeep of horses and wagons, and gasoline for motor trucks were not nearly as heavy as they are to-day, little attention was paid to the expense of maintaining and giving such a service. Since the outbreak of the war, however, normal conditions have been completely upset and the wages of men employed in yards increased all the way from 50 to 100 per cent., owing to the high cost of living. It seems, therefore, but fair and reasonable that retail lumbermen should receive an extra fee for providing facilities for delivery.

To estimate the outlay for such work in overhead charges and add this percentage to the price of the stock would perhaps answer the purpose just as well if such a method would operate equitably so far as all customers are concerned, but this can scarcely be worked

out uniformly, as many farmers, contractors and others send for, or rather take away their supplies, while private builders, owners of dwellings and those requiring a few thousand feet of material for repair or alteration purposes, have no such facilities. By all economic considerations, where a purchaser takes away the lumber, he should receive the lot below regular quotations if no levy is made for delivery. Of course, if the extra fee prevails, then the buyer hauling his own stuff secures it cheaper than the one who has to hand over a small sum for getting the merchandise to his door. In the smaller towns and cities, the problem of delivery is not nearly as expensive and perplexing as it is in the larger centres, where long distances have to be travelled. Some particularly nervy requests are made at times, in that even a few boards or shingles should be sent a couple of miles or more. On such trivial transactions the profit of the retail lumber dealer is more than wiped out by his outlay for delivery.

Any service to be fully appreciated must be paid for. That which is bestowed gratis is frequently abused and stretched to the limit of unreasonableness. Customers buying a few hundred feet of lumber will often not take the trouble to ascertain the exact quantities that they want and, with the utmost complacency, will telephone for extra stuff to be sent up, two or three times, especially where there is no charge made for hauling. If a fixed tariff was executed on each one horse, or two horse load, according to the number of miles covered, on something the same principle as a charge is made by a taxi cab—although, of course, at one tithe of the latter's excessiveness—such persons would be more careful and relations between retailer, and customer would be on a sounder and better basis. Perhaps a zone system might be agreed upon.

It may be urged by the opponents of charging for delivery that coal and wood men deliver their wares free to all customers, no matter in what portion of the city the latter may reside, but there is this to be said in favor of the fuel merchant that, if a patron provides his own conveyance for taking away his allotment he is allowed a substantial rebate below the figure that prevails where delivery has to be made. It is not on record that any patrons of retail lumber yards who provide the means of removing their product are allowed any discount, and just here is where discrimination comes in.

Placing Canadian Shippers Under Handicap is Frustrated

It was stated some time ago that the railways were possibly the most incessant source of trouble which the lumber interests have had to face during the past few months, and more particularly when embargoes, car congestion, licensing regulations and other exactions on the part of the carrying companies nearly caused the movement of lumber to come to a complete standstill. Now that the car situation has improved another phase looms up. The first that presented itself was the desire of railways to restrict the dressing-in-transit service and increase their stop-off charges. This has been so vigorously opposed by the lumber interests that the proposed limitation of the facilities has been abandoned and it is probable that doubling of the rates will not go into effect. In view of the fifteen per cent. increase which the companies were recently allowed by the Dominion Railway Board, the fact that Canadian lines tried to "put one over," to use a colloquial expression, on the lumber manufacturers, and especially those who make large shipments to the United States, was, from a strategic point of view, clever enough to come under the head of military manoeuvres. They sought to steal a march on shippers. The executive of the Wholesale Lumber Dealers' Association and the C. L. A. are composed of live-wire men who soon discovered this smooth piece of effrontery on the part of the carrying concerns when they essayed to charge fifteen per cent. on the United States portion of a through journey.

Here is where the Aethopian was lurking in the wood pile. The decision of the Interstate Commerce Commission was to the effect that American roads could not increase their maximum rate for hauling lumber in excess of one cent per hundred pounds, yet Canadian lines were proceeding serenely to levy fifteen per cent. increase which, on

certain routes across the border, would run as high as four and five cents per hundred advance. Canadian lumbermen were thus being discriminated against and in their exports placed at a decided disadvantage when coming in competition with those south of the border.

This is but another example of the avariciousness of Canadian railways, who were going to make money on the United States portion of through hauls and that at the expense of Canadian lumber interests, who pay the transportation organizations hundreds of thousands of dollars annually in freight rates. The situation would be laughable in the extreme, were it not for the serious character which it assumed in a financial sense. That Canadian companies thought that they could violate the State laws of the neighboring Republic and get away with higher rates than the American lines, shows that frequently a bold move is often a successful one. The procedure would possibly have gone on for some time in the present instance, had not the Wholesale Lumber Dealers' Association and the Canadian Lumbermen's Association promptly called the attention of the Dominion Board of Railway Commissioners to a gross transgression of the rights of shippers, with the result that this traffic travesty is likely to be adjusted at the earliest possible moment.

The Housing Problem and Its Industrial Relations

The housing problem is becoming more acute in its complex relations and is now being given most serious consideration not only in various civic centres but also by federal governments. It is a recognized fact that men will not remain in any community where they are not comfortably and properly housed. The opportunities today are too numerous and transportation too easy for labor to stay in any one spot under discouraging circumstances and amid undesirable surroundings.

The efficiency of men is largely contributed through the health and the happiness of their home life, and governments are recognizing this more today than ever before. An extensive housing scheme is being undertaken by the United States Government which is appropriating millions for building model homes, to accommodate the workers of the shipbuilding and other war industries. Conditions change with the progress of the times, new experiences make for larger and loftier opportunities and what would have been regarded as a socialistic move a few years ago is now looked upon as a thoroughly rational and democratic one. Canadian town planning is now being undertaken by different municipalities, and all big industrial firms lay out a model town site when locating in new places.

Evidence of progress is furnished in the newer type of buildings which are being erected for workmen who now have the comforts and conveniences which a few years ago only the rich could afford. It seems to be an economic and natural law that the best and most proficient workers will abide where the most attractive housing and social facilities are to be had. The United States Government has voted an appropriation of \$50,000,000 for the building of houses in connection with new shipbuilding industries, and another measure provides for a grant of \$60,000,000 to the Secretary of Labor for housing work in connection with war industries other than shipbuilding. The spending of this money comes under two separate housing boards, one to be responsible for the shipbuilding programme and the other for the general industrial programme. It appears these Housing Boards lend up to 80 per cent. of the money required in different places on a 4½ per cent. interest and control the character of the housing enterprises through the experts of the association. One of the reasons the government is doing this work is that private undertakings in regard to building are practically at a standstill in the United States, as they are in all belligerent countries. The causes are that capital is being mostly absorbed by the government for war purposes, while the costs of materials and labor have advanced so much that most contractors are diffident about proceeding, believing that they will never be able to reap a sufficient return in the shape of rents to repay them for their outlay. The cost of dwellings to be built now will be from 15 to 20 per cent. above what their value will be after the war.

What An Association Does for Its Members

How Southern Pine Manufacturers Are Kept in Constant Touch With Output, Prices, Shipments, Demand and Costs—An Active Publicity Campaign

By C. W. Wilkinson. Union Lumber Co., Toronto

Believing thoroughly in organization and the effective work which can be accomplished thereby, I was much interested, on the occasion of my recent trip to the Southern States, in the completeness and efficiency of the Southern Pine Association, which has its headquarters in New Orleans. In company with Mr. W. Gerard Power, president of the Canadian Lumbermen's Association, I visited the office of this organization and had a long and interesting chat with Mr. J. E. Rhodes, the energetic secretary and manager. At your request, I have much pleasure in giving the trade in Canada an outline of the worth and work of this progressive organization which has been in existence less than four years, but, within that time, has accomplished a great deal in making more widely known the merits of southern pine. The watchword of the Association is "Service" and the spirit of co-operation and unity animates all its activities.

Thinking that some of the work which has been undertaken may prove helpful and interesting to the various lumber interests in Canada, I will attempt to give you a general outline of what the Southern Pine Association is doing and endeavor to illustrate some of the features of its "Service." The majority of the facts I gained from conversation with Mr. Rhodes and a few of the members. The services of the Association are open to all manufacturers of southern yellow pine who pay an assessment of 9c per thousand feet on their monthly shipments. On July 1st next, this will be increased to 10c, which will be the maximum charge. The Association is engaged in the business of collecting and disseminating facts regarding the production and consumption of yellow pine lumber, and as to the usefulness thereof, information relating to the cost and method of its manufacture, actual sales of lumber and actual prices received therefor and in the maintaining of a bureau of grades and inspection and a staff of inspectors in the arbitration of differences between the subscribers of the Association and their customers and in selling such service with all lawful information concerning the production, manufacture and sale of yellow pine lumber. Part of the information gathered by the Association is received from lumber manufacturers in the way of statistical reports furnished the Association through such manufacturers.

Inspectors Who Settle All Claims

It may be interesting to point out here that a staff of 21 inspectors is maintained to settle all claims. These men go to the mills to see that the grades are kept uniform and leave a report with the mill showing the percentage of stock above or below grade. The Association also has a force of graders, and efficiency certificates are sent to the mills whose graders are regarded as competent and careful, and wages are paid to these employees on the basis of their efficiency.

Another interesting point in connection with the working of the Association is that the members under the term of their contract are assessed a maximum amount of 15c per thousand feet, but this is the gross fee from which 5c is deducted in consideration for information regularly furnished the Association. Under the terms of the contract the only penalty to which members are liable is the 5c per thousand they will forfeit for failure to give the statistical data requested.

Standard specifications are maintained for the grading of southern yellow pine, and the Association has adopted the policy of co-operating with the retail lumber dealers who are the chief distributors of the product of the organization. No changes are allowed in the standard grades without first consulting with committees appointed by the various territorial associations of retail lumbermen. The inspection service is of two kinds, namely, mill instruction and claim inspection. Under the former the stocks of subscribers are inspected monthly and report rendered accordingly, together with cards showing the efficiency of each mill grader, i.e., the amount of lumber inspected for each and the amount and percentages off grade and on grade.

How Disputes are Adjusted

Under the Claim Inspection work, disputes arising between subscribers and buyers, on stock shipped, are adjusted by an inspection of the stock. Charges are made for this service on a basis of the actual expenses incurred by the inspectors, not including his salary. This the Association collects direct from members, who in turn make adjustments with customers.

Claim inspections are made by Association inspectors only upon shipments of stocks manufactured at the mills, the owners of which

are subscribers. Fees are paid to the Association on the basis I have already outlined.

There are a number of statistical reports that subscribers are required to render on forms which are supplied for this purpose. "A Weekly Report on Order File" is rendered each week, showing the number of orders on hand Saturday morning of one week, the number of orders accepted from that Saturday morning to Friday night of the next week, the number of cars shipped during the week, and the number of unfilled orders on hand Friday night; also the actual production for the same period.

The production is arrived at by taking the log scale production and converting it to board measure by basing the average percentage of over-run as revealed by the last previous inventory. It is from these reports that the Weekly Trade Barometer is compiled, which is mailed to subscribers every Monday and reports are made out by the recipients and mailed on Saturday, so they reach the Association office not later than Monday morning.

There has been adopted for use by subscribers a form for rendering a uniform statement of costs. The form on which this is rendered shows the uniform classification and also has printed on the back detailed explanation of the various classifications, which renders each sheet self-explanatory. Operating Cost Statements are rendered on these forms monthly and copies sent to Mr. Rhodes, the secretary and manager. From these statements the Comparative Cost Statement, which has been very valuable to manufacturers is compiled in the offices of the Association.

What Each Monthly Report Shows

At the end of each month a report is required showing the Cut, Shipments, Stock and Unfilled Orders on hand at the first and last of the month, also hours of operation, etc. These reports are filled out and mailed to the office as soon after the first of the month as possible. It is from the shipments, as shown on these reports, that the subscription fees are based and from the information contained in the reports that the Monthly Statistical Statement is prepared.

Members are entitled to the services of the National Lumber Manufacturers' Credit Corporation, or "Blue Book." This includes the loan of the April and October editions of the book, Weekly Correction Sheets, Monthly Correction Sheets, Monthly Correction Supplements, Weekly Trade Reports and 25 Special Reports. On March 31st of each year, the National Lumber Manufacturers' Credit Corporation makes an accurate count of the number of special reports sent to each subscriber, and if they exceed the allotted 25, the subscriber is charged direct with the excess reports. Pocket editions can be secured by subscribers at special rates. The National Lumber Manufacturers' Credit Corporation will also furnish the branch offices of subscribers extra copies of the Blue Book at the rate of \$5 per copy for each issue, or \$10 per year for the two issues, which includes the correction sheets, etc.

In connection with the Traffic Department, the Association maintains a complete file of lumber tariffs and statistical data and any information desired is furnished subscribers upon request. Claims against carriers are handled for subscribers at a charge of 10 per cent. of the amount collected. Subscribers also receive the Freight Rate Books published monthly in three editions—Eastern, Western and Texas.

The Splendid Publicity Work done

The Advertising Work, conducted under the direction of the Advertising and Trade Extension Departments is broad, well managed and aggressive. Aside from the literature issued, forceful advertisements are placed in various farm papers and other publications which reach the lumber consuming trade. Frequently whole pages are taken in such widely known publications as the "Saturday Evening Post," setting forth in attractive form the value and quality of southern pine and the many lines in which it can be used economically and satisfactorily.

The Association through consulting engineers conducts laboratorial experiments, and from time to time, as occasion demands, employs special representatives to handle promotion and trade extension work, such as wood block paving, railroad construction, etc.

The Association also has the right to ascertain and verify the output of the mills of each subscriber or member and to cancel any

membership for any wilful violation of the regulations or for any refusal to abide by the inspection and grading of the lumber manufactured by the subscriber or the decision of any committee of arbitration thereon. There is, of course, an opportunity to appeal against the decision of the inspectors in regard to grading. If the contention of the subscriber is upheld the Association stands the expense of the appointment of disinterested parties; if wrong the subscriber has to bear the cost. I understand that the total revenue of the association is about half a million dollars annually.

I may say that a booklet is issued regularly giving a complete list of the subscribers and officers of the Association. Its membership embraces the states of Alabama, Arkansas, Florida, Georgia,

Louisiana, Mississippi, Missouri, Oklahoma and Texas. There are two directors from each state. I hope that the foregoing facts may prove interesting and instructive and, while some of the service features could not be adopted in Canada, owing to geographical position, diversity of interests and different marketing conditions, there are perhaps some pointers in regard to trade information, traffic, inspection, grading and publicity that may prove useful or suggestive in connection with the extension of the service and co-operation of interest in the Canadian Lumbermen's Association and the Wholesale Lumber Dealers' Association, both of which are doing effective work and should have the warmest support and encouragement from every member of the industry in the Dominion.

Should Yard Men Charge for All Deliveries? *Expense of Maintaining an Equipment is so High That the Service Can No Longer Be Furnished Free—Necessity for Adopting United Move*

In these days, with the scarcity of help and high wages, the question of free delivery of lumber is a live one with the average retail yard man.

In other lines of business, merchants are eliminating delivery as far as possible. The matter is receiving a great deal of attention at the hands of local associations of citizens. In one Western city a fund has been established by the mercantile interests for the purchase of advertising space in the newspapers to educate the people into carrying their parcels home. The big departmental stores have cut the number of their deliveries down from four and five a day to three, and, in another city, a leading grocer is advertising special bargains under the heading of "Cash and Carry." "All goods sold at the price named to be removed by the customer from the premises on the day on which they are bought." The reductions are worth while and many persons are taking advantage of his offers. In certain other enterprises, although patrons are aware of the difficulties of delivery, they have not manifested much disposition to carry home their goods, for the simple reason that no inducement is presented to do so. The buyer who shoulders a bag of flour, a bushel of apples, or a stone of rolled oats, has not been able to get such goods any less than the staid and dignified person who insists that his purchases be sent up to the house. Until some concession is made most persons with bulky goods will, at any rate, allow the merchant to struggle with the distribution problem. If a small discount were allowed nearly all parties would take their merchandise along with them in order to save a few cents in these days of the excessive cost of living and special war levies. Unless such an arrangement is brought about, merchants will in the great majority of instances have to go on delivering their wares.

In the case of lumber, lath, sash, doors, blinds and shingles, conditions are vastly different. Their bulk and weight prevent the average buyer from personally conveying home the goods, unless he possesses a horse and wagon or a motor truck. Thus the delivery problem as applied to the ordinary yard man, planing mill or timber merchant is one which does not come under the general plan which the city merchant is seeking to work out.

Problem is One for Local Solution

From interviews secured with retail lumber men in various parts of the country, there is some difference of opinion in the matter of charging an extra fee for delivery. Many strongly uphold the practice and others declare that delivery should be figured in overhead expenses and thus a buyer know definitely what so many thousand feet is going to cost him laid down at his door. No general rule can be applied. The adjustment of this perplexing question appears one for local solution and depends upon the practices which have prevailed in certain cities and towns. Most dealers, however, even when adopting the practice of free delivery, charge for this service when the goods have to be hauled outside the corporate limits. The chief trouble with free cartage is that contractors, and private builders are apt to impose upon the generosity or good nature of the yard man or the building supply firm and require them, at times, to make several trips whereas one should usually answer the purpose. In Quebec city, the abuse became so flagrant that a local association was formed and free delivery eliminated altogether. It is stated by the officers that the plan has effected a great saving and worked out to the mutual advantage of customer and dealer. The cost of delivery on small orders often amounted to more than the profit on the stock. The system which is of such advantage in the Ancient Capital, may not develop with equally satisfactory results in other centres as delivery in Quebec is

very expensive and difficult, owing to the many hills. However, there appears to be a growing feeling among the yard men in the various centres that due to the high cost of maintaining a delivery equipment, customers should assist in paying for this service by handing over a reasonable amount.

The following views of a number of retail lumber dealers shed much light on this interesting subject.

S. Anglin & Company, Kingston, Ont., say:—"We have never had free delivery in this city. Our prices on lumber and other merchandise naturally associated with lumber, are made at our yard here and cartage is charged according to the quantity and distance. We have occasionally met with customers who objected to paying delivery charges, on the grounds that they were not accustomed to pay them in other towns; but we have always maintained that a separate delivery charge is absolutely fair to both the customer and the dealer. We have pointed out to them that we could not afford to maintain horses and drivers for nothing. We pay out annually, a large amount of money, for hay and oats, and we could not afford to do this without charge. We have really never had any serious difficulty in obtaining payment for delivery and we understand that all the dealers in this city follow the same rule. The Railway Cartage Agencies charge at the rate of 70c a ton here. Our rate of charge is something like this—for a distance of ½ mile or less, the quantity of goods weighing a ton or less, drawn by one horse, 50c; for the same quantity for over ½ mile, and not farther than a mile, 75s; for two miles \$1.25. For greater distances, special prices are usually made."

Strongly Endorse Special Charge

James M. McBride & Sons, of St. Catharines, Ont., write:—"We have heretofore not made any extra charge for delivery, except in a very few special cases. Of course, our trips may not be as long as in larger cities, but, owing to the growth of the city, they have been extended considerably in the last two years. Frequently, on small orders, the cost of delivery eats pretty well into the profit on the order, nearly wiping it out entirely, and this has to be made up on larger orders. We are therefore now in favor of a charge covering at least a part of the cost of delivering."

The McLean Lumber Company, Limited, of Windsor, Ont., assert:—"We are in sympathy with the proposition to charge for the delivery of lumber, in fact, from the viewpoint of self protection it is a necessity. It is our custom to make a higher price on small lots in order to care for delivery, otherwise, in many cases, the delivery is worth nearly as much as the order. We have made not extra charge for regular stock deliveries which is supposed to be covered by general expense, and is difficult to regulate. This should be a matter for the Retail Dealers' Association to deal with."

The Small Sales Take Off Profit

John D. Campbell, of Cornwall, Ont., is in favor of stopping all free delivery, and adds:—"I have never charged for delivery, as most people think prices now are exceedingly high for lumber, and with carting added they would go some place else for it. But if all dealers would charge a minimum price, so everyone would know and expect to pay carting, there would be no trouble on that ground. The dealer is certainly 'up against it' when he just asks a small profit on his lumber and then has to pay delivery and upkeep of a man and team to handle same. This is especially true when a person asks for a few boards or scantling, say 10 or 12, delivered a mile or two—what with the loading and measuring and going and coming back, the result, in the accounting up of the profit or loss, shows one behind. If people

would only order enough to complete the work at once instead of making the dealer make so many trips with a small amount of material it would be far better. One would not mind the delivering on a large order, say 1000 feet or more, where he could take a good sized load and thus eliminate all the loss on several small jags. He would not then be behind in the accounting. I find the experiences as told by Mr. J. O. Chalifour, of Quebec, in the "Canada Lumberman" exactly as I find them in my town about the delivering of a few plank, and carpenters asking for a few boards five or six times a day, etc.; also the paragraph on "Terms Cash or net 30 days," I read with interest. A great loss is incurred by small debts by hundreds that are never paid. If the dealers would co-operate in these matters I think it would bring good results to all parties concerned, both buyer and seller."

H. J. Hall & Son, of Kitchener, Ont., declare:—"We deliver free within the city and Waterloo, which is practically part of our city, but charge extra for deliveries outside according to the distance. Wherever possible, we try to get a little extra on small orders, to cover extra expense in carting, but we are often obliged to make small deliveries where the cost is more than the profit on the material. These things are hard to overcome unless there is an understanding among all dealers with respect to the charge for delivering, especially on small orders. We would be pleased to fall in line with any plan whereby we could be paid extra for delivering."

Must Arrange Suitable Cartage Tariff

"In the matter of free delivery of lumber we might say that we have always had free delivery in London. However, the cost is becoming so great that we will be obliged to go into the matter and arrange a suitable cartage tariff," say the George H. Belton Lumber Company, of London, Ont.

D. Aitchison & Company, of Hamilton, think that the delivery question is getting to be a more costly business with each ensuing year, especially at the present time, when wages and horse feed are so high in price. Should a general move be made to charge for delivery, they would be glad to fall in line. The company add:—"All lumber is delivered free of charge in this city (except where it goes to a considerable distance outside of the limits) to all contractors, and in fact, to most of our customers. Sometimes when an order is small we make a charge for delivery, but in most cases where there is only a small lot required, the order has to wait until we have something else going in the same direction."

Many Clients Abuse the Privilege

J. O. Clermont, of Valleyfield, Que., writes:—"I have to say regretfully there is not any system adopted here and that delivery is made gratis. This, as you remark, often results in certain of our clients abusing the privilege. Several among them only order their material in proportion as their work advances, on purpose to make it easier for the carpenters they engage who often are not sufficiently competent to foresee what is required in the work. I have frequently stated that the expense of delivery on small orders exceeds the profits of the sale, a thing which certainly would not exist if we adopted a scale of delivery charges and it was strictly followed by the lumber merchants. If, by any chance there is any possibility that you are instrumental in bringing about an agreement between lumber merchants to abolish free delivery we shall certainly be grateful."

Jos. A. Likely, Limited, of St. John, N.B., say that they charge

for cartage on all orders delivered but only enough to cover the cost of the service of the teams.

Favors Free Cartage to All

The R. E. Butler Lumber Company, of Woodstock, Ont., express their views in support of free delivery as follows:—"We always deliver, free of charge, any orders within the city limits, and, of course, realize that, on the small orders, we make no money, but this expense is always figured in our overhead. We figure what it costs to keep equipment and men to do this work, and this cost is taken into consideration when basing our percentages for doing business. Of course, Quebec is a large city, and we can understand the reasonableness of this charge providing they have to cart their lumber any great distance. Our city here has only about 9,000 population, and we can go to the farthest extremity and be back in an hour's time, as our yard is centrally located. Then again, small orders often lead to large orders. We understand that the Quebec dealers charge 75c for a one-horse load and \$1.25 for a two-horse load. We would take it from that, that it would mean no difference whether the customer got two thousand feet of lumber or fifty feet, they would still make this charge. This does not appear right to us. We think the man purchasing the two thousand feet of lumber should not be asked to pay anything for the delivery in the city, and then again, the man who has bought the two thousand feet may want fifty feet more to finish the contract, and are you going to charge another 75c for delivering this? It strikes us that all this should be figured in overhead, and when a man buys lumber from you at so much per thousand and feet, it should be f.o.b. on the job. At least this is the way we see it in this locality. Of course, we have our regular charge for delivery outside the city limits. We might remark that the way we get around these small orders is to hold them, if possible, until we have some others to go in that locality, and this reduces the trouble, inconvenience and expense considerably."

Divergence of Practice in Toronto

In Toronto, there is a wide difference in the matter of charging delivery outside the city limits. We might remark that the way we cents to one dollar on all deliveries up to twenty dollars, but above that amount no levy is made. On all small orders there is a blank line in the slip which the customer signs wherein the charge for cartage is filled in. Motor trucks are used principally for the delivery of scattered business. Generally such goods are routed for certain sections so that when one trip is made, several orders can be filled at the same time. This applies principally to repair and alteration requirements.

Another firm in a different part of the city stated: "On all small orders, unless the party is a regular customer we endeavor to add a little to the price of the goods, depending on quantity and distance to be covered, for delivery. The sum is usually based on so much per thousand, but on all large orders inside the corporation limits, no extra tax is levied. We have no separate line on our receipt slips which are signed by the customer covering cartage. We find that small orders often lead to larger ones, and it would be very difficult to lay down a hard and fast rule regarding what charges should be made for delivery. Much depends on the standing of the purchaser, the quantities, the distance to be covered, when desired, etc."

Lumber Driving Conditions Good in the East

The log driving conditions for the shorter drives in the central part of New Brunswick have been good. The recent warm weather has brought the water in the majority of the streams to a good pitch and late rains have helped out matters considerably. J. M. Scott, operations manager for the Fraser Companies, Limited, reports that that firm's drive on the Rockwell branch of the Oromocto is out in the main stream and that the same is true of the Yoho and north branch Rusia-gornish drives. The Nashwaakis drive has also made good progress.

Driving started some time ago on Cain's River and other branches of that stream and conditions have so far been very favorable. The cut of bank logs along the river between Fredericton and Springhill has been decreasing steadily during the past few years and this season is below the average. George Kilburn, of the Nashwaak Pulp and Paper Company, St. John, estimates that the lumber which the company will drive on the Nashwaak this spring will be about twenty million feet. This will be rafted at the mouth of the river. Driving on the Nashwaak is now in full force. Other drives are on the way and the season is regarded as very favorable so far. The total cut during the last season is considerably less than it was the year previous, owing to scarcity of help.



The Log Booms at Fredericton, N.B.

Practical Ideas on Present-Day Problems

Real Service and What It Means

WE can talk about service in the lumber business; we can advertise beautiful homes, furnish plans, provide plan books and guarantee material lists, all of which are good—FINE, but unless we know well the fundamentals of our business we are merely putting silk frills on a pair of overalls. Here are a few fundamentals:

1. Know your business—KNOW IT.
2. Give the customer what he wants when he wants it.
3. Good lumber at reasonable prices—the same price to all.
4. What is good for the customer is good for you.
5. Don't be afraid to work.
6. Be fair and square with all men—your competitors included.

Sweeten these up with love and unselfishness and then—and not until then—can we ever put real service to work in the lumber business, or any other business either.

Before you can render proper lumber service to your community you must know your business—you must have a thorough knowledge of woods and their manufacture; you must know how to take care of the finished products and their uses; you must be able to keep your place of business as spick and span as a Dutch Cleanser dish; you must know how to estimate; you must know how to plan homes and build them, and a good many other things that you can't get from a book. And any man who gets a swelled head about his knowledge of the lumber business has a brain full of sawdust because he can't learn this wonderful business in a day, or a lifetime. You can't talk about service when you figure up an estimate for a barn and when your customer gets through he finds that his bill is half as much again as he expected it would be; and you are not helping to fill the pail with the milk of human kindness when you dexterously slip a No. 5 board into the farmer's load of No. 2 common when the farmer's back is turned. Talk about service—it will be well to learn to know the meanness of petty cheating first. When we learn this we'll go a long way toward delivering the goods with all the freight charges prepaid, and until we do learn this we will be the prime cause of a lot of dissatisfaction and hard feelings on the part of lumber-users against what I believe to be the finest business in the world. Service means efficiency and honesty.—George W. Bulmer, before Western Retail Lumbermen's Association.

* * *

You Owe Your Town an Active Life

CO-OPERATION between business men in small towns is the only hope of keeping your town on the map. You are the centre of enthusiasm, and "U" is the centre of the word enthusiasm. Don't be a pessimist; be an optimist. Be an optimist. An optimist is a man who looks outdoors on a dark night and sees a little light, whether there is one or not; and a pessimist is one who sneaks around and blows out that light.

No town owes you a living, but you owe your town a life—an active life of service. It is not how much you can get, but how much you can give to your community. To get to heaven in the real sense of the word, you do not die, but you live, in the right manner, and this includes respecting the rights of others. Only 5 per cent. of the average business men succeed to-day, and of that 5 per cent. they are only 50 per cent. efficient, so in order to be successful to-day you need only be 50 per cent. efficient if you want to be in the successful class.

Some men are afraid of advertising, but it is the only possible method of success in any line. The town that has a 23-mill tax levy attracts the dead ones, who move there to die physically, but the town with the 46-mill levy draws the live wires, for only a live wire, a man who can travel upstream, can stand the pressure in the latter town, and those fellows go to the live town, not to die, but to live and live right.

Don't expect to "get by" without making enemies. They are the best thing you can have. Your enemies keep you at high pitch and keep you on your guard, which is necessary if you are to succeed.—C. M. Johnston, before South Dakota Retail Lumber Dealers.

* * *

War and the Business Man's Responsibility

IN addition, if business men sit back in this time of great change, when there are forces at work affecting our entire structure, forces not alone in this country but all over the world, action will be taken by the government vitally affecting business, affecting it to its roots, and the judgment and experience of business men will not be at hand when the decisions are being reached.

The great movements afoot in this country and abroad are to a great extent irresistible. Great changes are to be made. The most that the business men can do is to guide, to give the benefit of their experience and their knowledge. Things are to be done whether we like it or not; it is purely a question of whether we come forward and have our part in what is being done, or whether we sit at home and growl about the results.

In my judgment, it is manifest that business men are called upon to do three things: First, they are called upon to arouse themselves to a sense of responsibility for what is happening in connection with these industrial problems. This is our government. We have a part in it as much as anybody else. It is not enough for us to sit at home and say that the government hasn't called upon business men or hasn't put them in authority, or hasn't created an organization to meet the business problems of the war—we have knowledge, we know facts, we have experience; there is a responsibility and a duty upon us to do something.

The second thing, it seems to me, is that business men must study conditions. What are the forces at work? What are people trying to do? What is the machinery in Washington? What are the influences? Who are the people who are controlling events, and what are they trying to do? What are the ways in which we can do our part? Of course, we can't expect to steer the boat; we can't expect to control what is done, but we can expect to pull an oar or two, to have a part. We can sit in and find what that part is. We can play the game!

The third point is that the only way for business men to accomplish results is through organized effort, through associations such as this studying problems concretely.

What are the problems of business men, as you see them, in connection with the war (not selfishly, but broadly, in the interest of all)? What should the country as a whole do to preserve itself industrially? What should your business do? Business men as a whole, through national organization and effort, should have views, plans, thoughts about what is being done, and should express them strongly and forcefully. They should make clear the thought and judgment of business men as to what the country should do to meet the business problems of the war.—Waddell Catchings, before National Wholesale Lumber Dealers' Association.

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The Retail Lumberman and Advertising

MOST people know more things about advertising that are not so than any other subject under the sun. Once in a while I run across a man who doesn't believe in advertising—one who says that it doesn't pay, and that advertising is a huge economic waste; that millions are spent and wasted in artificial attempts to stimulate selling, to the injury of both buyer and seller.

One of the leading manufacturers of paints spends 3 1/3 per cent. of the total sales. The big department stores fairly dominate the newspapers with their big spreads. The average department store spends not more than 3 per cent. for advertising. The effect of advertising is to decrease rather than to increase the sum total of their selling cost. Advertising is no more and no less than an understanding of the people and the conditions one is attempting to reach, coupled with a thorough understanding of the exact relation of the thing advertised to the people and conditions.

The world bows to the man who knows. No less does the public bow to and respond to the man who knows and speaks through his advertising copy. The popularity of a product cannot be gained by spasmodic advertising. Back of the advertising there must be a plan; there must be a purpose; there must be a continuity. The public likes to purchase the popular article; the public likes to know why, and the public likes to be constantly reminded. There are only two persons who need not advertise—first, the man who has so much business that he cannot take care of it well; and, second, the man who has so little business that it is not worth while. All others should advertise.—Albert Million, before South Dakota Retail Lumber Dealers.

The exports of Canada to the United Kingdom have increased tremendously since the war began, and some forms of lumber have tended to swell Canada's war exports considerably. In 1917 the Dominion sent 50 per cent. more spruce and other deals to the United Kingdom than in 1913. The price so increased that the value of this form of export has nearly doubled, being \$8,594,803, as compared with \$4,683,821.

How Canadians Hustled Out the Timber

Within Three Months Battalion was Raised in Dominion, Sawmill Built in England and Lumber Delivered to Imperial Authorities

By Major J. I. Hartt, M.P.P., Officer Commanding 48th Co. C.F.C., B.E.F.



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When the final history of the Great War is written, the part played by Canada will loom out large and bright, and when all the "cards are placed upon the table," Canadians themselves will be astounded at the results achieved.

The work of one section in particular of the Canadian Army will receive the prominence it has earned by its untiring efforts and devotion to the cause—I refer to the Canadian Forestry Corps, a branch of the service which has hitherto received little publicity, but which has accomplished all, and even more than it has been called upon to do.

After a little over one year's warfare the British Government realized that to cope with the insatiable demand of the army in the field for timber, it would have

to specialize and create an organization equal to the gigantic task, especially as the work of bringing timber over the seas was becoming increasingly difficult owing to the scarcity of tonnage through the activity of the German submarines.

The work of supplying timber in the first year of the war had gone on in a haphazard kind of way, incompetent and inexperienced officials mismanaged the work and treated it in an indifferent manner, recalling to mind the words "too late" in a famous oration of Mr. Lloyd George, and giving every evidence of the proverbial "muddling through" of Britain.

Valuable lives were being sacrificed daily, and with the object of setting its house in order the British Government appealed to Canada for help. It was natural that the appeal should be made to that land of immense forests, with its practical lumbermen, and it was not in vain, for as readily as Canada answered the call for men to fight the Huns, just so readily did she send her sons to attack the giants of the forest.

How the Appeal was Answered

The appeal to Canada took the form of a cable dated 19th February, 1916, from Mr. Bonar Law, Secretary of State for the Colonies, to the Governor General, to the effect that His Majesty's Government would be grateful if the Canadian Government would assist in the production of timber for war purposes.

The response of Canada took a practical form—six days from the date of the cable referred to, viz., on the 25th of February, 1916, an establishment was authorized by the Department of Militia and Defence at Ottawa for the formation of a Forestry Battalion to be known as the 224th Canadian Forestry Battalion. The command of this unit was given to Alexander McDougall, of Ottawa, a well-known figure in Canadian commercial life, and the personality of this man, coupled to his untiring efforts, has no doubt resulted in the high efficiency of the Corps.

The first draft of the 224th Battalion landed on British soil on April 28th, 1916. Two other drafts quickly followed, bringing the nominal strength of the battalion on May 28th, 1916, up to 1,609 all ranks, completely equipped and ready for lumbering operations.

That no time was lost in getting to business is evidenced by the fact that on May 13th, 1916, the first sawn lumber was produced by the mill installed at Virginia Water, near Egham, in the County of Surrey, England.

Previous to this, however, large quantities of logs had been felled and hewn into ties, until the mill could be operated.

The point that cannot be overlooked at this juncture is the practical illustration of real Canadian hustle—within three months from the day the British Government sent its request to Ottawa, the battalion was raised, it and its machinery were despatched to England, its first mill was built and lumber was being delivered to the Imperial authorities. As a sample of organizing skill this would be hard to beat.

In the ranks of this Forestry Battalion were a considerable number of technical experts, such as sawyers, edgermen, saw hammerers, millwrights, saw filers, etc. The call had been for practical lumbermen, and Colonel McDougall saw to it that he got them. Many were over military age; others had been rejected for the fighting forces for one reason or another, but all were able to do good service as lumbermen.

Many Sawmills Were Installed

The battalion was quickly followed by similar units from Canada, and mills were installed throughout the length and breadth of Great Britain from the far north of Scotland to the south of Devon. The Imperial authorities, however, had no intention that the Canadians should remain solely in Great Britain, and early in May, 1916, the late Lord Kitchener urged that a large proportion of them might be sent to France. This resulted in another cable to Canada, to the effect that production was held up for lack of men, and His Majesty's Government again turned to Canada for help. The answer to this cable took the same practical form as in the first instance, and battalions of lumbermen were quickly organized, equipped and sent overseas.

Colonel McDougall and his men made a distinct impression upon the Imperial authorities, so much so, that at the suggestion of the late Lord Kitchener, the Colonel was sent to France on June 7th,



The boys enjoying their midday meal after a hard morning's work.

1916, to inspect the forests with the view of ascertaining the nature and scope of the work to be done and the technical plant required.

Until they could get their own machinery the Canadians made use of Scottish mills, each with a capacity of about 5,000 to 7,000 feet, b.m., for a ten-hour shift, although this output was greatly increased by the mechanical ingenuity which our boys applied to these mills. As quickly as possible Canadian mills were put into operation, these mills turning out 25,000 to 30,000 feet, b.m., and even more, in a ten-hour shift.

It was soon found necessary, owing to the rapid growth of the organization, that it be formed into a Corps. This was carried out, and Colonel McDougall became Brigadier General and Director of Timber Operations, while Major B. R. Hepburn was promoted to Colonel and Deputy Director of Timber Operations.

A base training camp was opened at Smith's Lawn, Windsor Great Park, on January 6th, 1917. This site was secured through the kindness of Mr. Forrest, the Crown Receiver. It is situated in the Royal Borough of Windsor in close proximity to Windsor Castle. His Majesty the King was a constant visitor to the base and also were other members of the Royal family.

The Forestry Corps Grow Rapidly

By the middle of June, 1917, the Corps had grown to a strength of 15,000 in Great Britain and France—22 Companies operating in Great Britain and 28 Companies in France.

On January 1st, 1918, the strength had increased to over 18,000 Canadians, together with a number of Portuguese, Finns, prisoners

of war and attached labor. Today there are 32 Companies in operation in Great Britain and 55 in France.

The operations in France extend from the Jura mountains in the southeast to the Landes in the west; in the Gironde and the Haute Morne, around Bordeaux and in the forests of the Somme.

Some companies are far removed from the scene of warfare, whilst others work under the shadow of the guns, being frequently shelled by the Huns and attacked from the air by the enemy birds of prey. Several members of one company were given the Croix de Guerre with bronze star for their work under fire.

This is but a very brief resume of the work of the Corps, but it will serve to show how military problems can be quickly and satisfactorily solved when business methods are applied. Actual figures of production cannot be divulged at this stage, but we know they are beyond anything dreamed of by European experts, and would also cause our Canadian mill proprietors to "sit up and take notice."

We are justified in saying that but for the timber supplied by the Canadian Forestry Corps, the work of the fighting troops would have been seriously impeded—in fact we can go further and say that much of the work accomplished would have been impossible without their assistance. When one thinks of the muddy fields of Flanders in the early stages of the conflict, with the men imploring for timber to support their trenches and dug-outs, with those selfsame trenches knee deep in slime, it can be readily understood how thankful the troops must be to the Forestry Corps for the abundant supplies of lumber sent up to them.

The General Officer commanding the Canadian Corps has said that he will not allow his men to attack a position until that position has been prepared in every detailed particular. Nine-tenths of this preparation is elementally dependent upon lumber supplies. Nothing can be moved over shell devastated ground without improvised plank roads or railways resting on wooden ties. Shelters for men, trenches and saps, and the innumerable structures of an advancing army are made of wood.

The Eastern Cut is Greatly Reduced

Lumber operators who have spent years in the business in the province of New Brunswick all seem to agree that the cut this year will be nearly fifty per cent. below normal. A few years ago a statement of this kind would have caused mild consternation, but not so during the present unsettled times.

While some operators contend that the slump in the cut is due to labor conditions the vast majority base the result on lack of transportation. At the present time the limited space allowed for lumber is not sufficient to warrant any large cuts, as only sufficient is being shipped to keep the overseas market going. By smaller cuts they feel that they can accommodate the demands and not have any quantity on their hands. Many are optimistic and feel that they may be able to ship more timber to the Old Country this year than last. They base this claim on the fact that last year many of the forest preserves in the British Isles were cut down by the forestry battalions and the Old Country market was not in such dire straits for material as in former years. Much of this lumber has, during the past year, been absorbed in new buildings and war work, and there will, they believe, be a greater demand this year for Canadian lumber than there was last.

How much cargo space is given over for lumber depends on the necessity in England and France for same. The domestic market will also absorb a much larger quantity of material than in former years, owing to the boom on for building wooden ships. This is especially true of Nova Scotia, where many wooden vessels have and are in the course of construction. Owing to this, operators have been making efforts to get out timber suitable for shipbuilding instead of so many deals. In many respects this will also be adhered to in New Brunswick, but the cut in the latter province is so large, even when reduced, that shipbuilding operations cannot absorb any very considerable quantity of the total.

The lumber operators in the Maritime Provinces of Canada are not the only ones affected by conditions in the world. A prominent operator from Maine, in conversation with a correspondent of the "Canada Lumberman," said that the Maine cut would be at least twenty-five per cent. below normal. Last year one billion feet of pulpwood was cut in the state of Maine and six hundred million feet of pine box boards, without taking into consideration the other divisions of the lumbering industry.

As far as the eastern provinces of Canada are concerned, little or no difficulty is expected in bringing down the drives. Already large crews of men are at work on the St. John River and its tributaries and splendid headway is being made rafting the logs and making preparations to have them towed to the booms.

Big Possibilities for Carbon Fuel

Walter Thomas, of Nanaimo, B. C., writes the "Canada Lumberman" on the subject of carbon fuel, in which he says:—I have just received a four-page letter from the Australian Government, and also from the Egyptian and Argentine authorities who seem to display far more interest in my proposition than our people do at home.

I have for years been at work on waste, but being a gas man I thought the people needed gas. I found that, at least, in the West where hydro-electric power abounds, the need for power by means of producer gas was limited, so I conceived the idea of manufacturing a material product—carbon fuel—and to my surprise my process was successful beyond my wildest dreams.

I do not think it would be wise to give all the details of my proposition away as I have found blank opposition from all the university people with whom I have come in contact, so I have decided to leave Canada and make my mark in other countries and return when we have something else in the Dominion other than potatoes and pork.

Everyone knows that the same elements are in wood as in coal, only out of proportion. I have simply, "by a process," made from wood a superior fuel to any coal on the continent, by reducing the concentrated heat-giving energy of three tons of wood or straw into one of carbon fuel. It gives a fuel low in ash, no smoke and no sulphur.

I understand there is just as flagrant a waste of wood in Eastern Canada as out West. The kind of wood does not stop the manufacture of carbon fuel. Fir and pine are, of course, the best, as they contain the oil necessary to my process within themselves to carry out the whole operation. In fact, I prefer roots and stumps to sawmill refuse. Hand clearing operations can be carried out on a large scale at a profit.

Carbon Fuel.—This is a fuel made from waste material found in all countries of the world. The following refers to a few sources of supply.

Straw.—According to estimates made by professors of the Prairie universities, there are twenty million tons of straw burned every year on the Canadian Prairies. This amount of straw would produce seven million tons of carbon fuel, containing from 90 to 94 per cent. of fixed carbon, worth \$10 a ton. The cost of manufacturing, including all expenses, would be less than \$5 a ton.

Wood.—The wood wasted in British Columbia alone, including sawmill refuse, is about 15,000 cords per day. This, if converted into carbon fuel, would make 8,000 tons, worth \$8 a ton; the cost of producing would be only \$4 per ton. The same can be said of the three west coast states—Washington, Oregon and California.

Different Grades

There are three different grades of carbon fuel:—

(1) Domestic fuel, superior to coal or wood on account of cleanliness, available heat units and cheapness.

(2) Light industrial fuel, suitable for locomotives, blacksmith shops, steamboats, brass foundries, bakeries, confectioners, brick and lime burning and all industries requiring heat of medium temperatures, free from smoke and sulphur and low in ash.

(3) Metallurgical coke, suitable for the manufacture of charcoal, pig iron, steel and all blast or reverbratory furnaces.

Markets.—The Alaska trade calls for tens of thousands of coal every year. All this coal contains undesirable qualities, such as high volatiles and a large percentage of ash. Special concentrated carbon fuel made for this trade, by this process, would put this coal out of the market.

With a perfect fuel, the matter of displacing gasoline and distillate on our fishing fleets on the Atlantic and Pacific is now within the range of possibility.

Blacksmith coal and metallurgical coke are imported into British Columbia and retail at three times the price at which carbon fuel can be produced, and besides the money would be kept at home.

The Cost of Plant.—The cost of a carbon fuel plant, capable of producing 100 tons per day, would be only 50 per cent. of a by-product coke plant of the same production per day.

Comparative Analysis

Average bituminous coal

	Moisture	Volatile	Fixed Carbon	Ash	Sulphur
American	2.00	32.90	53.08	11.34	0.68
Connersville coke . . . . .	.....	.....	88.96	9.74	0.810
Vancouver Island coke . . . . .	.....	.....	77.00	23.00	unknown
National Carbon Fuel	3.00	3.50	90.00	3.50	0000

This analysis of the carbon fuel was made by the official assayer of the Government of British Columbia. Other analyses made by three eminent chemists in British Columbia confirm the above analysis showing over 90 per cent. fixed carbon in national carbon fuel.

I am willing to accord bona fide enquirers every opportunity to investigate the merit and worth of carbon fuel, but have not time to bother with mere curiosity seekers.

The Problem of Wheel Faces

The questions asked recently by a brother band-filer who was in trouble may give many mill men food for thought in regard to wheel faces. The filer I have in mind in telling of his troubles asks if band-wheels should have crown, and states that after his wheels were dressed off flat they had great difficulty in keeping the saws on them, says R. C. L., in the "Box and Barrel."

With the sketches herewith, the writer hopes to cover the important subject fully which may be the means of helping other mill men. In the first place, crowned band-wheels were once almost universally used, but they are being fast discarded and by most modern filers are considered not only useless but harmful to the band saw and its cutting qualities. There are many filers who use crowned faces today and get satisfaction, but it stands to reason that the more crown used on the band wheels, the deeper the tension must go in the saw to overcome the crowning condition of the wheels, since the strain of the properly tensioned saw must come on the edges only. As for the crown tending to hold the saw in place or holding it up to the cut, the writer has had no trouble along this line with perfectly flat-faced wheels. Possibly the statement may sound strange to many, but with flat-faced wheels and a properly tensioned saw, I consider my band wheels crowned with air which enters between the saw and band wheel while running and holds up the loose centre. In other words, my saws while in operation are air cushioned in their centres. In fact, from the tire edge to edge of the saws but more so in the centre. This air cushion with the tight edges of the saw and proper pitch to the saw teeth will hold any saw up to the cut and in its right place, provided it has the proper depth of uniform tension.

The misleading trouble makers of the band wheels are exposed to plain view in accompanying sketches. Fig. 1 shows the common condition of band wheels that were once flat-faced, but refacing was put off too long, as in most cases, until the front edge of the wheels were worn down some two or three inches from the edge, leaving a ridge which takes the strain off the extreme edge of the perfectly tensioned band saw and leaves several inches of loose unstrained-up saw to dodge and snake in the cut. Now, this condition is bad in the extreme and most difficult to fit saws to work as should be.

To show the difficulty experienced by filers in fitting saws to correspond with this condition, the reader is referred to sketch, Fig. 2, which shows just how a perfectly tensioned saw would fit such a wheel-face when in operation. Note that band wheel's face section is shaped as the above sketch with an even-tensioned saw in place, also note the dark laticed lines extending down from this wheel-face which represents the tires of the saw or its place of greatest contact with the band wheels. Now, to overcome this condition with the band saw, it will be seen that a filer must open up his saws greatly in the front quarter to let the tooth-edge of the saw down on the edge of the band wheel which would change the tire from the high ridge seen at the arrow in sketch to the edge where it should be. It is a case of fit the saw to the wheels or else there will be some three and one-half or more inches of the cutting edge of saw outstanding without strain, which is bound to cause snaking and dodging in the cut, with regular true-circle tension.

On the other hand, to fit the saw to the wheels in that worn condition, it will be seen that it takes excessive tension in the front quarter of the saw, which is bad for the saw and may cause quarter cracks. Again, the front tension pulls out fast and the back of the blade must be continually stretched to meet these conditions.

In sketch, Fig. 3, is shown the operating condition of a perfectly flat-faced band wheel with a perfectly tensioned band-saw in place. Note the raised central portions of the saw, which, with deep tension, never comes in direct contact with the centre of the flat-faced wheels,

but is air-cushioned with whirling air entrapped with running at great speed.

Note the laticed lines from edge to edge of the saw, which is the right idea. To prove my theory, go extra deep with the tension on an old saw and note the bright worn lines on the edges or tires on inside of the saw, while the central portions are of a dull color. Again, when this saw is strained up on the mill, tap lightly with a hammer on edges, then in centre, and note the difference in the sound. I think the trouble with my brother filer was that his saws were too shallow tensioned and the strain comes in the centre of the saw instead of the edges, which would cause a saw to lead easily back or forward at little pressure.

My inquirer also asked: What is the real use in crown in band saws? It holds up the back, takes up expansion of tooth-edge—it is good to use.

News Happenings from the East

The Miller mills, at Pokiok, were put up at public auction in St. John, N.B., last month, and were knocked down for \$9,000. In addition to a large sawmill and two lime kilns, there were five houses and 20 acres of freehold property facing the St. John River. The price secured was a low one, but owing to conditions competition for the property was not very keen. It was purchased by Harry Carson, who says that he will operate the mill just as soon as the can sign a contract for logs. The mill is in very good condition, and was worked until the fall of 1917. The reason it was sold was on account of difficulty in securing logs.

The E. Burt Lumber Company's mill at Burt's Corner, in York County, N.B., began operations for the season recently. This company have cut upwards of four millions of spruce and hemlock, to be manufactured at their mill on the Keswick. They are looking forward to a prosperous season, as the lumber market looks good.

The lumber mill of Stetson, Cutler & Co., in St. John, N.B., started up lately.

The first raft of logs to come down the Kennebecasis River this year arrived in St. John on April 14. It was towed by the well-known firm of James Holly & Sons.

Following an interview recently with the Provincial Government at Fredericton several smaller licensees of crown timber lands completed the organization of an association known as the Lumbermen's Protective Association. The new organization has as its chief object the securing of a readjustment of the distribution of the crown timber lands of the province. It is claimed by the association that the existing distribution of the crown lands is inequitable, the contention being put forward that other larger operators have more lands than they reasonably require, and that the excess holdings should be placed at the disposal of the smaller licensees. Before the matter is finally adjusted a lengthy controversy over the whole system of licensing the crown lands may develop, as the larger licensees claim that they do not hold more than sufficient lands to afford timber for the capacity of their plants. The officers of the Lumbermen's Protective Association are: D. J. Buckley, Newcastle, president; F. D. Swim, Doaktown, vice-president; George M. McDade, Chatham, secretary-treasurer; J. D. Volckman, Millerton, and J. W. Maloney, Newcastle, additional members of the executive.

It is understood that the larger lumbermen of the province are also considering the formation of an association, with a permanent secretary, and a committee has been appointed to report on the advisability of such an organization.

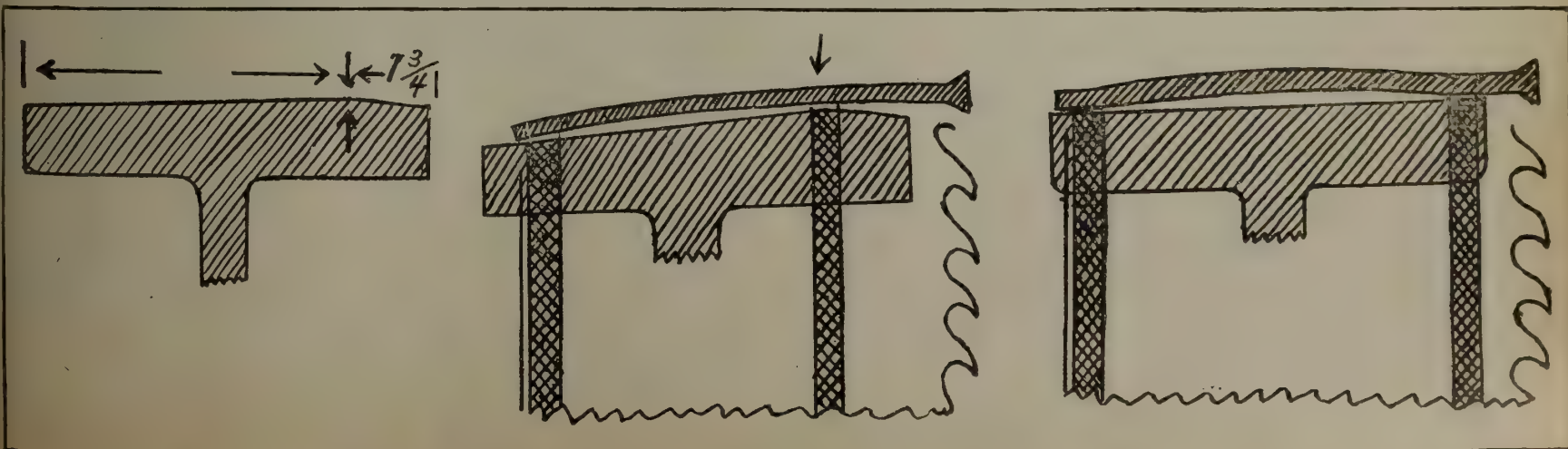


Fig. 1

Fig. 2

Fig. 3

Dr. Bates Corrects False Statement

American Wood Not Stronger than Canadian—Imaginary Boundary Line Counts for Naught in Species

"American Woods Strongest." This is the heading which recently appeared in a trade newspaper across the border. The article then went on to say that tests, made by the United States Forest Products Laboratory, and by the Canadian Forest Service to determine the strength of various woods, indicated that wood from the United States is "far superior to that of Canada, Norway, Russia, etc." A quotation is then given from the Journal of the Royal Institute of British Architects from an address delivered by John R. Walker, Trade Commissioner of the United States. The National Lumber Manufacturers' Association also sent out a bulletin carrying the quotation in question.

The Journal of the Royal Institute of Architects quotes Mr. Walker as saying the following:

"Elaborate tests have been made by the United States Forest Products Laboratory, and by the Canadian Forest Service, to determine the strength of various woods, and these tests indicate that the Southern pines are from 33-1/3 per cent. to 50 per cent. stronger than Canadian and Baltic yellow pine, red pine, and spruce, and that Oregon pine is 25 per cent. stronger than these Northern woods. I have also seen the results of special tests made in this country for various purposes, which confirm the general comparisons above given. It therefore appears that while a 6 by 2 Southern pine joist dried and finished to 1 7/8 by 5 5/8 would contain 12 1/2 per cent. less cross section or cubic area than a 6 by 2 Baltic or Canadian red wood or white wood full-size joist, yet it would possess the equivalent strength of such a joist, and in fact something like 15 per cent. more strength.

"The plan which I propose is that in your building plans of the future provision be made for the use of American woods in the American standard sizes as an alternative for the Baltic woods in their standard sizes."

In a letter to the "Canada Lumberman," Dr. John S. Bates, Superintendent of the Forest Product Laboratories of Canada, Montreal, says:—"I have received the clipping which has been appearing in an American trade newspaper purporting to be an address of an abstract of a Trade Commissioner of the United States before the Royal Institute of British Architects.

"The wording of this abstract, as it stands, is certainly such as to convey a very wrong impression, especially so the title and the introductory paragraph. On looking up the text of the address in the original, ('United States Timber Supplies,' John R. Walker, United States Trade Commissioner, Journal of Royal Institute of British Architects, Feb., 1918, pp. 81-86), however, I find that no exception need be taken to Mr. Walker's statements. The paragraph quoted is the only one in his address dealing with the strength of timbers, and he nowhere makes any sweeping statement to the effect that 'wood from the United States is far superior to that of Canada, Norway, Russia or any of the Baltic countries,' as would be gathered from the first paragraph of the review in the publication in question.

"Mr. Walker's statement that Southern Pine and Oregon Pine (Douglas fir) are stronger than white pine, red pine and spruce, is true, and earlier in his address he had pointed out that Oregon pine grew in Canada as well as in the United States.

"I am enclosing a copy of a letter which we are sending to-day to the editor of the paper in regard to this matter. It is as follows:—

"There has come to our notice an insertion in the March 25th number of your trade journal, p. 31, entitled 'American Woods Strongest.' On looking up the article in Journal of the Royal Institute of British Architects (Feb., 1918, p. 81), referred to, we find the statements by the United States Trade Commissioner regarding United States and Canadian timbers are on the whole very fair. It is an isolated extract such as yours with a misleading heading which draws forth our present comment.

"The fact is that long-leaf Southern pine (not including short-leaf pine and loblolly pine) and Douglas fir (sometimes known as Oregon pine) are approximately equal in strength and are outstanding among the structural timbers in America. Douglas fir is common to Canada and the United States on the Pacific Coast. The other species inferior in strength, such as 'Canadian yellow pine' (white pine), red pine and spruce are also common to the two countries, and, of course, are just as valuable in their particular field of structural timber use. The point is that the North American wood species differ from one another in properties, but not because they happen to grow on one side or the other of an imaginary boundary line."

Lumber Company Operates Profit-Sharing Plan

W. A. McIntyre, of The Pas, Man., writes the "Canada Lumberman" as follows:—"I am enclosing a clipping from the 'Daily Northwestern,' of Oshkosh, Wisconsin. The Paine-Lumber Company are located at Oshkosh, and are the largest manufacturers in the world of sash, doors, mouldings and interior finish. I am well acquainted with the firm and have been at their immense plant several times. In years past there have been more or less labor disturbances among the woods workers in Oshkosh. Several large factories being located at that point, a good deal of this trouble was brought about through outside strike agitators. At one time the condition was serious, and I think one or two lives were lost in the rioting. This idea of the Paine Company in giving their employees a profit sharing dividend has evidently had a good effect."

The large sum of \$33,378.46 was paid to employees of the Paine Lumber Company, representing the first voluntary profit-sharing dividend given as such in Oshkosh. There have been other sums distributed among employees of manufacturing plants, but they have been designated as bonuses, while this sum was a profit-sharing payment, made in accordance with an agreement entered into a year ago, and based upon the earnings of the year 1917.

The distribution was shared in by about 900 of the 1,100 hands now employed by that company. The checks ranged in amount from \$3.95 to \$175, and the amounts were based upon the gross earnings of the individual employees. It was agreed a year ago that such action would be taken and in making up the roll, it is stated, a liberal construction was placed upon the rights of the employees by the company.

The 200 who were not included were employees who have worked for the company less than a year.

Included in the envelope containing the dividend checks was the following letter to each employee:

"We are glad to inform you that net profits earned for the year 1917 permit of declaring a profit-sharing wage dividend, as proposed by the company a year ago. In accordance with conditions mentioned at that time, we are issuing the dividend checks. In doing so, it is a pleasure to express to all employees our appreciation of the spirit of co-operation which has been apparent.

"The officers and stockholders are desirous of continuing the plan for the coming year, and invite the whole-hearted support of each and every employee, in the hope that similar dividends may be paid in the future. Cost of manufacture is the measure of profit; efficiency is the foundation of cost. Excessive speed that exhausts the individual is not necessary nor is it desired. Conscientious and thoughtful attention to duty is the first step to efficiency. Helpful suggestions to foremen and fellow workmen will advance the interests of all.

"A business enterprise operated without profit can neither pay dividends nor advance wages. We hope to do both, and with your co-operation the results are practically assured. We think it is of interest to all employees to know that the present profit-sharing wage dividend is paid in the face of the fact that all present profits are required for operating capital so urgently that no dividends will be paid stockholders for the year 1917."

The Open Boat

"When this here War is done," says Dan, "and all the fightin's through, There's some'll pal with Fritz again, as they was used to do; But **not me**," says Dan, the sailor man, "**not me**," says he; "Lord knows its nippy in an open boat on winter nights at sea."

"When the last battle's lost an' won, an' won or lost the game, There's some'll think no 'arm to drink with squareheads jus the same; But **not me**," says Dan, the sailor man, "an' if you ask me why— Lord knows its thirsty in an open boat when the water-breaker's dry."

"When all the bloomin' mines is swep' an' ships are sunk no more, There's some'll set them down to eat with Germans as before; But **not me**," says Dan, the sailor man, "**not me**, for one— Lord knows it's hungry in an open boat when the last biscuit's done."

"When peace is signed and treaties made an' trade begins again, There's some'll shake a German's hand an' never see the stain; But **not me**," says Dan, the sailor man, "**not me**, as God's on high— Lord knows it's bitter in an open boat to see your shipmates die."

—C. F. S., in "Punch."

What Trade Commissioner Service Stands For

The British Trade Commissioner Service which united the various parts of the British Empire in closer and more harmonious commercial relations with the Mother Country, is being extended. The work of these representatives during the past two years has been of such merit and influence that the number of commissioners have been increased from four to sixteen. This is the best indication of the value of the scope and character of the Trade Commissioner Service. Another evidence of the fruits of their labors is to be found in the steadily growing volume of work and in the increasing number of letters of appreciation received by the British Board of Trade and the Trade Commissioners themselves. The results of the Service have proved beyond a doubt that these representatives can be of real assistance in improving and supplementing the British traders' knowledge of the varying conditions in the Empire's markets, the openings which occur for fresh enterprises from time to time, and disappear if not accepted with promptitude, and the methods of trading most suitable for a particular area. Under the enlarged service, so far as the allocation of posts has been decided, it is proposed that four of the commissioners shall be stationed at important centres in Canada, and the others in Australia, New Zealand, South Africa, India, West Indies, Straits Settlement, etc. Mr. C. Hamilton Wickes, who has been Trade Commissioner in Canada for the past five years, rendering valuable services, will have his headquarters in the Old Country. It should be explained that an important feature of the new scheme is that the Department at home will always have the benefit and the direct assistance and advice of one or more Trade Commissioners, with practical experience in trade conditions in the Empire. Mr. G. P. Milne, late Trade Commissioner in Australia, takes up his duties in Montreal as senior Trade Commissioner in Canada, succeeding Mr. Wickes. Mr. F. W. Field, for many years editor of the "Monetary Times," Toronto, and Imperial Trade Correspondent, has been appointed one of the Trade Commissioners, with headquarters in Toronto, and has entered upon his new duties. In the near future it is expected that other appointments will be announced. The Trade Commission Service originated ten years ago, with the direct object of fostering and developing inter-Imperial Trade. The original four Commissioners had a difficult task, encountering many disappointments and setbacks, but by degrees the practical nature of their assistance and advice became known to manufacturers and traders in the United Kingdom and the Dominions, and their activities brought about gratifying growing results. Thus there have been established the importance and advantages of a Trade Commissioner Service which had its origin at the Imperial Conference of 1907, when Sir Jos. Ward, then Prime Minister of New Zealand, called attention to the need for official commercial representation of the United Kingdom in the self-governing Dominions. Lloyd George, now Premier of Great Britain, who was then president of the Board of Trade, was able to inform the Conference not long after that arrangements for the appointments for such officers were being made. The measures which were subsequently taken resulted in the institution in 1908 of the service, with four Trade Commissioners, one for Canada and Newfoundland, and one each for Australia, New Zealand, South Africa. Since then the movement has grown, and its worth and work are more widely appreciated and recognized on every side. Instead of exercising a disruptive influence on the British Empire, as predicted and hoped for by the enemy the war led to a keener realization of the strength of the ties, both moral and material, which link in one harmonious whole the scattered portions of the Empire.

Wooden Ships Being Built in Canada

A list of wooden ships now under construction in Canadian shipyards has been issued by the government at Ottawa. The ships are being built for British authorities and private interests. The list is as follows:

Canadian Vickers, Ltd., Montreal—Twenty-three drifters, 3,450, wood.

Marine Construction Company of Canada, Ltd., St. John, N.B.—One auxiliary schooner, 750, wood.

Quebec Shipbuilding and Repairing Company, St. Laurent, Quebec—Two cargo steamers, 2,600, wood.

Quinland & Robertson, Quebec, Que.—One cargo steamer, 2,700, wood.

Southern Salvage Company, Liverpool, N.S.—One cargo steamer, 2,500, wood.

Great Lakes Dredging Company, Fort William, Ont.—One cargo steamer, 1,700, wood.

Toronto Shipbuilding Company, Toronto—Two cargo steamers, 6,000, wood.

Cameron-Genoa Mills Shipbuilders, Ltd., Victoria—Four 6,500 cargo steamers, wood.

Foundation Company, Victoria—Five cargo steamers, 6,500, wood. William Lyall Shipbuilding Company, Vancouver — Six cargo steamers, 6,500, wood.

New Westminster Construction Company, New Westminster, B.C.—Four cargo steamers, 6,500, wood.

Pacific Construction Company, Port Coquitlam, B.C.—Two cargo steamers, 6,500, wood.

Western Canada Shipyards, Ltd., Vancouver—Six cargo steamers, 6,500, wood.

Chester Basin Shipbuilders, Chester Basin, N.S.—One schooner, 135, wood.

Clare Shipbuilding Company, Meteghan, N.S.—One schooner, 350, wood.

G. M. Cochrane, Fox River, N.S.—One schooner, 450, wood.

Dowling & Stoddart, Port Clyde, N.S.—One schooner, 175, wood.

Ernst Shipbuilding Company, Mahone Bay, N.S.—One schooner, 162, wood.

Falmouth Shipbuilding and Transportation Company, Windsor, N.S.—One schooner, 405, wood.

L. F. Graham, Port Greville, N.S.—One schooner, 360, wood.

W. R. Huntley, Parrsboro, N.S.—Two schooners, 620, wood.

Dr. McDonald, Meteghan, N.S.—One schooner, 544, wood.

W. C. McKay, Shelbourne, N.S.—Three schooners, 480, wood.

W. K. McKean & Co., Liverpool, N.S.—One schooner, 400, wood.

Nova Scotia Shipbuilding and Transportation Company, Liverpool, N.S.—Two schooners, 875, wood.

J. N. Rafuse, Conquerall Bank, N.S.—One schooner, 400, wood.

Robar Brothers, Dayspring, N.S.—One schooner, 140, wood.

Southern Salvage Company, Liverpool, N.S.—One schooner, 185, wood.

P. A. Theriault, Belliveau Cove, N.S.—One schooner, 399, wood.

Wagstaff & Hatfield, Port Greville, N.S.—One schooner, 400, wood.

Yarmouth Shipbuilding Company, Yarmouth, N.S.—One schooner, 175, wood.

Export of Pulpwood from New Brunswick

At the recent session of the New Brunswick Legislature a bill relating to spruce and other timber cut on crown lands was passed. Hon. E. A. Smith, Minister of Lands and Mines, in reference to the measure said that the object of the bill was to repeal that portion of the previous act which permitted an exchange of logs cut on private lands for those cut on the crown lands so far as it concerned manufacture of pulp for export from such logs. Everyone, he thought, would agree that the export of pulpwood should be discouraged as much as possible, and the law permitting the exchange of logs opened a door by means of which many violations of the act were being carried out. At the time the bill which prohibited the export of pulpwood cut on crown lands was passed it was generally conceded that it was a very wise measure. The idea of that act was that by prohibiting the export of pulpwood that industry might be fostered in New Brunswick and the pulp manufactured there, instead of the raw material being shipped abroad and the people of the province consequently robbed of considerable profits which they might otherwise receive. Pulp could be manufactured in the province just as well as in the United States. There are several pulp mills in the province. In particular, he would mention the one at Newcastle. The trouble with that mill, however, was it had no timber limits, but depended entirely upon what pulpwood could be got from private lands. The Fraser Company was just about completing a large pulp mill, at a cost of about a million and a half of money. The province must get all the manufactures it can, and not send them abroad, where foreigners got the benefit of New Brunswick raw material and the people of the province lost all benefit from it. A delegation had recently interviewed him with a view of having the mill waste and the tops of trees that were used for making pulp allowed to be exported, but all tops up to four inches diameter could be put through the mill, and he was informed that only about 12 per cent. of the wood put through mills was above eight inches. He thought it would be unwise to allow even the tops to be exported, but he was not so particular about the mill waste. He was willing to allow the act not to come into force till May, 1919, which would give people who had a lot of pulpwood piled up already a chance to export it.

A motion to allow the export of mill waste was, however, lost.

Considerable Work Ahead in Cruising

Mr. James W. Sewall, of Old Town, Maine, has just returned home from a short cruising trip in the Adirondacks. While several of his best men are in the service, both in America and in France, he reports that he will be able to take care of his clients, old and new, this year. In 1917 this concern cruised in the neighborhood of 2,000,000 acres of timberlands, and, while 1918 does not open up as anywhere near so heavy a season, still considerable work is being booked, which shows that the land market is not entirely quiescent.

Salesmanship from Several View Points

Study the Needs of Consumers in Most Available Markets—Importance of Having Complete Knowledge of Grades, Texture and Strength of Stock

At a recent salesmanship conference an interesting series of brief addresses upon salesmanship from various points of view was delivered by several speakers. The addresses included the following:—

The Industrial Consumer's Viewpoint, by S. S. Stewart.—How can the salesman and the buyer so co-operate that the producer shall receive the highest possible legitimate return for his lumber and the consumer get the lowest possible price consistent with satisfactory grades? Primarily, of course, the buyer should know well in advance what his requirements will be, and the salesman should be so well grounded in the detail of grades and methods of manufacture that he can study the buyer's requirements intelligently, continually searching for substitute grades or woods, which will meet with the buyer's requirements and still answer the question, for the salesman who can suggest a substitute of this kind establishes a personal reputation, which, when reinforced by the shipping of consistent grades by the producer, is a mighty valuable asset to both, other conditions, of course, being equal.

Just a word regarding the substituting of woods. I clearly recollect that in the early days of the supremacy of the carriage building industry, yellow poplar was considered to be the only satisfactory wood for buggy body panels, and white ash was the real thing for sills; then, as the demand grew and cost of production increased, the need of a substitute became pressing, and cottonwood was used for panels, together with maple for sills on the cheaper work, and finally gum was used in place of cottonwood to a large extent. Similar conditions obtained to a considerable degree later in the manufacture of automobile bodies, substituting birch for ash, then maple for birch, and at present large quantities of gum are being used for parts formerly made of maple and elm. The poplar, of course, we all remember, was replaced by steel, this substitution being hastened by the shortsightedness of the poplar people, who unwisely accelerated the already rapid development of the composite steel and wood body by the prohibitive price which they placed on their product. It might perhaps be prudent for the lumber producers and dealers to bear this instance in mind when determining prices, as it is common knowledge that the "goose which lays the golden egg" will stand only a certain amount of grief.

I recently asked a buyer of large quantities of lumber what he considered was the greatest fault to be found with lumber salesmen as a whole, or rather, what was the chief criticism he would offer in relation to the ability of lumber salesmen, and his reply was short and to the point, namely: "They don't know their stocks." When we consider the application of this brief sentence, we can readily see that it contains a lot of meat. The buyer depends almost entirely on what the salesman tells him regarding the various stocks of the producer; therefore, it is of the utmost importance that in addition to being able to go to the absolute limit as to price, the salesman should be fully posted as to the grades, texture, general and individual characteristics, including ranges of strength and kiln drying properties of the producer's stock, as well as to be in a position to give full information regarding the car and rail conditions which may affect the delivery of the product.

The Salesman's Viewpoint, by Enos Colburn.—There are a few general rules which I believe all manufacturers and sales managers should set down for their salesmen to follow: First—Tell the true condition of his stock, even if he does not make a sale. Second—That the salesman should be cautioned never to knock his competitor's products. Disparaging remarks about his competitors' products and the officials of the competing company always leave a disagreeable feeling in the dealer's mind. In my experience I have seen a new salesman rush into the office and out again, his idea being to see how many towns he could cover in a day. Again, I have seen another salesman come in, take a look around and sell to his customer the very same day that the first traveling man came in and left. The idea of the first man was to see how many towns he could cover, and the idea of the second man was to see how much lumber he could sell. I think, if it were carefully figured out, you would find that many of your salesmen are constantly running away from business in order to cover the territory given instead of soliciting orders which they had in their hands. You may take, as an example, the successful commission salesman. He generally confines himself to a small territory and endeavors to work the territory well. He is not trying to make territory or see how many stops he can make; he is to sell lumber.

Too frequently I have seen sales managers fail to give good salesmen co-operation from the home office. Misunderstandings arise occasionally and a manager sometimes attempts to settle a dispute without asking his salesman for his opinion. The result is that the sales manager attempts to handle something with which he is entirely unfamiliar, and often friendly relations between the salesman and the dealer are broken.

There is no question but that the salesman's efficiency can be much increased, if he enjoys the confidence of the sales manager and at the same time is informed regarding all points covered under the observation of the sales manager, with reference to the market conditions, etc. I do not know positively, but I have always surmised that the sales managers are often careless along that line, with the result that good orders slip away from their salesmen. The point I want to bring out is that the salesman ought to be wise enough to take advantage of the rising market and at the same time have authority to meet conditions that exist on the falling market. To do this, of course, it is important that a salesman should be able to recognize the difference between a falling market and cut prices. Right here is where the sales managers should count.

The Manufacturer's Viewpoint, by C. A. Goodman.—A manufacturer of lumber is engaged in the business of selling stumpage. His viewpoint should be that of a salesman. That the ultimate returns for his work and investment should pay him a profit is the point he should keep in view with each successive stage in the manufacture of his product.

The units of production in the lumber industry are small and scattered and each different from the other as to conditions of operation and character of output. Lumbering is pioneering. The lumberman goes into the forests more or less remote from the centers of business activity. There he struggles with the many problems of getting his logs to the mill and sawing them into lumber. The beginning of each of these operations has usually been due to the enterprise and ability of small groups of men and perhaps of only one individual.

The nature of the conditions under which they operated made it necessary that all of the energies of these men be extended in production. Only a few years ago the lumbermen considered that when they had put the lumber into pile their work was finished. What they would get for their lumber was largely looked at as being outside of their own control and they had no other idea of what prices they should obtain than to accept the highest prices which someone came along and offered them. If these prices thus obtained were not sufficient to pay them a profit, then they took a loss and hoped for better times the next year. The very nature of the work required of these pioneer lumber manufacturers was incompatible with the details of distributing lumber to the best advantage. Many of these men were first-class loggers, but understood very little even of sawing and putting their lumber into pile and a great many of them nothing at all of the various grades. Good logs were often sawed into poor lumber. The grades were mixed in the piles and shipment was made largely on the buyer's inspection. These conditions have not entirely disappeared.

This is one of the reasons for the failure of so many small mills. The operators were not salesmen. Their logs were often worth more before they were sawed into lumber than the product afterwards.

What must a manufacturer do to sell his stumpage to the best advantage? First, of course, he must manufacture his lumber right, then he must sell it right and ship it right. Manufacturing means all of the details of cutting the logs in the woods, sawing the lumber, sorting into various grades and piling and properly caring for until time of shipment.

In order to intelligently supervise the manufacture of his stumpage the manufacturer should, first of all, have some knowledge of the requirements to which his product, if properly manufactured, may conform.

Each manufacturer of hardwood lumber should study the needs of the consumers in his most available markets. When he knows who uses the various grades and thicknesses of such hardwoods as he manufactures, then a further study of the size and quality of his own timber would enable him to decide what class of material can be produced from his logs to the best advantage. Putting lumber into

pile without any object in view, except to see how much the mill can cut, is wrong.

There should be an attempt made to forecast the market. If it is known what lumber is to be used for, then some attempt can be made to saw the logs to meet the needs of the consumers.

Many of our Northern mills do not manufacture enough lumber to enable them to sort up their stocks for distribution direct to the trade. Some mills who do manufacture in large quantities prefer not to maintain a selling organization of their own, but to sell all or part of their cut to wholesalers. In this case, if these manufacturers secure a price that leaves the wholesalers only a reasonable profit, then they are getting the most they can expect. Selling the lumber to the ultimate consumer, making shipments and deliveries and collecting the accounts, are just as much a part of the lumber business as getting out the logs and taking them to the mill and sawing them into lumber. If a manufacturer wishes to entirely delegate the selling of his lumber to someone else, then he should expect that they would make a proportionate part of the total profit. These two interests, the manufacturers and wholesalers, ought to work in harmony. They both have the same object. Each wants to get all he can for what he has to sell.

Who, then, cuts the price of lumber, and why? We have succeeded in standardizing the grades of lumber but not the prices. Standardizing prices does not mean that prices may not vary following the law of supply and demand, but with better information of conditions prices made by different dealers at the same time should approach some degree of uniformity.

The Stabilizing of Prices

It is difficult to stabilize prices unless the prices are known. Everyone talks about hemlock prices, and we all know what hemlock is being sold at, but very few real honest comparisons are made amongst dealers as to prices they are getting for hardwood. I do not think the hardwood manufacturers have gained by the policy of secrecy as to sales. Shrewd buyers for large corporations and consumers have taken advantage of this; in fact, we have been easy. Each purchase they make of some special article will be accompanied by the confidential information that the price being paid to this particular mill is very much higher than this same concern is paying to anyone else. A year or so ago, an implement concern went through Wisconsin making contracts for certain sizes in maple. It was almost impossible to find out who was cutting any of this material, because each mill thought they had a snap. Finally, it developed that our company was getting \$9.00 more than a neighbor, which made us feel good until we found a concern over in central Wisconsin was getting \$17 more per thousand than we were. It is only recently since we have had our sales managers' committee that any attempt has been made to figure out what this stock is really worth, and we then found all our prices had been much below cost.

Hemlock has demonstrated that co-operation is better than individual effort in selling lumber as in everything else. We should have this same co-operative spirit in hardwood. Our sales managers' meetings have done a great deal of good, but so far they have not created sufficient confidence in the market to prevent unwarranted slashing of prices.

There is no better way to prevent the selling of any article for less than cost than to have the producer of the article know the actual cost of production. Lumber seems to have been about the only commodity which has been sold without any regard to cost. The manufacturers of yellow pine have recently gotten up a statement of the average cost of yellow pine at the average mill figuring the fair present value of stumpage. They have really found it necessary to do this because the government is buying large amounts of lumber and the government price is based on allowing a fair profit above cost.

It is bad policy to be in too much of a hurry to sell your lumber. Do not try to force it onto your customers before they want it, as that only makes them think that there is a surplus of the very items they are using. Everything that you make in the way of lumber will be needed if you are satisfied to let it wait its turn, and in the meantime make some intelligent effort to find out who will probably use it, when they will need it and what it is worth.

The only remedies I can see, therefore, for the present conditions confronting the manufacturers and wholesalers in the hardwood trade are: First, to know what his stock costs; second, a careful study of stock sheets and co-operation with other dealers in the handling of surplus items; third, keep your heads cool and your feet warm and do not be in too big a hurry to manufacture lumber in excess of the demand or to push it onto the trade before it is needed.

The Wholesaler's Viewpoint, by E. M. Holland.—It is only fair to start you off right by stating to you a pretty generally recognized fact, namely, that the first-class wholesaler is the industry's greatest salesman. I do not believe that there is one of you who doubts this. Ninety or more times out of a hundred wholesalers are made up of

the graduates from the manufacturing end of the business. The most successful wholesale lumbermen I have had the privilege of meeting have gone through every phase of the lumber business, from woodsmen to sales managers and oftentimes, general managers.

A great many also are connected directly or indirectly with the manufacture as well as the sale of lumber. Furthermore, the successful wholesaler must know the manufacturing end of the business before he can properly market the product. Many times in my short experience, I have had the good fortune to meet some of the old timers, those who have made history in lumber manufacturing and they have said to me: "Why, he used to work for me in the woods, worked all the way up to head salesman—decided to shift for himself, is making good."

The average manufacturer of today and in the past will try out every idea or scheme from canthooks to steam loaders, from hand-made tram carts to electric trolley piling systems, circular saw to tandem saw, from wood chopper to general manager to save 10c per thousand feet or more on the cost of production and then throw away all this saving and "then some" for the most miserable system of marketing you ever heard of.

The average sales department has been considered a necessary evil, sort of department created for the movement of lumber and has usually been paid about one-half of what should have been paid for an efficient sales department. Small salaries have been in vogue ever since this necessary evil was created, and have affected every one in that department from the sales manager down.

It has always been the custom to market lumber at the lowest possible cost, whereas liberal expenditures of money have been made to secure production efficiency. The sales managers of today and in the past have been tied down to their desks with oodles of detail, so I can safely say that not one in a hundred knows his customers personally, and if he does, nine times out of ten the customers have found him in his own home town.

Why, gentlemen, it is only recently that you began to mix with your brother sales managers in the same line of business. How are you going to succeed and grow if you are allowed to get stale sitting around home 90 per cent. or more of the time? Bear in mind one important thing, your customers like to look you straight in the eye now and then.

Another point is, that the amount of money paid to sales forces keep them from being stars, and if by chance a star is developed, it is next to impossible to secure compensation commensurate with services rendered. The average sales manager will generally sour, go to seed or breaks into the wholesale lumber business.

Good Pay and Good Sales Managers

If there is any doubt in your mind as to what I have said, let me give you a little one on a manufacturer who is rated AAAA-1, a really large operator. This concern paid their sales manager the munificent sum of \$1,800 per year, and their traveling representatives from \$1,000 to \$1,500. This company manufactured about a hundred million feet of lumber annually and they expected to dispose of it at top notch prices. Their only advertising was a two-color price list sent broadcast with not a foot of lumber listed thereon. The only way you could find out what they had on hand was to jump on the train and look over the stock in their yards.

I positively know that this sales manager had not been outside of his home town an average of four weeks out of the entire year, conventions and vacations included. You may ask how I know all this? Why, the sales manager told me himself. He stated he had reached the limit of salary his company would pay. He wanted me to exert my efforts to place him with some live wholesale concern where they would give him an opportunity.

He also stated that his traveling salesmen were recruited from high school and college graduates with about a month or two's experience in the mill and yard. He also stated that when they started on the road they did not know as much about lumber as he did about sailing the high seas and he claimed he did not know the star-board from the port side of the vessel.

A while ago a representative of one of the large manufacturing concerns in the West called at my office to sell me some boards. His price was about \$3 per thousand higher than a similar kind of material produced in our section of the country. I advised him that his price was considerably higher and asked him why I should pay a premium for his stock. He replied by saying that it was pretty hard for him to sell his stock in this territory as his price was so much higher than his competitors', and he could think of no reason for his condition excepting that the freight rates were so high. Gentlemen, he did not know his grades were nearly \$5 per thousand higher in quality than the stock from our own section of the country.

The few instances I have related to you apply only to the large

operators who maintain sales forces. There are other instances I could relate, but I have given you some real important ones.

The other manufacturers who do not maintain sales forces sell their product during their leisure hours or when the spirit moves, generally paying very little attention to the selling or to whom sold as long as the lumber was moved to make room for some more lumber to be cut and so on until all the trees are gone.

On Knowing What One Has in Stock

Gentlemen, in most cases it is almost impossible to get a description of stock. The men who manufacture the lumber generally ask their customers to come and look it over. They do not know themselves what they have in pile, how it will grade, average widths and lengths, etc., yet they expect their customers to look at the outside of the piles and figure it out for themselves.

I could go on indefinitely finding fault with the other fellow, but haven't I given you some reason why the wholesaler should exist?

The average first-class wholesaler has adequate capital to discount his bills. They are the kind that sell the product for just what it is and you can depend upon them to get the highest market prices, and deliver the goods. When I say deliver the goods, I mean a great deal. It applies to delivering to the manufacturer of the said goods, as well as to the ultimate consumer. You will find the relations existing between the first-class wholesaler, manufacturer and consumer are generally very pleasant. Those of you who cater to both the wholesale and consuming trade can count on the highest type of competition.

In the past we have done very little to educate the industrial consumer and on top of this we have made it harder by continually changing the inspection rules. Do not misunderstand me. The changes in the rules were absolutely necessary, yet they could not help but make it harder for the consumer to keep up with the procession. Therefore, his lumber buying is placed on the plane of price only, the only buying guide handed out to him.

Many manufacturers have been discouraged with this condition and have made very little headway in improving same. To sum up what has been done, I think I hit the nail on the head when I say that they have gone into their manufacturers' meeting yelling, "Down with the wholesaler," without adopting some means as mentioned before, of separating the sheep from the goats.

Educating the consumers in a nice, diplomatic way represents also another solution of the problem. Those of you who sell direct to the consumers can do a whole lot more toward educating them than has been done in the past.

Should Sell Pulpwood to Canadian Mills



G. C. Piche, Quebec, P.Q.

In his annual report on the Quebec Forestry Service, Gustave C. Piche deals with the high prices for pulpwood in the province. "Sales are said to have been made," he remarks, "at from \$12 to \$15 per cord, and even more. One can get an idea of the scarcity of wood from the fact that buyers came from the State of Wisconsin and had to transport the wood they bought over 800 miles, which must have made the cost price heavy." The province, he proceeds, continues to produce far more than one-half of the total production of pulpwood in Canada, and he notes that the export of manufactured pulp is showing a progressive percentage of increase over pulpwood. He proceeds:

"Since 1910, the date when the order was passed compelling the

manufacture in Canada of all wood cut on crown lands, Canada exported a total of 6,800,407 cords of pulpwood. As this wood comes entirely from private lots, there has been a considerable drain on the forest resources of private individuals. Taking 10 cords as the average yield of pulpwood per acre, this would represent cutting over an area of 680,400 acres, or 1,062 square miles. The share of our province for the same period would mean a cut of 5,085,780 cords on an area of about 508,578 acres, or 794 square miles."

This wood largely comes from settlers' clearing and farm lots, and he strongly advises such private owners of wood to sell to Canadian mills instead of exporting it, saying that if they did this, then, "instead of getting an average value of \$7.40 per cord, we would, by transforming the wood into mechanical pulp, the prices would vary between \$40

and \$90; for news print they would run from \$40 to \$60 per ton. It is true that this increase is largely due to the cost of certain materials, of the more expensive plant needed for these transformations, but the amounts paid in wages are yet considerable, and represent a rather large proportion of the above figures."

He adds that the increasing demand for pulpwood "allows us to hope that the immense territories of Labrador, Ungava, and the North Shore, so rich in pulpwood and so poor in large timber, will thus acquire value. As all the world's forests are becoming more and more exhausted and no substitute for wood has yet been found, it follows that other countries will have to rely more on our province for the pulp and paper they need. It will be easy for us to supply them if we take our precautions, for we have the raw material and also the necessary water-powers."

Believes in Being On the Job

"By taking off my coat and looking after what came in hand and attending to every order in the best manner that I knew how, I have met with fairly good success in the retail lumber business," said James A. Matthews, of Orangeville, Ont., who manufactures doors, sash and builders' supplies and makes a specialty of custom dressing.

His plant is located at the corner of Mill and Church Streets, and, while not large, is well equipped. Mr. Matthews has a fair-sized lumber shed, 75 x 170 feet, and keeps most of his stock under cover. He is a practical man, and has been in business in the capital of Dufferin County for the past fourteen years.

Previous to launching out for himself he was employed by D. McDonald, of Orangeville, as foreman in the factory, and prior to that period worked for a couple of years in Parkdale. Mr. Matthews belongs to the Ontario Retail Lumber Dealers' Association, and believes that much good work will be accomplished through that organization.



J. A. Matthews, Orangeville, Ont.

Just Twenty-one Years in Business

The proprietor of the Wingham Planing Mills, Wingham, Ont., is Samuel Bennett, who has been in business in that town just twenty-one years. He purchased the plant of J. Wall & Son in 1897, and three years later pulled down the old mill and erected a new brick building, equipping it with modern machinery.

Mr. Bennett makes all kinds of house finish, doors, sash and other lines, and has met with considerable success in his enterprise. He was employed for a number of years with John Browdford, in Seaford, and in 1887 entered into partnership in a planing mill business in the same town with Noble Scott, remaining with him for ten years. He then disposed of his interest to Mr. Scott and his sons, and located in Wingham. Mr. Bennett believes in organization, and is a member of the Ontario Retail Lumber Dealers' Association. He is of the opinion that there are many important matters which that body can take up and exert a splendid benefit upon the trade in general.

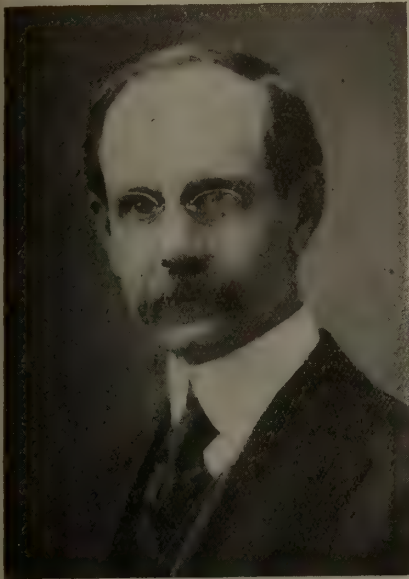


Samuel Bennett, Wingham, Ont.

The Board of Railway Commissioners has issued the following new rule on car demurrage: "Delays beyond free periods allowed for any two or more purposes under this rule shall be aggregated and charged for in accordance with Rule 9 unless re-consignment effects actual transfer of ownership of goods, in which case the charge against the new consignee for delay beyond the free unloading period shall begin with the lowest toll."

Making Foreigners Good Citizens

What the Reading Camp Association Undertakes and Has Accomplished During Last Eighteen Years



Alfred Fitzpatrick, Toronto

Instruction work has been carried on in the lumbering, mining, and railroad camps of Canada through the Reading Camp Association for eighteen years. In the days before the war, when the Western branches of the C.N.R. and various lines of the C.P.R. and G.T.P. were being built, as many as 72 instructors were employed, but of late, owing to fewer camps, the number of men who teach the foreigner the rudiments of the English language has been considerably less. The instructors work with pick or shovel, saw or axe, during the day and at night impart knowledge and see that the men are entertained by singing, music, pictorial publications, etc. Twenty-nine instructors were engaged last year, and of several enlisted, five were killed in action. Mr. Alfred Fitzpatrick is the pioneer and superintendent of the work of the Reading Camp Association, which, contrary to general opinion, does not undertake religious instruction by creed, but by example. It lays the foundation work in the shape of inducing the foreigner and the illiterate to read and write, and thus assist in equipping them to become good citizens. The association believes that there is not a great deal to be gained by talking to men about the higher life until they are first able to understand the English language and learn something of the duties and privileges of Canadian citizenship and the British form of government, as well as the freedom, toleration, and protection enjoyed under the institutions of the Dominion.

The annual meeting of the Camp Association was held recently at the head office, 67 Yonge Street, Toronto, and a satisfactory financial statement was presented. The contributions for last year amounted to \$16,185, which is \$700 more than in 1916. The report of the office secretary showed much good work had been accomplished in the way of supplying the camp with magazines. Forty camps are supplied, and where there is an instructor a parcel is sent every week. One gratifying statement was that the association is virtually out of debt and has a clean record to begin the year. Several women have been elected directors which is a new move on the part of the executive. Several amendments to the constitution were adopted, and Mr. Fitzpatrick, superintendent, gave an interesting report, in which he pointed out that the object of the association is to bridge over the gulf between the frontier toiler and the university man, and the reason why the meeting was held in the business section of the city instead of the university, as formerly, was because there the association is better able to keep in touch with the business man.

The aim of the association has been to demonstrate to the public in general and the provincial governments in particular that camp education is both practicable and desirable, and the association urges the provincial governments to take over the work when they are able to extend their systems of education to embrace the needs of the frontiersmen. These governments have shown their interest in the organization by giving grants as follows: Ontario, \$2,000; Quebec, \$300; Manitoba, \$500; Nova Scotia, \$150; Alberta, \$300; Saskatchewan, \$200; British Columbia, \$300; New Brunswick, \$100.

Mr. Fitzpatrick said that it was gratifying that Ontario had adopted a plan of camp homesteading which he had outlined in 1915, and gratifying also to know that study classes had been organized in the trenches under the name of Vimy Ridge University, similar to that initiated by the Reading Camp Association in Canada and the United States.

In Canada 95 per cent. of all construction work is done by the foreigner and 50 per cent. of the work of lumber camps, so the problem is mainly that of the foreigner, and night classes are more than ever necessary if the alien is to be Canadianized and made a useful citizen.

Mr. Fitzpatrick spoke in terms of high praise of the work of the instructors, who use the axe, pick, and shovel by day and in the evening gather the men together for instruction in the reading room, and make their lives bright by singing and music.

William Leak, formerly of Leak & Co., Toronto, returned recently, after spending the winter in Florida.

Trade Associations and the War

WAR is teaching both business and government some long neglected lessons. Supply and demand, in time of peace, have frequently seemed indefinite and remote; something that business could overcome by co-operation, and something that government could legislate out of existence. The United States Fuel Administration, however, beginning with its fixing of soft coal prices last summer, ending with its shut-down order last January, conclusively proved that supply and demand, like the wind and the tide, are elemental, irresistible forces transcending the powers both of business men and government officials.

Co-operation, in time of peace, has sometimes seemed a kind of business magic; to the business man something that saved him from himself, by putting prices high enough to take care of his wastes; to the government something that mulcted consumers with unwarranted and exorbitant prices. That is why the government, notwithstanding all its praise of trade associations, has vigorously prosecuted scores of them, and even at the present time is proceeding against nearly a dozen more. That is why the Supreme Court has denounced several associations in the lumber trade. That is why the lower federal courts have fined officers of trade associations of plumbers, paper manufacturers, coal dealers, wire manufacturers, produce dealers, monument dealers, commission merchants, machinery manufacturers, and potato growers. That is why the Department of Justice, within the last few months, has taken consent decrees from trade associations to the honest belief of their members, have comprised only exchange of information regarding production, stock on hand and the state of demand.

"What an absurdity it is to find the very co-operation which the nation finds necessary for its own economic salvation under the strain of war is denounced as a crime in time of peace! Let our legislators free our statute books of cant. Let us give honest business, fair and reasonable organization, whether of business or of labor, a broad field and permit the enjoyment of the essential conditions of efficiency in the coming days of peace in the interest of the common prosperity.

"May we hope that through this war we may learn how to regulate and not destroy, how to open the door to American enterprise here and abroad under rules of public protection which can be known in advance and which reason can approve. We cannot tell what the present necessary action with regard to the railroads may portend. But may we not expect that we shall at least have a conserving and up-building policy which will recognize that there is no adequate protection to the public interest which does not foster the instrumentalities of commerce. I do not look to the period after the war with an undue optimism. I think that our real progress will still be slow. But I do expect better adjustment of legislation to the facts of life."

To this "better judgment," not only of legislation, but also of public opinion, and of business itself, to the "facts of life," let the trade associations of this country now address themselves.—G. H. Montague, before Hardwood Manufacturers' Association.

Human Carelessness Aids Fire Fiend

That man is at least three times as destructive as nature, at least so far as forest fires are concerned, is revealed in a compilation which has just been issued by the Federal Forest Service. The figures of this agency show that of 7,814 forest fires on government lands during 1917, all but 2,132 were caused by human agencies.

Over 962,000 acres of timber in the United States forage and young growth to the value of \$1,358,600 was destroyed. This loss, while larger than those of the past few years, is considered remarkably light in view of the unusually dangerous conditions which, owing to protracted drought and periods of high winds, were practically the same as in 1910, when many persons were burned to death and \$25,000,000 worth of timber on the National Forests was destroyed. It is estimated that in addition to the actual loss in timber, etc., \$1,121,451 was spent by the government for the purpose of fire fighting and prevention.

Brigadier MacDougall, of the Canadian Forestry Corps, has been made a Commander of the Legion of Honour by the French Government.

Owing to the fact that little rain has fallen and the snow has melted away gradually in the sun's warm rays, lumbermen in Northern Ontario are meeting with great difficulty in taking out their winter's cut. In a number of cases, unless exceptionally heavy rain comes within a few days, it will be impossible to get the timber out. Already the high lands in the forest are free of snow, and that remaining in the valleys is disappearing rapidly. The rivers and lakes are all open, in most cases from eight days to three weeks ahead of former years, and to date the movement of the timber from the bush has hardly commenced.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Basswood Wanted

Highest cash price paid for log run basswood and mill culls. Also other hardwoods of all kinds. Address Box 712, Canada Lumberman, Toronto. 7-10

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

WANTED

Spruce Squares and Lumber

Several cars Clear and No. 1 Eastern White Spruce Squares, any size, 4 x 4 to 6 x 6 or over, 4 ft. and longer; can be shipped green from saw. Also several cars 5/4-in. or 1 1/4-in. quarter sawn; also 5/4-in. Clear and No. 1, plain sawn, Spruce Squares and Lumber. Box 735, Canada Lumberman, Toronto, Ont. 9-12

Wanted-Basket Bottoms

Ten cars of Basket Bottoms in spruce, pine or other suitable soft woods in the following sizes:

16 1/4 in. x 6-7/8 in. x 7/16 in.
13 1/2 in. x 5-7/8 in. x 7/16 in.

If unable to supply as above, 1 inch re-sawn lumber in 6-inch and 7-inch widths will answer. A good grade of cull lumber will answer, but must be clear at the edges.

CANADA WOOD PRODUCTS CO.,

8-11 St. Thomas, Ont.

For Sale-Lumber

Piling

We are operating in the woods this Summer and can supply piling any size and length. Enquiries solicited.

Knight Bros. & McKinnon, Limited,
10-13 Box 569, Cobalt, Ont.

Piling For Sale

We are in a position to supply Piling of all lengths and diameters, cut to order, in reasonable time. Write to us for prices.

DON H. JACOBI & CO.,
8-11 Haileybury, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

Lumber For Sale

Cut of four million feet of Spruce, mill run. Suitable for most any purposes. For particulars apply to Quebec Lumber Company, 81 St. Peter Street, Quebec, Canada. 8-11

Lumber For Sale

For delivery during coming summer, we offer 1,000,000 feet superior quality mill run Jack Pine. Also 200,000 feet mill run Spruce. For further particulars address

The International Land & Lumber Co., Ltd.,
283-285 Bank Street,
9-10 Ottawa, Ont.

White Oak Hearts

We will be sawing a quantity of White Oak that would furnish squared hearts, 4 in. x 4 in., 8 feet long.

Address enquiries to Niagara & Erie Land Corporation, Lynedoch, Ontario. 7-10

For Sale-Machinery

Steel Rails For Sale

A small quantity of 20 lb. light re-laying rails, for sale for immediate delivery. Apply Box 651, Canada Lumberman, Toronto. 7-t.f.

Boom Chains For Sale

300 to 400, mostly 5/8 inch, good second-hand Boom chains.

Quincy Adams Lumber Co., Limited,
10-11 Longford Mills, Ont.

Belting For Sale

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements. N. Smith, 138 York Street, Toronto, Ont. 9-11

Machinery For Sale

1-Jenckes Machine Co. 40 H.P. Boiler on skids, with stack, spark arrester and engine connections.

1-10 x 12 center crank engine.
1-3 saw edger and saws.
1-18 ft. 2-saw trimmer and saws.
1-2-block carriage, set works, track and rope feed.

1-Husk arbor, etc.
1-Bull wheel, shafting, etc.
1-Cut off saw and arbor.
1-Covel No. 35 automatic saw gummer.
1-Lumber car, track, miscellaneous shafting, belting, pulleys, etc.
1-Complete blacksmith outfit and two chests of tools.

All for sale, F.O.B. boat or cars Sault Ste. Marie, Ont. Will sell in block or separate items.

Address for further information: -

SHELBY BASKET COMPANY,
10-1f Shelby, Mich.

Machinery For Sale

Light Planer, Matcher and Moulder
Variety Trim Saw.
Power Feed Rip Saw.
36 in. Band Saw.
12 in. Heavy Moulder.
12 in. Jointer.
Three Drum Sander.
Heavy Band Resaw.

A. J. LINDSAY,

90 Pembroke Street,

7-10 Toronto, Ont.

Wanted-Machinery

Logging Trucks Wanted

WANTED—Several sets of heavy logging trucks in good condition. Wire, Trenton Cooperae Mills, Ltd., Trenton, Ont. 9-10

Wanted-Employment

Advertisements under this heading one cent-a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large saw-mills. Reference. Box 727, Canada Lumberman, Toronto, Ont. 9-11

POSITION WANTED AS WOODS MAN-AGER or Cruiser for Lumber firm by experienced party capable of taking full charge if required. Have made good. Satisfactory references. Apply Box 725, Canada Lumberman, Toronto. 8-10

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 2-10

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

Wanted

First class pile driver operator accustomed to Railway construction work, must speak French; immediate.

FINCH, PRUYN & CO., INC.,
10-10 Henry River, P.Q.

Wanted

Salesman calling on the lumber trade to handle a well-known side line, used by all lumber companies. Liberal commission.

P. M. Co., No. 5 Bruce Ave.,
10-12 Windsor, Ontario.

ACCOUNTANT—A FIRST-CLASS OPPORTUNITY for the right man is open in the Logging Department of a large paper company for an accountant. He must write and read both languages. One who has had previous experience in this line of work is preferred. Box 728, Canada Lumberman, Toronto, Ont. 9-10

LARGE QUEBEC MANUFACTURING CONCERN requires services of first class lumber shipper. Must be able to keep force of six or eight checkers and inventory men going, also be familiar with planing mill operation. Must be fast and accurate at figures and a good penman. Send references in first letter to Box 729, Canada Lumberman, Toronto. 9-10

Wanted immediately, good accountant for confidential position in lumber business. Give full particulars, age, photo, experience, salary expected and when ready to commence, in first letter. Apply Box 736, Canada Lumberman, Toronto. 10-10

Business Chances

WANTED Pulpwood Limits

Responsible parties wish to purchase pulpwood limits, large and small, with and without water power. Apply, giving all possible particulars, to Box 737, Canada Lumberman, Toronto. 10-10

Canadian Hardwood Timber Limit

I can secure an option for a good, responsible firm on a tract of Hardwood in Parry Sound District which it is estimated will cut 20,000,000 feet b.m., of Birch, Maple and Hemlock, and 60,000 cords of Hardwoods. The birch is of the finest quality of large timber in Canada. Limit only short haul from railroad. Full particulars furnished to interested parties. Box 732, Canada Lumberman, Toronto. 9-10

For Sale

Water power sawmill and site at Magneta-wan, in good running order; capacity about 12,000 feet per day; also timber and wood on 400 acres on river front near mill; good piling grounds and shipping facilities; well established business and good reasons for selling.

The Fred Taylor Lumber Company,
7-10 Hamilton, Ont.

FOR SALE Hardwood Limit

Large area—convenient to transportation. Low freight rate—good labor market—convenient to Toronto. Large quantity Birch and Maple. For particulars write to Box 716, Canada Lumberman, Toronto. 8-11

Timber Limits For Sale

FOR SALE—The actual owners wish to get into touch with actual buyers. Virgin timber; average 27 M. to the acre; on a river; close to tire water; inside Vancouver Island. Fir, spruce, yellow cedar, red cedar, Coast hemlock, balsam. Exceptionally good logging. Held under perpetual licenses. Price on basis of one dollar per M. Address: The Sunset Mills, Limited, Nelson, British Columbia. 6-10

Saw Mill For Sale

Sawmill for sale, including two large engines and three boilers, steam feed carriage, gang edger, steel burner, lath mill, etc. Shingle mill equipped with four automatic machines. Box 734, Canada Lumberman, Toronto, Ont. 9-12

Spruce Limit Wanted

IF YOU HAVE A GOOD, GENUINE PROPOSITION in the Lumber line, please communicate with me. Will entertain the purchase of good spruce limit with or without mill plant, situated preferably on an easy freight rate to Montreal, or will consider financing the exploitation of good timber limit. No cut-over lands will be considered. Reply full particulars, P. O. Box 284, Montreal, Que. S-12

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Watrous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
Montreal, Que.

S-t.f.

More Tributes Paid to Canadian Foresters

In late issues of the "Canada Lumberman" appreciative references have been made to the worth and work of the Canadian forest corps. There appears to have been only one shortcoming in these battalions, and that is the overmanning of the staff. With each corps that went overseas there was the usual complement of officers, but on their arrival in England a reorganization was made under the authority of Sir Edward Kemp, Minister of Overseas Military Forces of Canada, and, as happened in regard to the infantry battalions, a surplus of officers resulted. Many of the forestry officers have been given an opportunity to go to France to join the combatant forces, and have availed themselves of this privilege. They are now members of the regular fighting units. It appears that a number of officers were naturally more conversant with military tactics and discipline than they were with cutting down trees or lumbering operations. The rank and file, however, know all about such work, and their achievements still continue to invite the plaudits of those higher up. This is evidenced by a letter which was received recently by Sir Robert Borden, Premier, from Sir Edward Kemp, containing a copy of a communication from Brigadier-General Alexander McDougall, director-general of timber operations, who pays the following tribute to the men:

"I wish to draw your attention to their general good behavior and the deep resentment that we feel against the slanderous attacks levelled at the men of the Canadian overseas forces in certain quarters in Canada.

"When it is considered that the great majority of the men under my command have had very little opportunity for military training, either here or in Canada prior to going out to work with the different forestry companies, their magnificent discipline and behavior is a matter of which all Canadians can be justifiably proud. Many of these men have left families at home, and are looking forward to rejoining them at the end of the war, and it is scandalous that the

minds of these people should be disturbed by the thought that our soldiers are in the midst of dire temptation and are falling victims to it, when, as a matter of fact, the behavior of the men of this corps since its formation has been exceptionally satisfactory, and, it is my opinion, when they return home, they will themselves demonstrate that overseas experience has improved them in every way."

Sir Edward Kemp says he visited the forestry corps at Windsor Forest recently and was very much impressed with the general appearance of the men working there. "They were all clean and smart, and a well-set-up, sturdy lot," he adds. "They are living under excellent conditions, and from what I saw and heard there, I should judge that their behavior is excellent."

Shipbuilding in Australia

Recently the expert engaged in England to supervise the Commonwealth Government shipbuilding scheme arrived in Australia, and is now completing his examination of the various federal, state, and privately-owned plants and yards.

The Commonwealth Government has extensive yards at Sydney; the State Government of New South Wales has a plant at Newcastle, and the State Government of Victoria has extensive yards at Melbourne, all of which (independent of the federal shipbuilding adviser) are managed by competent steel shipbuilders with practical experience in British yards.

It is announced that there will be sufficient steel in Australia to build seven steamers. At the outset some imported materials will be used, but the bulk of the steel will be supplied by the Broken Hill Company's steel works at Newcastle, N.S.W., which, with subsidiary or associated companies, will ultimately be in a position to furnish all the structural steel.

The work will be apportioned to the yards in the several states, and, while no authoritative statement has yet been made as to the size and class of the steamers, it is considered by experts having knowledge of the facilities available that the initial vessels will be about 330 feet long by 48 feet beam, with a carrying capacity of about 3,500 tons.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager**Union Lumber Co.**

Limited

**White Pine
Jack Pine
Red Pine
Spruce****Spruce, Red and White Pine Lath****Union Lumber Co., Limited**

701 Dominion Bank Building
TORONTO, CANADA

We manufacture WIRE

for practically every purpose required, including many finished products, such as nails, etc.

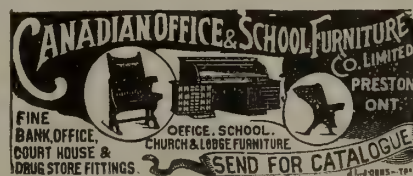
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LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

Tea that is all genuine leaf and produces the greatest quantity of flavory satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

**DR. BELL'S****Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

HORSES**UNION STOCK YARDS**

OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

Review of Current Trade Conditions

Ontario

There has been a rather quiet period for some days in the lumber arena, and whether or not any special activity will develop speedily depends a good deal on the action of the government and the outcome of certain enquiries now being made by United States and British interests. There is little improvement in the building situation, and only houses which are absolutely required are being erected. At least half a dozen towns and cities in Ontario, such as Midland, Brantford, Welland, Windsor, and St. Catharines, require workingmen's homes. In Midland it is stated that, owing to the large shipbuilding plant which is being erected there, 400 dwellings are needed for housing the men. Retail lumber dealers in various parts of the province report but little activity so far, as there is a disposition on the part of contractors, farmers, and probable builders to hold back. It appears in many sections of the country that the fall wheat crop has been killed, and when the average tiller of the soil learns this he is often not in an optimistic frame of mind. The land has to be sowed again with spring wheat, and if he intends building a barn or a new house, or making any additions, alterations, or repairs, he naturally waits until he is assured of a good harvest. This, too, has contributed also to the rather quiet state of the affairs in the province. In regard to transportation, this has improved considerably. The lumbermen up around the Georgian Bay district who were somewhat apprehensive of securing sufficient help to make up crews and run their mills, have found that common labor is more plentiful than was generally supposed, but wages are extremely high. In fact, the exactions in many cases are such as have never faced manufacturers before.

So far as the sale of cuts of 1918 is concerned there is a disposition on both the part of manufacturers and wholesalers to mark time. True, several million feet have been sold, but the great bulk of the lumber has not yet been contracted for. Wholesalers declare that the mills are unreasonable in their quotations and are putting up exalted figures, which the present limited demand does not justify. Manufacturers contend that it is necessary for them to obtain from \$6 to \$12 a thousand more on most lines owing to increased cost of operation, scarcity of help, and augmenting outlay for maintenance. Wholesalers, on the other hand, submit that they have to take all the chances, do the financing in many instances, are being asked more by the mills for certain woods than they (the wholesalers) are getting for their stocks at the present time. They say that they cannot see why they should assume all the responsibility in view of the uncertain state of affairs. In case there should be a drop in prices it will be a heavy one, and then the wholesaler would stand to lose more money than he perhaps has made in many years. Most wholesalers and retailers are not anxious to load up at the present time, owing to the fact that it costs nearly twice as much to carry stocks now by reason of enhanced prices as it did a couple of years ago. It is said that there will be a decreased cut in hardwood this season, but if a few smaller mills are not operating, there is, at least, one large plant in Ontario which will bring on the market about 6,000,000 feet. This is the mill of Manley Chew at Midland, who last fall purchased the Beckwith and Hope Islands, in Georgian Bay, and operated camps there during the past winter, taking out large quantities of maple and beech.

White pine is very scarce, and all stocks of dry lumber are low. One large firm attributes the present quietness to the fact that so many cars have been dumped in yards of late that consignees are using all the men at their disposal to unload the stocks in order not to pay demurrage. The retailer and large consumers are, therefore, not thinking of business very much at the present juncture. He thought that present prices would hold firm, although there had been a slight disposition to come down a little in some quarters. British Columbia products are not moving very freely just now, and representatives of coast firms do not look for any big business for some time, as, previous to the advance, many heavy orders were placed, and retailers are pretty well supplied for the moment. There is not much doing in British Columbia shingles. Lath is moving a little more freely, incidental to spring building operations and repairs.

An embargo was recently placed by the New York Central lines on all shipments east of Syracuse, in order to relieve congestion at the New York terminal of the road, but it is thought this will be removed in a few days.

Word comes from Ottawa that the Dominion Government is seriously considering passing legislation preventing the erection of any new factories or addition to plants other than those engaged directly in the making of munitions or working on government contracts.

Should this eventuate it will be along the lines of similar action taken by the War Industries Board across the border, which has resolved that in the public interest all new undertakings not essential to and not contributing either directly or indirectly toward winning the war which will involve the utilization of labor, material, and capital required in the production, supply, or distribution of direct or indirect war needs, will be discouraged, notwithstanding they may be of local importance and of a character which should, in normal times, meet every requirement; and resolved that, in fairness to those interested, notice is hereby given that the board will withhold from such projects priority assistance without which new construction of the character mentioned will be found impracticable; and that such notice as above shall be given wide publicity, that all parties interested in such undertakings may be fully apprised of the difficulties and delays to which they will be subjected and embarked on the same at their peril.

United States

The third Liberty Loan has closed, the amount being over-subscribed, and in the short, active campaign the lumbermen took a very prominent part. There is a good market for white pine, and supplies are expected in larger number on the arrival of the first water shipments at Buffalo and Tonawanda. In the Georgian Bay district there have been sales of white pine logs at \$45 per thousand, which is a sure sign, according to American advices, that there will be no cheap lumber in that section this year. Prices on hardwoods generally are steady, with an upward tendency for grades and species in most demand. Whether the government will fix the figure for hardwood car materials remains to be seen, but in some quarters such a move is expected. Production is not up to the normal capacity of the mills, and when one condition improves another tightens up. The imposition of embargoes and the growing shortage of labor is also being felt.

In spruce, low grades, suitable for boxing and crating, find a very suitable market, while the requisitions for thick, clear stock are active. There is still some complaints of car shortage. Reports are to the effect that hemlock is in considerable demand, and, on the whole, the market is rather firm. Some Eastern manufacturers are so busy supplying rush government orders that they have little stock to ship to the trade, and the same is true of most districts. The southern pine mills have all the business that they can handle; and, with heavy orders for car material in immediate prospect, there seems abundance of business ahead to keep all plants employed. The two things with which the manufacturers are most interested at the present time are government prices and the labor supply.

There was introduced in the House of Representatives recently a bill to fix an import duty of 50c a thousand on shingles imported, but it is doubtful if the proposition will ever get by. Owing to an improved supply of cars on the Pacific Coast there was a drop in the price of shingles last week. The market expected to recover very shortly. The business in lath is very good, and, were manufacturers in a position to ship to any point desired, conditions would be much brisker, but embargoes intervene.

A matter of concern to manufacturers of Douglas fir is the government price. The Fir Production Board has made more stringent and has enlarged the embargo on foreign cargo shipments of Douglas fir. A careful study reveals, however, that in the long run the mills may be benefited instead of injured by this. Word from Washington reveals that shipment on about 12,000,000 feet of Douglas fir ship timbers for Eastern and Southern yards is to be held up until an inventory of stock can be taken to determine how much more fir is required to finish the 3,500-ton Ferris ships ordered. The order has not been cancelled, although a part of it may be cancelled later. In the modified Daugherty type it seems likely that large Douglas fir timbers will be used to a considerable extent. The car situation has eased up considerably, but there is going to be no dumping of stock on the market.

Great Britain

There has been no material change in the general situation since the last report, and the arrivals of standards and loads of spruce and pine lumber are about the average. No fresh information has come to hand as to the importing probabilities of Canadian goods, and, according to the views of some who are in a position to know, the almost total exclusion of such productions appears likely to remain undisturbed for some time.

The one remaining outlet for the energies of the erstwhile operator in foreign woods is the native timber trade. This business is expanding, if not to a degree commensurate with the efforts of those



View of Mills in Sarnia.

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engaged in it, at least to an extent which is creditable, considering the inevitable disadvantages which has retarded its growth.

As to the difficulties of labor and transport, the present is hardly the time when either can be diminished, and it must be faced that certainly as regards the first no betterment in the immediate future is at all probable. The amended official prices, on the whole, are not exciting dissatisfaction, and, in any case, must be accepted with the best grace possible.

In mahogany and hardwoods nothing has arisen to disturb the hardening trend of values. Prices all round are very firm. Although a fair amount of stock under prevailing importing conditions has arrived during the past few weeks, a set-back in arrivals may occur at any time. This is sufficiently probable to be a source of market strength.

It would seem as if the consumer of hardwoods for work unconnected with the carrying on of the war will be hit by the new demands for men for the forces. This private class of work has been growing less and less important, and now that skilled labor will become exceedingly scarce manufacturers will find a serious difficulty in carrying on business. Of course, the production of articles of luxury will be discontinued, but it is a difficult matter to define whether certain articles are in the nature of luxuries or whether furniture comes in this doubtful class, and whether the making of furniture will be brought to a standstill or not, certainly it will be considerably reduced. Future hardwood dealing, therefore, will, in all probability, be increasingly identified with government requirements, and there is little doubt that the latter will be wide enough to make a heavy demand on all supplies available while the war lasts.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Looks for Fairly Good Season

General conditions in the Ottawa lumber market in the wholesale and retail sphere showed an improvement during the latter part of April and the first few days of May as compared with the previous two weeks and a corresponding period last year. The prospects of a successful season, while not up to the standard at which lumbermen would like to see, are regarded, on the whole, as being satisfactory.

The market increased in strength and the volume of trade was good. Transportation showed further improvement by rail, but water routes were not looked upon as being able to fulfil previous expectations.

Stocks moved more freely than at any period since the year began. Delayed shipments purchased months ago went on their way, and new business in most cases received prompt attention. The foreign and domestic demand increased as compared with the early part of April.

The labor situation in regard to the sawmills showed more promising signs, due largely to some large woodworking plants releasing men they had had to manufacture shell boxes. Most of such labor went to the sawmills and tended to alleviate what had previously promised to bring about an acute shortage of help.

The most disturbing feature of the market came in the low water prevailing in the Ottawa River and its tributaries. If heavy rains do not come quickly or the river raise considerably there is danger that some mills may have to close on account of the shortage of logs.

After running sixteen days to capacity the large sawmill of Shepard & Morse was forced to cease operations temporarily on May 6, on account of no logs being available. Mr. P. C. Walker explained that the situation was due largely to the low water. The Kippewa and Temiskaming reservoir dams, he said, had been left open all winter to furnish power, with the result that there was not in the north country as great a quantity of water to float the logs into the streams as in former years. The spring season had also operated to the disadvantage of the lumbermen whose logs came over the Ottawa River route, inasmuch as the snow had gone away gradually and had not furnished a sudden rush of water to carry logs into the streams. Mr. Jackson Booth said that he understood that the gates of the two reservoir dams had been recently closed for storage purposes. The general opinion in and out of lumbering circles here is that this season's rush of Northern waters, due around May 19 to 26, will not be as great as in former years. In the face of the disturbing prospect of low water, it would not be surprising if some sawmills in the Ottawa district would be forced to close earlier than in former years.

On the water route the situation was none too promising. Navigation, which opened between Ottawa and Montreal on May 1, helped somewhat in facilitating transportation, but not to as great an extent as in other years. Lumbermen and companies depending on the water routes for summer transportation are not optimistic as to the outlook. The chief reason for this depression is that American-owned canal barges may not be available in great numbers. American barges, according to trade reports, would be more extensively used this year on American canals to relieve congestion of railway terminals in the United States and to carry shipments necessary for the prosecution of the war to ocean ports. A per centage of American barges will be available, inasmuch as United States-owned barges will enter Canadian ports with cargoes of coal, sulphur, etc., and, instead of returning empty, will carry back cargoes of lumber.

Only a few of the Ottawa woodworking plants were successful in their tenders for shell boxes; the demand for this stock was not as strong as formerly. From one reliable source the forecast was made that the woodworking plants, in anticipation of receiving large shell

box orders, had laid in their stocks beforehand, but, through the awards of the Imperial Munitions Board, had been left with them on their hands.

A new issue of orders for shell boxes to the total of 224,000 two-round 4.5 inch were let by the Imperial Munitions Board during May. M. C. Neate, Eastview, secured the only local contract, for 28,500 boxes. Plants in Montreal secured contracts for 50,000 boxes, the Digby Lumber Company one for 30,000 boxes, the Canadian Wood Products Company one for 30,000 boxes. Two firms in Burlington, Ont., received a total of 10,000, and plants in Nova Scotia got around 31,000 boxes. A Crysler, Ont., plant secured an order for 35,000. The average price was around 76 cents, and it is understood the lowest tender was about 73 cents. Most of the Ottawa woodworking plants tendered around 82 cents per box.

The Gilmour & Hughson and the W. C. Edwards mills are not likely to be seriously affected by the low water in the Ottawa River, as most of their logs travel via the Gatineau River route.

The demand in the shingle and lath trade and the sash and door trade continued slow. Grades suitable for building purposes did not show much activity.

Montreal Reports Business in Moderate Volume

Business in Montreal is moderate. If lumbermen relied on purely local trade they would be at the starvation point, but fair orders are coming in from the province, and American orders are satisfactory.

The building permits for last month were discouraging. They totalled \$539,890, a decrease of \$83,050; for the year to date the total was \$1,083,325, a decline of \$464,465.

Prices continue to be very high—too high, in the opinion of some lumbermen, who believe that the upward movement, if continued, will tend to restrict consumption and will make for the more general use of substitutes. Wholesalers declare that prices asked by many manufacturers are such that it is imperative to act with the utmost caution, and that to commit themselves to heavy buying of stocks at the prices required is nothing less than a gamble. At present there is every appearance that the market will hold, but there is no telling when a reaction will occur, and to be caught with very large stocks bought at high rates is to invite disaster.

An order for 50,000 4.5 shell boxes has been awarded to Mr. J. Lamarche, Montreal. There has been considerable discussion among box-makers as to the decision of the Imperial Munitions Board not to fix prices, it being claimed by some of the largest firms that the industry cannot be put on a sound basis as long as the board accepts tenders at figures which show little profit or are actually below cost. On the other hand, there are those who assert that there is money in the business even at the low prices. Wholesale lumbermen are now much more cautious in selling box lumber, several firms having lost heavily when certain shell box makers went under. The ordinary commercial box section is very quiet.

Transportation has considerably improved, both to the United States and in Canada. According to a statement issued by the Railway War Board, cars from the United States are continuing to return in sufficient numbers to enable the Canadian shippers of pulpwood, lumber, paper, and other commodities to ship their goods freely, and it is expected that by the time the 1918 crop commences to move practically all of the accumulated traffic of forest products, in Eastern Canada particularly, will have been forwarded.

It is now certain that no space will be available for some time for the export of lumber to the United Kingdom, and it is doubtful



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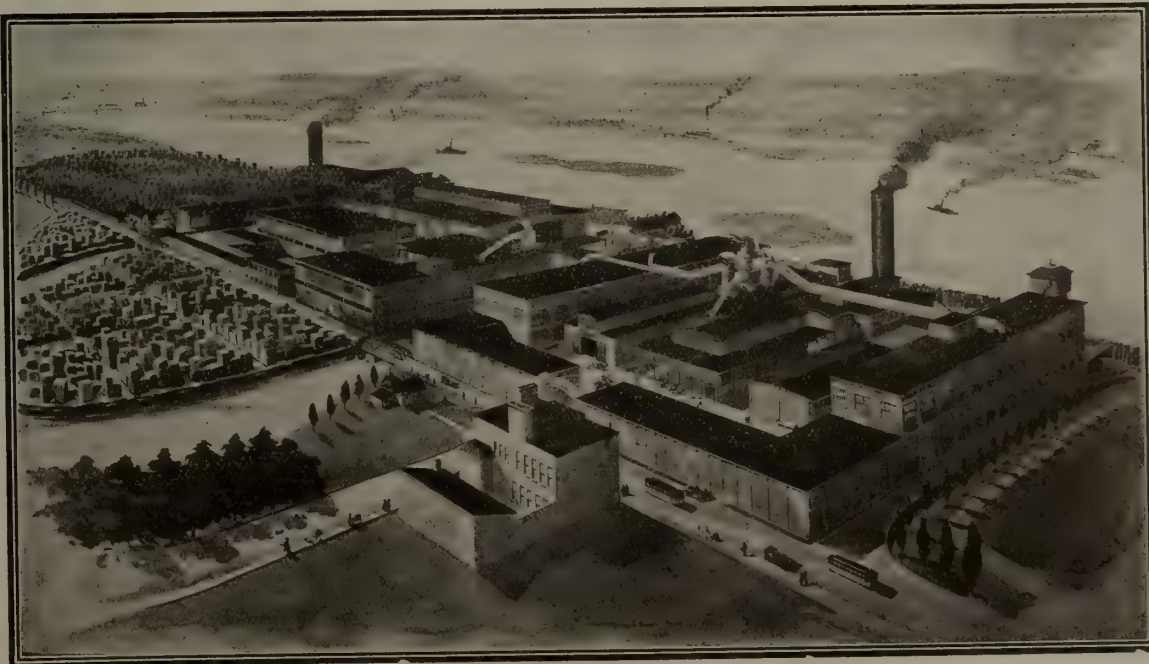
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and
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OTTAWA and ROCKLAND, CANADA

whether the government will provide accommodation during the entire season except for lumber required for war purposes.

Sulphite pulp is in good request, and prices have had a substantial rise. The mills can dispose of all pulp ready for immediate shipment. Ground wood is steady, with only a moderate demand. A delegation of American newspaper publishers have appealed to the Washington Shipping Board for assistance in sending 60,000 cords of pulpwood from this country to relieve the newsprint situation in the States.

Sales at St. John Rather Backward

While a little change has taken place in the lumber market at St. John, N.B., it is really more the change from winter to spring—the opening of navigation and the starting of the mills to saw the logs coming forward.

Sales at profitable prices are not many, buyers being disposed to treat the high prices with a degree of hesitancy, believing that the manufacturer in many cases is not justified in asking the raise over a year ago. Unless the advance is paid, the sawmill man will not see a very profitable year.

The cut of logs is certainly going to be short of a year ago, and, as explained before, in many cases costing \$10 per M. over last year's prices. Some very limited sales of lumber have taken place at St. John for about \$32.50 for the run of the log. Boards are bringing about the same price, and dry boards are not to be had, the factories using them direct from the saw. Refuse lumber of all kinds is in good demand for boxing purposes for United States points, bringing in the vicinity of \$23 per M., f.o.b. St. John. Laths are going slow, but not to the same degree as a month ago. Shingles have also moved up slightly. In fact, while the market is not overloaded with orders, there is a firmness about it which shows that if there were any heavy demands made upon it prices would still further advance.

Local business at the factories is fair. The St. John factories are very busy. This is not the outcome of any great amount of work, but because of the shortage of help in the plants, caused by men going away practically every day. This is creating serious delays in all work, and no doubt conditions will go on getting worse until the end of the war.

Prices for planed and finished lumber have advanced considerably during the last three months, and bench work will certainly be still higher under present conditions. Only two sawmills are yet in operation at St. John, viz., Stetson, Cutter & Co. and Murray-Gregory, Ltd. Messrs. Randolph & Baker expect to start this week.

All the mills were forced to advance their wages 45c per day per man over last year's prices. This makes a jump of 80c per day per man in two seasons.

The log drives are all coming along well. Reports from the headwaters of the St. John show the drives going well, with good water and some snow and ice still in the woods. No logs should be hung up under the present conditions. The booms at Fredericton are now receiving logs from the Upper St. John, rafting of which will begin about June 1, or as soon as the water recedes so as to permit of it.

Personal Paragraphs of Interest

Edward Clark, of Toronto, and his son Leslie, of Montreal, have been spending a few weeks at Clifton Springs, N.Y.

Ed. Lamieux, a prominent lumber dealer of St. George's, B.W.I., spent some time at Eastern points in Canada recently.

J. B. Reid, of Reid & Co., chairman of the Lumbermen's Section of the Toronto Board of Trade, has returned, after spending the past winter in California.

Robert B. Elgie, of the Elgie & Jarvis Lumber Company, Toronto, arrived home last month, after spending two months in Hot Springs, Ark. He was accompanied by Mrs. Elgie.

H. N. Lee, in charge of the division of timber physics, the Forest Products Laboratories of Canada, Montreal, has joined the signal corps, aeroplane department, of the United States army.

A. J. Morris, of Mobile, Ala., who is a member of the firm of Greig, Morris & Blair, spent a few days in Toronto recently, on business. The company is opening up an office in Mobile in the near future.

W. B. Campbell, of the Forest Products Laboratories of Canada, Montreal, has been on a visit to the Pacific Coast in connection with the work of the laboratories. While in Vancouver he addressed the Forest Club on "Timber Testing."

Captain A. P. (Lally) Maclean, formerly of the 20th Battalion, and later of the Royal Air Force, who was reported missing on March 18, is now officially reported killed in action. Proceeding overseas with the 20th Battalion in May, 1915, he served with this unit as signalling officer in France through the winter of 1915-1916, and then obtained a transfer to the Royal Flying Corps. He was educated at Upper Canada College, and was in the class of 1917 at the School of Practical Science when he enlisted. He was 22 years of age, and the

second son of Mr. W. B. Maclean, of Toronto, president of the Conger Lumber Company. His brother, Captain Gerald A., is also a member of the R.F.C., and is serving with the Air Corps in England.

H. N. Hamilton, of the firm of A. S. Kubbee & Son, lumbermen, Albany, N.Y., died on April 29, in the hospital at Fergus, Ont., where he had undergone an operation for appendicitis. Mr. Hamilton, whose remains were taken to Albany for interment, was well known to the trade in Ontario and Quebec, and his passing will be greatly regretted.

James Playfair, of Playfair & White, lumbermen, of Midland, Ont., has presented the town of Midland with the \$50,000 residence and property recently purchased by him from Mr. Manley Chew, whose family are now residing in Toronto. It is to be used for hospital purposes, and will be known as St. Andrew's Hospital. Some extensions will be added without delay.

Lieut.-Col. Robert H. Webb, officer commanding an infantry unit overseas, has been admitted to the 57th Imperial Casualty Clearing Station, dangerously wounded. According to an official cable received by his wife, who resides at 10 North Place, Toronto, Lieut.-Col. Webb was one of the original members of the Army Service Corps in Canada, having enlisted as a volunteer some fourteen years ago. In August, 1914, Col. Webb went overseas as a lieutenant with No. 12 Divisional Train of the Army Service Corps, and, after being some time in the trenches, was promoted to a captaincy. He was one of the first Canadians to receive the Military Cross in the present war, and has been mentioned three times in despatches, once by Lord French and twice by General Haig. Lieut.-Col. Webb is 33 years of age, and before enlisting was head of the Webb Lumber Company, Toronto.

C. G. R. Boosting Greater Production

With the idea of encouraging the greater production of food, the Canadian Government Railways is urging all employees who are in a position to do so, to apply for tracts of land along the right of way in various sections, and raise crops of garden vegetables, hay, oats, potatoes, buckwheat or grain.

Hitherto in several favorable localities convenient to stations, it has been the practice for the agents and section men to utilize the land to a limited extent for farming purposes. Near many of the country stations will be seen the small vegetable garden, and between stations the strips of land growing potatoes, or longer stretches with quite luxuriant crops of hay. Last year, in response to the call for greater production, there was a very considerable increase in agricultural activity along the right of way, sufficient at any rate to show that there are tremendous possibilities if only more of the land available for cultivation is utilized. It will easily be seen that there are miles upon miles of good land where good crops can be raised. In many sections the land is distinctly favorable.

Last year 182 permits were granted to persons who cultivated sections of land varying from small garden plots to stretches of over two acres. In District No. 2 alone. In No. 1 District one hundred and forty persons took advantage of the opportunity to raise crops. In a comparatively small section of No. 5 District 41 permits were issued and some really good crops were raised. In District No. 3 only 26 permits were issued, and only 18 in District No. 4. Prince Edward Island being such a fine farming district, there was apparently not much desire to utilize any available land along the railway track, for only twenty permits were issued.

This means that during the summer of 1917 some 243 acres were cultivated. According to returns received, the sections under cultivation were as follows:—

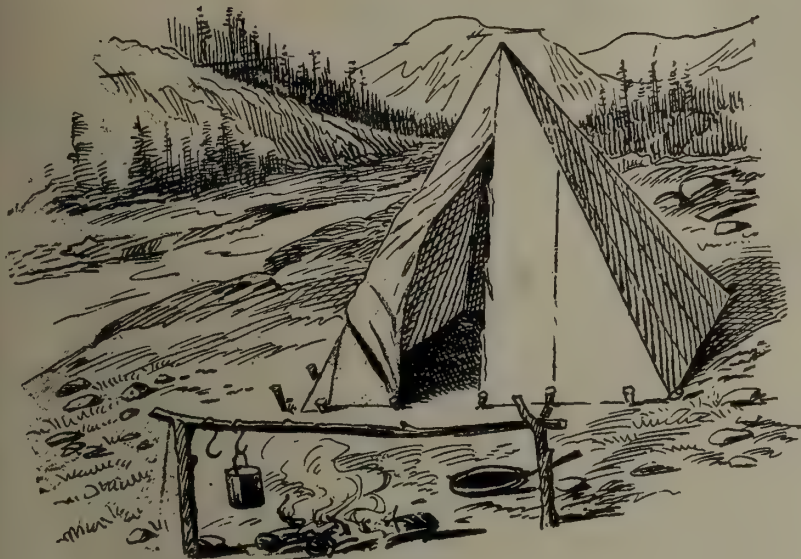
District No. 1	100.44 acres
District No. 2	121.74 acres
District No. 3	6.00 acres
District No. 4	9.14 acres
District No. 5	4.35 acres
District No. 6	80 acres

There are no returns showing the extent of the sections cultivated on the right of way on the Prince Edward Island Railway, but the holders of permits there raised good crops of oats and potatoes.

It will easily be seen that in nearly all sections there is plenty of land available for those who are in a position to make use of it to increase production.

The Railway is thoroughly in earnest in its desire to assist in every way possible this greater production movement, and will place all desirable land at the disposal of those who will give a sufficient guarantee of their intention to properly till the soil and raise suitable crops. Permits for sections of land can be obtained from the Superintendents of the various Districts, who will acquaint the applicants with whatever conditions are required. The time for planting and seeding is now drawing near, and all persons desiring tracts of land are urged to make early application. Preference will be given first to employees of the railway, and then to the owners of property adjoining the right of way. All enquiries addressed to the Railway will be promptly answered.

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Some Lively Jottings from Ottawa

No decision in the freight rates situation was arrived at by the Board of Railway Commissioners when a body representing the lumbering interests and representatives of the railways met at Ottawa on May 7. The matter of further adjusting of the rates was adjourned until Wednesday, May 15, on which date the situation will be further gone into.

According to a will filed for probate at Ottawa, an amount of \$63,752.97, representing the real and personal estate of the late Charles Magee, president of Dominion Hardwoods, Ltd., Deseronto, is to be disposed of. The personal estate is valued at \$36,052.97, the realty value at \$27,700, and bank and other stocks at \$21,315.

In view of the increased cost of living, the E. B. Eddy Company decided during the first week of May to grant an all-around increase in wages to its employees in the near future. The increase will not only cover paper-makers, but all branches of work in the big mills at the Chaudiere.

The eight-hour tour system in the John R. Booth and E. B. Eddy pulp mills went into effect on Tuesday, May 7. Formerly the men employed in these mills worked on a twelve-hour shift, day and night. By the new arrangement there are three shifts—the first from 8 a.m. to 4 p.m., the second from 4 p.m. to midnight, and the third from midnight to 8 a.m. With the shortened hours the workmen will receive the same scale of wages as they were getting previously. The introduction of the three-tour system at the Eddy mill will necessitate the employment of about fifty extra men.

The John R. Booth sawmill will not operate to capacity this season, nor, it is understood, will it run nights. The mill was not run to capacity night and day during 1916 and 1917. A shortage of logs, no export trade to English markets, and a scarcity of labor are given as the chief three causes for the lessened production.

New Saw Mill is Well Equipped

The new mill of the Prince Rupert Lumber Company, which has been erected at Seal Cove, Prince Rupert, is expected to begin operations this month. The plant is modern and complete in every respect, and the provision for handling logs and lumber is of the most up-to-date character. The Prince Rupert Lumber Company was organized by J. S. Emerson, of Vancouver, who is well known in the lumbering industry on the Pacific Coast. The resident manager is E. F. Doby. The mill will have a capacity of 125,000 feet of lumber a day and 150,000 shingles. This will be on a single-shift basis, which means that the capacity may be brought up to well on to double this on the working of a second shift. The plant is planned to embrace a sawmill, shingle mill, planing mill, dry kiln, and storage sheds. It is understood that a box factory may be added later to take care of the demand for boxes in connection with the fish trade.

How Western Production Has Increased

The total value of production in the forest industries of British Columbia last year was \$48,913,115, compared with \$35,528,000 in 1916, an increase of \$13,385,115, or about 38 per cent.

The most remarkable increase is in the production of pulp, which in 1917 was valued at \$7,447,680, as against \$3,520,000 for the year before.

Seventy-nine thousand, eight hundred and three tons of paper were manufactured, as against 65,229 tons in 1916, an increase of 22½ per cent., and in addition 26,595 tons of pulp were produced, compared with 14,389 tons in 1916 an increase of 85 per cent.

Twenty-three hundred million shingles were manufactured, as against 1,900,000,000 in 1916, an increase of 21 per cent.

Eleven hundred and twenty-nine million feet of lumber was cut, compared with 920,000,000 feet in 1916, an increase of 22½ per cent.

The activity in the lumbering business during the past year is shown by the increase in logs scaled throughout the province, the total having risen from 1,280,000,000 feet in 1916 to 1,647,000,000 feet in 1917, an increase of 28½ per cent.

The forest revenue of the province has reflected this striking improvement by increasing 18 per cent. to a total of \$2,162,170. Included in this is the sum of \$809,000 paid as royalty on cut logs, a figure which breaks all previous records and which exceeds last year's collection by no less than 60 per cent.

Lumber Scaler Launches Charges

In the New Brunswick Legislature recently Hon. J. B. M. Baxter, of the opposition, gave notice of motion involving serious charges against Hon. Wm. Currie, Speaker of the House. He read an affidavit signed by Archibald Murchie, a former government lumber scaler, in which Mr. Murchie declared that he had reduced his report on which stumpage is paid, for the operations of the Continental Lumber Company, of Charlo, Restigouche County, of which Hon. Mr. Currie is

manager, by an amount of more than 2,500,000 feet, at Mr. Currie's request. He said this was in the spring of 1917. Mr. Baxter gave notice of motion for the appointment of a committee of five members of the House to investigate the charges. Premier Foster announced that the members, especially on the government side, would not hesitate to grant such a request with the least possible delay. He read an affidavit from Mr. Currie denying the charge, also an affidavit from Daniel Richards, president of the Continental Lumber Company, Limited, stating that each spring since 1913 hundreds had gone to him to adjust the amount of the scale of the lumber cut by the company, and they had on each occasion agreed on the amount of scale; that, in the spring of 1917, Murchie adjusted the amount of the scale with him as president, and he agreed with Murchie on the amount. Richards says he subsequently informed Mr. Currie, manager of the company, of the amount arrived at, and the company afterwards received from the Crown Land Department a statement of the amount in the same was adjusted entirely by Richards, as president of the company, in accordance with the adjustment. He said that Currie had nothing to do with the settling of the amount of stumpage with Murchie, but pany.

Principles of Bankruptcy Act Endorsed

Endorsation of the principles underlying the drafting of the Bankruptcy Act, which was introduced in the House of Commons at Ottawa by S. W. Jacobs, of Montreal, was made recently at a meeting of the special committee, by a delegation representing the retailers of the Dominion. Members from each of the provincial associations were present, headed by H. Chevrier, president of the Dominion Association, Winnipeg and Henry Watters, chairman of the Eastern Ontario and Ottawa District Retail Merchants' Association.

While the merchants believed that legislation of the character proposed would be beneficial, they were of the opinion that the wholesale merchants would, under the bill as it now stands, receive greater consideration. They urged that retailers were not sufficiently protected, and suggested amendments in this connection.

Claiming that all professional men, and even farmers, should come under the provisions of the act, they declared that "legislation of this nature should not be limited in scope, nor confined to any class, nor recognize any misdemeanor, but it should be wise enough to embrace all classes and conditions of men."

Hon. Hugh Guthrie, chairman of the special committee, replying to the deputation, stated that the amendments proposed would receive serious consideration.

Most Valuable Tree in the World

What is said to be the most valuable tree in the world from a productive standpoint is the Gantor avocado, or alligator pear, near Whittier, Cal. Its average revenue to the owner is \$3,000 a year. At one time it was insured in Lloyds for \$30,000, but the company insisted that a high lattice fence be built about it to avert any damage from wind or carelessness, and it was feared that this might interfere with the health of the valuable producer and two years ago the lattice work was removed, causing a cancellation of the insurance policy. Other alligator pear trees in Southern California produce large returns, but none so far has rivalled the Gantor tree, the fruits from which sell at from 50 cents to \$1 each.

Canada's Forests in British Trade

Canada holds the only large forests in the whole British Empire. Australia, New Zealand, and South Africa have sacrificed most of their original timber to the fire fiend and ruthless exploitation. These facts emphasize Canada's strategic position as containing the only "wood pile" available to the Empire, except those of Russia. Sixty per cent. of England's huge timber demand was, before the war, supplied by the Russian people, for the British Isles then, according to statistics, provided only one log out of eight actually needed for home use.

What part Canada's forests will play in British trade after the war is problematical, but there is no lack of prophets to predict that every square mile of growing timber will double in value under the strain of post-bellum demand from the devastated districts of Europe.

The annual report of the New South Wales Forestry Commission for the last year refers to the satisfactory inauguration of the scheme for replanting trees in the denuded portions of the state's hardwood forests and the proper protection of timber-producing areas. The estimated area of crown and private lands in the state containing timber supplies of commercial value is approximately 15,000,000 acres. The total revenue collected during the year amounted to £67,000, a decrease of £838 on the preceding year. This was anticipated owing to the dislocation of the industry owing to war conditions. Large quantities of heavy hardwoods, specially suitable for shipbuilding purposes, were shipped to the Pacific Coast ports of North America.

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Navigation Open at North Tonawanda

The steamer "Runnels" arrived on May 2 with a cargo of 600,000 feet of hemlock for Lawrence J. Bates and 200,000 feet of spruce for White Gratwick & Mitchell, this being the first cargo of lumber to be received at North Tonawanda, N.Y., this year. Captain O'Hagan reports having very little ice trouble, especially in Lake Erie, where the ice seems to have broken up and disappeared.

Old residents of the city say this is the first time in their memory that the Niagara River has been clear of ice in the spring, as it usually takes from two to three weeks for it to run out of Lake Erie, flowing over Niagara Falls, breaking up, and disappearing in the rapids.

Newsy Budget of Trade Activities

The sawmills of the Canadian Forestry Corps at Virginia Water, near London, Eng., have been burnt out.

Fraser Mills, the big plant of the Canadian Western Lumber Company, Ltd., manufactured nearly 95,000,000 feet of lumber last year, while shipments aggregated nearly 100,000,000 feet. Of this large quantity less than 3,000,000 went foreign.

The Lakelse Lumber Company, Ltd., has been incorporated, with head office at Prince Rupert, B.C., and capital stock of \$20,000, to carry on business as sawmill owners and operators, lumber and timber merchants, and to manufacture and deal in timber, logs, lumber, and wood of all kinds.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 30th day of May, 1918, for the purchase of License X1306, to cut 1,692,000 feet of spruce and balsam on the S. W. ¼ of L. 2684, Alez Lake, Cariboo District. Two years will be allowed for the removal of the timber.

A building permit for \$75,000 has been issued in connection with work contemplated at the Wallace shipyards, Vancouver. The plans are stated to include two additional berths and the remodelling of the entire shipyards plant in order to start work on the new series of boats with the most up-to-date facilities.

The Deep Cove Logging Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$50,000, to carry on a general logging business and the cutting and getting out of logs, bolts, and timber of all kinds; to manufacture and deal in lumber, shingles, sawlogs, sash, doors, etc.

Compagnie des Placagrs Canadiens, Inc., has been incorporated, with head office at Montreal, P.Q., and capital stock of \$150,000, to carry on business as lumbermen, sawmill owners, lumber manufacturers, woodworkers, and to deal in timber, lumber, cordwood, and wood of all kinds. Among those interested are A. P. Beaupre, V. Martineau, and A. Jodoin, all of Montreal.

The building of wooden vessels has been contemplated in Toronto for some time and it is developing rapidly. At the present time there is on the ways of the Toronto Shipbuilding Company one of the largest, if not the larg-

est, ever built by the firm. The new wooden vessel is of 2,500 tonnage capacity. It is 260 feet long, 43½ feet beam, with a depth of 25 feet. This ship is being constructed of British Columbia fir timber.

B. J. Carney & Co., an extra-provincial company, has been registered to do business in the Province of British Columbia. The head office of the company is at 139 North Virginia Street, City of Reno, Nevada, and the provincial office is at Houston Block, Baker Street, Nelson, B.C. James O'Shea, Nelson, B.C., is attorney for the company. The capital of the company is \$30,000, and its objects include the manufacture of timber, lumber, poles, posts, etc., and to operate cedar and lumber camps, yards, sawmills, etc.

That 4,051 men are at present employed in the shipyards of British Columbia controlled by the Imperial Munitions Board was a fact brought out at a recent session of the shipyard wage enquiry. According to a statement filed, the men are distributed as follows: Yard No. 1, Foundation Company, 673; Yard No. 2, Cameron-Genoa Mills Shipbuilders, Ltd., 568; Yard No. 3, New Westminster Construction Company, 558; Yard No. 4, Western Canada Shipyards, 704; Yard No. 5, Coquitlam, 382; Yard No. 6, Lyall Shipyard, 911; assembling plant at Ogden Point, 255.

Two steamers launched in British Columbia shipyards and now being completed will be shortly despatched with cargoes of timber for Great Britain. They will be the first of the Canadian-built Imperial Munitions Board ships of any description to carry timber to Europe since the outbreak of the war, and are the first I. M. B. ships to be chartered for any service. It is probable that they will go via the Panama Canal. Being owned by the British Government, they will be given special authority to navigate the war zone. Privately-owned wooden ships must first secure a special permit for this privilege.

A bill was recently introduced in the British Columbia Legislature by Hon. Mr. Pattullo, Minister of Lands, to fix the price of spruce timber in airplane construction. The price to be paid as compensation to persons from whose land any logs are taken is to be \$6 per thousand feet for No. 1 grade logs and \$2.50 per thousand feet for No. 2 grade logs. In the case of land occupied or used as a right-of-way compensation is to be at the rate of \$2 per thousand feet of all timber cut. The timber in all cases is to be scaled in accordance with the provisions of the Forest Act. In the event of dispute, the decision of the Minister of Lands is to be final.

The benefit of the amendment to the Forest Act, by which discoverers of timber for pulp purposes are to be protected insofar as their costs of location are concerned, has been extended to all discoverers of any timber in British Columbia. Under the old Act, when the locator of timber limits applied to the Minister of Lands for license to cut on the property, the Minister cruised it and advertised for tenders. In many cases the discoverer was outbid and thus lost his time and money spent on locating. An amendment provided that in connection with pulp timber licenses the discoverer would be repaid his expenses out of funds put up by the successful tenderer. A clause has been added by the B. C. Legislature applying this concession to all timber so that the original locator might receive a reasonable sum, within the discretion of the Minister, but not to exceed the cruising cost incurred by the government. The intention of the amendment is to protect the interest of the small locator, who would therefore not lose money in case he was not fortunate enough to obtain the license at the time of auction.

Six Carloads of Electrical Merchandise

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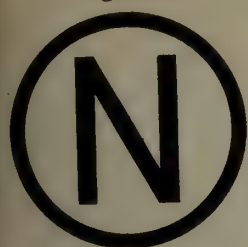
MOTORS

TRANSFORMERS

3 Phase				60 Cycle				550 Volts				60 Cycle					
No.	H.P.	R.P.M.	MAKE	No.	H.P.	R.P.M.	MAKE	No.	H.P.	R.P.M.	MAKE	No.	K.W.	MAKE			
1	2	1750	Wagner	7	35	900	Canadian General Electric										
7	2	1750	Lincoln	1	40	600	Canadian General Electric										
8	3	1750	Lincoln	2	45	1200	Canadian General Electric										
1	5	1800	Thompson	1	50	900	Canadian General Electric										
1	5	1800	Ideal	1	50	900	Wagner										
5	5	1800	Lincoln	2	50	850	Canadian Westinghouse										
1	7½	1200	Lincoln	1	60	450	Canadian General Electric										
1	7½	1120	Canadian General Electric	2	75	450	Canadian General Electric										
5	10	1200	Lincoln	1	75	900	Crocker-Wheeler										
2	10	1120	Canadian Westinghouse	2	75	1200	General Electric										
2	20	1200	Lincoln	1	75	900	Swedish General Electric										
2	20	450	Canadian General Electric	1	75	600	Crocker-Wheeler										
1	20	900	Lincoln	1	100	900	Lincoln										
1	25	720	Canadian General Electric	7	100	900	Canadian Westinghouse										
2	25	900	Lincoln	1	150	900	Canadian General Electric										
2	25	900	Wagner	Also two carloads of condulets, conduit covers, V. V. fitting, fuses, knife switches, porcelain tubes, cutouts, circular loom, flexible steel conduit and couplings, carbons, carriage bolts, braces and R.C.D.B. wire.													
1	25	850	Swedish General Electric														
1	25	900	Canadian General Electric														
1	30	1120	Canadian Westinghouse														
3	30	850	Lincoln														
1	30	850	Wagner														
2	30	1140	Wagner														

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15	"	4/4	Log Run Mill Culls Out 6/7" Avg.
1	Car	5/4	No. 1 Common
1	"	5/4	No. 2 "
1	"	5/4	No. 3 "
2	Cars	6/4	Firsts and Seconds
1	Car	6/4	50% No. 2 Common, 50% No. 3 Common
2	Cars	8/4	Firsts and Seconds
6	"	8/4	No. 1 Common
8	"	8/4	No. 2 "
1	Car	10/4	No. 1 "
1	"	10/4	No. 3 "
2	Cars	12/4	Firsts and Seconds
3	"	12/4	No. 1 Common
1	Car	12/4	No. 2 "
5	Cars	16/4	Sound Boxed Hearts

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Many Fires in Lumber Mills have been caused by Hot Boxes

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Chapman Double Ball Bearings

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Shafting, Hangers, Pillow Blocks
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Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

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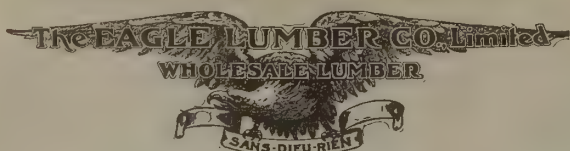
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**You pay for Chapman bearings
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Lumber and Lath**

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Dressed and in the Rough

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Limited

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Ontario Representative: F. L. Reed, 118 Galley Ave., Toronto

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AND

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Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
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EDGINGS

Ontario

The Dutton-Wall Lumber Company, Limited, has increased its capital stock from \$100,000 to \$500,000.

The Union Lumber Company, Toronto, are now sawing their 1918 stock of white pine, red pine and spruce at their mills at Milnet, Callender and Trout Mills.

Hubbel Bros., of Feraday, have purchased the Pine Lake timber limits in Cardiff Township from the Rathbun Company. The price paid, it is understood, was \$10,000.

The Beaver Board Company, Thorold, Ont., have awarded a contract for an addition to their factory to cost \$50,000. The general contractors are the Piggott Healey Construction Company, 36 James Street S., Hamilton, Ont.

Representing millions of dollars of invested capital in Toronto, an important organization has been formed which is known as the Building Owners' and Managers' Association of Toronto, and which has for its objects the furthering of the interests of the owners of large buildings in the city and vicinity. The association was formed recently, and the following officers for the first year have been elected: Chas. P. Muckle, president; G. A. Hodgson, first vice-president; F. A. Kent, second vice-president; W. C. Dawson, secretary-treasurer.

The Department of Lands, Forests and Mines for Ontario has let contracts for taking out 25,000 cords of hardwood in the Algonquin Park. This wood will be used next winter for heating public institutions. The government is showing the way to municipalities in taking time by the forelock and providing ample fuel for the coming winter in view of the threatened shortage of coal. By furnishing the scores of publicly owned buildings with hardwood, the Ontario Government will save thousands of tons of coal which can be used for other purposes. Hamilton and Guelph are also availing themselves of the government offer to enter Algonquin Park Reserve, and they have men already at work cutting down the timber. The latest city to make an application for wood is Belleville. Permission is sought to take out 2,000 cords, which will be granted. Other places are following suit.

Eastern Canada

C. H. Russell, wholesale lumber, has removed to 803 McGill Building, Montreal.

The Richard Manufacturing Company, Kedgwick, N.B., recently lost their lumber mill by fire, which is partly covered by insurance.

Lafontaine & Freres, sash and door factory, St. Stanislas, P.Q., have been registered. Among those interested are J. A. and L. Lafontaine.

Jones Bros. cut of two million feet of logs at Carsonville, N.B., recently arrived at Apokaqui, where the timber will be sawed during the coming season.

The plant of the Howland Pulp and Paper Company, Howland, Maine, has been purchased by the Brompton Pulp and Paper Company, of East Angus, Que. The output of the plant is fifty tons of sulphite pulp, fifty tons of sulphate pulp, and twenty-five tons of sulphite bag paper a day.

Walter Jackson, manager of the St. John River Log Driving Company, stated recently that the jam of logs held at the Coffee Mill at Grand Falls for the past two years by the lowness of the water was brought out lately by the rapid rise in the water due to the heavy rains of the past few days.

Holmes, Hogue, Limited, has been incorporated, with head office at Montreal, P.Q., and a capital stock of \$99,000, to carry on the business now conducted on Chatham Street, Montreal, by Holmes S. Hogue & Company. The new company will carry on a general lumbering business. H. Hogue and S. Holmes, of Montreal, are interested in the new concern.

The town of Laval de Montreal has passed by-laws guaranteeing loans to be made by the Fabrique de Bois, Limited, and La Compagnie de Fabrication de Bois & Metaux, who proposed to establish industries in the town. The Department of Municipal Affairs of the Province of Quebec, however, has quashed these by-laws, apparently on the ground that by-laws are not in the public interest.

Compagnie des Placages Canadiens, Inc., has been incorporated, with head office at Montreal, P.Q., and a capital stock of \$150,000, to carry on business as lumbermen, sawmill and planing mill owners, lumber manufacturers, and to sell and hold timber limits, timber lands, and standing timber. Among those interested are A. P. Beaupre, V. Bartineau, A. Jodoin, of Montreal, and J. A. Vincent, A. Phaneuf of St. Hyacinthe.

An organization which promises to be of great value to New Brunswick is the New Brunswick Forest Club, Limited, of which Mr. W. B. Snowball, of Chatham, is the president. The club is composed of lumbermen and persons engaged in the forest service of the province, or employed as foresters by private companies. At a recent meeting in Fredericton, papers were read on the administration of forest lands, the utilization of by-products from sawmills and the elimination of waste in logging operations. Hon. E. A. Smith, Minister of Lands and Mines, was made a life member of the club.

The Legislature of the Province of New Brunswick has passed a law prohibiting the export of pulpwood from the Crown lands of the province. The holders of wood lands in New Brunswick have had the right up to the passage of the law to interchange the wood cut from fee and Crown lands. The holders of woodlands were allowed to cut and ship wood from Crown lands if they replaced the wood so cut by wood from fee lands. This right no longer exists. At present the Province of Ontario has granted the holder of woodlands the temporary right to interchange wood cut on Crown lands with fee land wood.

Western Canada

The War Cayuse, a 2,500-ton wooden ship, was launched successfully at North Vancouver recently, the third of its kind to take the water from the Lyall Shipyards.

Sealed tenders are being received by the Minister of Lands for British Columbia until the 8th day of July, 1918, for the purchase of License X1147, to

cut 7,387,500 feet of yellow pine and Douglas fir on an area situated four miles south of Princeton, B.C. Five years will be allowed for the removal of the timber.

Timber berth 571, near Hope, was sold at auction at the Crown timber agent's office in New Westminster recently, for \$4,560, to Langs and Roddis, of Rosedale, who will build a sawmill and shingle mill in the vicinity and log the timber immediately.

The Bridge River Timber Company, Limited, have been registered. They will build and operate sawmills, planing mills, cut logs, build flumes, logging railways, etc., in British Columbia.

The Deep Cove Logging Company has been incorporated with head office at Vancouver, B.C., and a capital stock of \$50,000, to carry on business as lumbermen, lumber merchants, mill owners, lumber and shingle manufacturers and to operate and lease sawmill, shingle mills, etc.

The O'Connor Logging Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$10,000, to purchase and otherwise acquire timber licenses, timber leases and timber lands; to carry on business as timber merchants, sawmill and shingle mill operators, etc.

The Beaver Cove Lumber and Pulp Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$1,000,000, to carry on business as timber merchants, sawmill owners, loggers, lumber merchants and to manufacture and deal in lumber and wood of all kinds.

Sponsored by Mrs. W. E. Collings, of Seattle, the ship War Haida was launched by the Cameron-Genoa shipbuilding plant, Vancouver, recently. The War Haida is the second to be launched of the four wooden steamers the Cameron-Genoa Mills Shipbuilders, Limited, contracted to build for the British Government.

The Tack Logging Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$30,000, to carry on business as timber merchants, sawmill, shingle mill, pulp mill and paper mill owners, loggers, and to manufacture and deal in sawlogs, timber, piles, lumber and wood of all kinds.

The Southgate Logging Company, Limited, has been incorporated with head office at Vancouver, B.C., and capital stock of \$200,000, to carry on business as lumber and timber manufacturers, and to manufacture and deal in saw logs, timber, shingles, laths, sash and doors, and all articles and materials in the manufacture whereof timber and lumber, or wood is used.

Sir Douglas Cameron returned recently to Winnipeg after spending four months in British Columbia, where he has for many years had large interests. In an interview he stated that the timber output last year was the largest, according to the official returns, in the history of the province. There is considerable activity in shipbuilding, a large force of men being employed, and this will continue indefinitely owing to the world demand for shipping.

B. J. Carney & Company, an Extra-Provincial Company, has been registered under the Companies Act and is authorized to carry on business in the Province of British Columbia. The head office of the company is at 139 North Virginia Street, City of Reno, Nevada, and the provincial office is a Houston Block, Baker Street, Nelson, B.C. The capital stock of the company is \$30,000, and they will manufacture, buy, sell and deal in cedar poles, posts, timber and lumber of all kinds.

A gang of men lately commenced laying track on a spur to the site of the Timberland Lumber Company's new sawmill on the south side of the river, just across from New Westminster, B.C. All preliminaries having been completed, it is the intention to build, the first step being to lay a spur from the B. C. E. R. tracks, on which the necessary materials will be transported and which will later serve the mill for shipping its product. It is hoped to have the mill in operation by the beginning of November.

According to word received by W. A. Blair, secretary of the Vancouver Board of Trade from F. C. T. O'Hara, Deputy Minister of Trade and Commerce at Ottawa, the three wooden vessels, War Yukon, War Songhee and War Puget, all British Columbia-built vessels, will carry full cargoes from the coast when they leave on their initial trips. The Board of Trade recently took up with the Ottawa authorities the question of providing cargoes for boats leaving Vancouver, pointing out that through lack of tonnage on the coast a congestion existed in the export trade.

The Lumber Products Limited, which has for some time past been operating on property leased from the Brunette Sawmills in Sapperton, B.C., the site formerly used by the Iowa Lumber Company, has now completed a deal for a permanent home, having purchased five acres on the North Arm, at Queensborough, including the site and building of the defunct nail factory. The property purchased is five acres in extent, and has about six hundred feet of water frontage. The present wharf on the property will be extended, in order to give depth for the vessels which will load the output of the plant. It is anticipated that construction will begin shortly, and it is hoped to have the sawmill operating by the fall. Its capacity will be 60,000 to 70,000 feet a day.

Of vital interest to lumbermen and the business interests of British Columbia is the news that efforts which have quietly been exerted for several months past looking to the establishment in Vancouver of a branch of the Forest Products Laboratories of Canada are now certain of success. The new laboratory will be equipped at the outset with all necessary machinery and appliances for the carrying out of wood-testing experiments on the lines pursued at the parent laboratory maintained by the Dominion Forestry Branch at McGill University, Montreal, where invaluable work has been carried on despite the gradual reduction of the staff from 45 experts to about 30 at the present time, this being due to the war. Scientific demonstrations in tree chemistry were initiated in 1913, the wood-testing department being added in 1914.

The Compensation Act adopted by the Alberta Legislature at the recent session applies to employees of lumber yard concerns. A delegation of lumber dealers, headed by the Hon. W. H. Cushing, of Calgary, called upon Premier Stewart while the bill was in committee and pointed out the hardships that would be endured at this stage if the provisions of the measure were applied to lumber yard employees. It is with the utmost difficulty that the yards of the prairies are manned to-day, and the new charges that will be imposed under this Act will cause infinite trouble and expense. The subject has been referred to Secretary N. G. Neill, of the Western Retail Lumbermen's Association, to see what can be done to have the provisions of the Act suspended during the war. The Manitoba Government, in considering a similar measure a year ago, took into consideration the claims of the lumber yard men, and it was not applied to them.

3" Dry Spruce

3 x 7" — 100 M ft.
3 x 8" — 300 M ft.
3 x 9" — 200 M ft.
3 x 10" — 90 M ft.
3 x 11" — 50 M ft.
3 x 12" — 40 M ft.

2" Dry Spruce Full Thickness

2 x 4" — 290 M ft.
2 x 5" — 350 M ft.
2 x 6" — 230 M ft.
2 x 7" — 100 M ft.
2 x 8" — 30 M ft.

We also have a large quantity of scant 2", 5/10" wide-widths and lengths piled separate, and 1 1/4" x 4 to 8" widths and lengths piled separate.

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Spruce, Pine and Birch

in all grades and thicknesses

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Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

Prompt shipment. Satisfactory stock. Good service Write for Prices.

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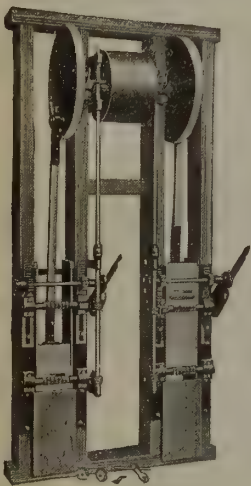
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Burners; Lumber Cars; 56 lb. Rails
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Manufactured By

**The Elmira Machinery
and Transmission Co.**

Elmira, Ont.

Write for Circular and Prices

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Is your mill up-to-date or are you still content to allow that pile of sawdust, shavings, ends, slabs, etc., to prove a burden instead of big source of income. With the big prices which prevail for wood pulp and those chemicals distilled from waste wood it will pay you to consider installing the necessary plant to make the scrap heap productive—and then write us! We have specialized in chemical-producing plant for over 75 years and have installations in all parts of the world.

DISTILLATION PLANTS:
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ALCOHOL PLANTS:
Sawdust, Shavings, etc.

PULP MILL EQUIPMENT: Soda, etc.

OXALIC ACID PLANTS: Sawdust, etc.

**WASTE SULPHITE LIQUOR
FERMENTING PLANTS:** Alcohol.

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Limited
GLASGOW, SCOTLAND

Established 1838

Cables—Blazon, Glasgow—ABC—5th Edition

Absolutely

The merit of a product is attested by the demand.
The volume of demand is evidenced by the size of the works.
And when the works, steadily increasing, year after year
attain immense proportions —

THEN is conclusively demonstrated the continued and
absolute confidence of a vast army of users in the
excellence, worth and reliability of the goods.



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Manufactured on giant presses weighing 550,000 pounds each, giving the greatest friction of any belt on the market.

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VANCOUVER

Large Stocks Carried in Canada

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(SCHMITZ PATENT)

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Redcliff, Alberta

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Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

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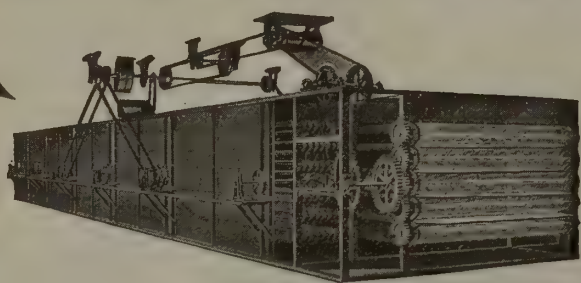
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For Heavy Pulls and Terrific Strains

This two-piece double strength Dreadnaught Steel Hame, reinforced at each point of greatest strain, will not buckle or bend. It is the strongest hame on the market. In every detail it represents the highest mechanical perfection.

15 Per Cent. Stronger Than Any Other Hame

Draft studs forged steel. Rings electrically welded—will not break; will not buckle or bend; anti-rust treated. Guaranteed to give perfect satisfaction. Correct design, fits collar snugly—no sore shoulders.

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Pressing Surface required—

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Full specifications and prices promptly submitted

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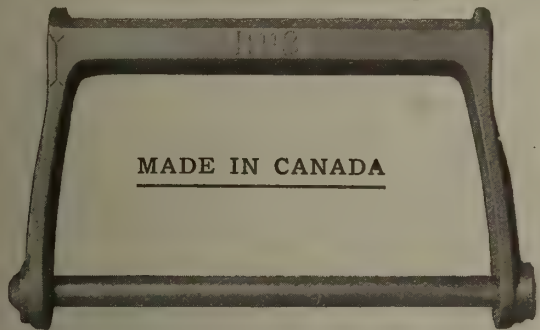
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FOR EVERY SERVICE

H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



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Stronger, Heavier, and More Durable than No. H-110

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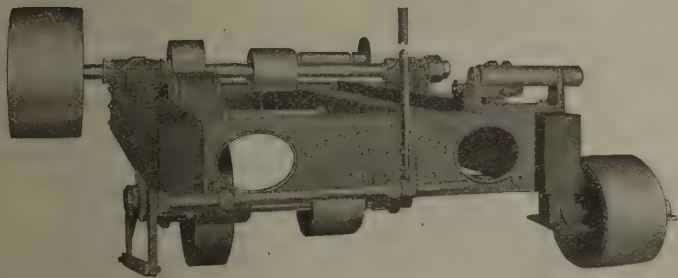
It appears on every Link-Belt manufactured by us, and is your guarantee of reliability in material, workmanship, inspection and service.

Write for Folder No. 266.

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Will give you the best service and the longest service with the least expense for upkeep—If it is a Fisher & Davis Mill.

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New **RAILS** Relaying
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In timberland transactions a mistake is worse than a fire. In what other field than lumbering will you find men investing a half-million or a million dollars in raw material on a MERE GUESS as to what they are getting for the money? Yet how many lumbermen do you hear lament that a tract doesn't cut over two-thirds of what the "cruise" indicated?

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The cost of the insurance afforded by a LACEY REPORT is scarcely a fair insurance premium on the values protected.

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Steam Power Skidding and Loading Machinery

will not only take the place of men to a large extent, which is an exceedingly important point in these days of man shortage and high costs of labor, but

Will Move Your Logs at Greater Speed, and at a Lower Cost

than could possibly be accomplished by man and horse-power alone, and do it the year round. Let us demonstrate this to you.

We make steam power Skidding and Loading Machinery in a large range of sizes, suitable for small, medium, or large camps, and for large or small timber.

The small operator or the large one can save money, increase output, and reduce costs by the use of this machinery.

Marsh Engineering Works, Limited

Established 1846

Belleville, Ontario

The Three Goodhue Belts

"EXTRA" "STANDARD" "ACME WATERPROOF"

These three brands are made for three different services and each brand is the best quality made from selected hides with the stretch taken out.

"Goodhue Belts" stretch less than any other belt by 15 to 25 per cent. This quality effects a great saving because it is unnecessary to be continually shortening the belt to keep it taut.

"Acme Waterproof" brand is made for the wet places in a mill and will give a remarkable service under the most trying conditions.

When you buy a belt—buy a Goodhue. Prices and particulars on request.

J. L. Goodhue & Co., Limited
DANVILLE, QUE.

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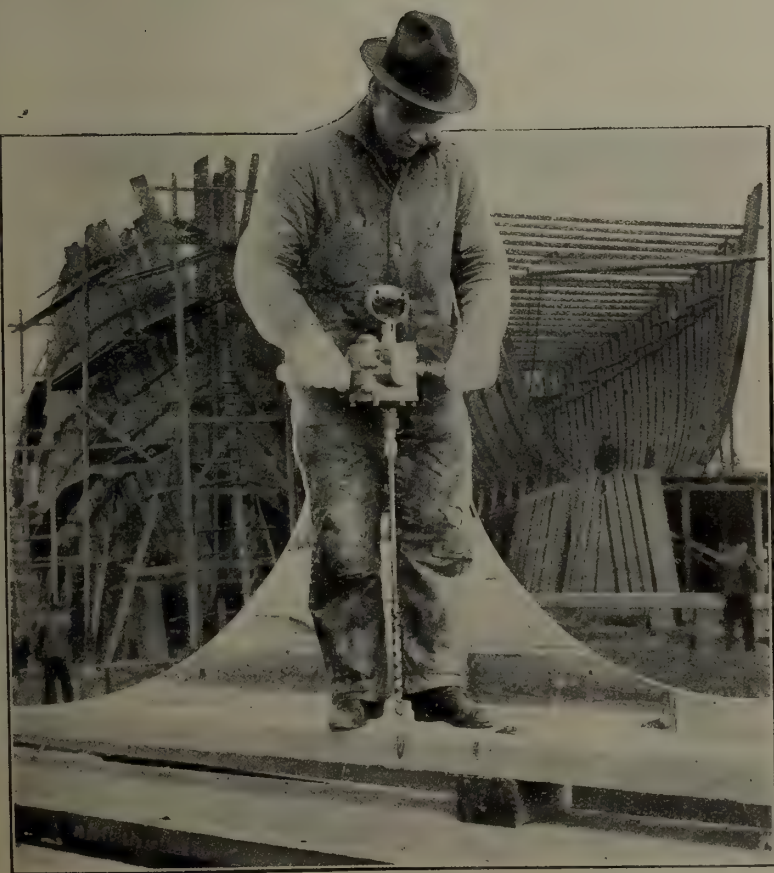


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AN EFFICIENT OUTLAY

1. A Canadian Ingersoll-Rand compressor giving maximum air output per H.P. input, built for long and steady service.
2. "Little David" air tools; the wood-borer, simple, light, easy to handle, few parts and all interchangeable.
3. The "CC-25" Drift-bolt driver, powerful and speedy.

With such an outfit you are sure of results,
convenience, speed and reliability
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Timmins, Ont.; Winnipeg, Man.; Nelson, B.C.; Vancouver, B.C.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:
 1 x 4, 7 Good Strips \$56 00 \$59 00
 1 1/4 and 1 1/2 x 4/7 Good Strips 57 00 61 00
 2 x 4/7 Good Strips 57 00 59 00
 1 x 8 and up Good Sides 61 00 63 00
 1 1/4 and 1 1/2 x 8 and wider Good Sides 79 00 81 00

2 x 8 and wider Good Sides 81 00 82 00
 1 in. No. 1, 2 and 3 Cuts 49 00 51 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 57 00 60 00
 2 in. No. 1, 2 and 3 Cuts 59 00 61 00
 1 x 4 and 5 Mill Run 44 00 47 00
 1 x 6 Mill Run 46 00 49 00
 1 x 7, 9 and 11 Mill Run 44 00 47 00
 1 x 8 Mill Run 46 00 49 00
 1 x 10 Mill Run 49 00 51 00
 1 x 12 Mill Run 50 00 52 00
 5/4 and 6/4 x 4 Mill Run 45 00 47 00
 5/4 and 6/4 x 5 Mill Run 45 00 47 00
 2 x 4 Mill Run 43 00 45 00
 2 x 6 Mill Run 46 00 48 00
 2 x 8 Mill Run 46 00 48 00
 2 x 10 Mill Run 50 00 51 00
 2 x 12 Mill Run 50 00 52 00
 1 in. Mill Run Shorts 35 00 37 00

Red Pine:
 1 x 4 and 5 Mill Run 37 00 40 00
 1 x 6 Mill Run 39 00 42 00
 1 x 8 Mill Run 39 00 42 00
 1 x 10 Mill Run 43 00 46 00
 2 x 4 Mill Run 37 00 39 00
 2 x 6 Mill Run 41 00 43 00
 2 x 8 Mill Run 41 00 43 00
 2 x 10 Mill Run 43 00 46 00
 1 in. Clear and Clear Face 44 00 47 00
 2 in. Clear and Clear Face 44 00 47 00

Spruce:
 1 x 4 Mill Run 38 00 40 00
 1 x 6 Mill Run 41 00 43 00
 1 x 8 Mill Run 44 00 46 00
 1 x 10 Mill Run 46 00 48 00
 Mill Culls 31 00 33 00
 Hemlock, No. 1:
 1 x 4 and 5 in. x 9 to 16 ft. 30 00 31 00
 1 x 6 in. x 9 to 16 ft. 33 00 34 00
 1 x 8 in. x 9 to 16 ft. 35 00 36 00
 1 x 10 and 12 in. x 9 to 16 ft. 35 00 37 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 33 00 34 00
 2 x 4 to 12, 10 and 16 ft. 34 00 35 00
 2 x 4 to 12 ft., 12 and 14 ft. 33 00 34 00
 2 x 4 to 12 in., 18 ft. 35 00 36 00
 2 x 4 to 12 in., 20 ft. 36 00 37 00
 1 in. No. 2, 6 ft. to 16 ft. 25 00 27 00
 2-in. No. 2, 4-in. and up in width, 6 to 16 ft. 25 00 27 00

Douglas Fir:
 Dimension Timber up to 32 feet:
 6x6 and 8, 10x10 and 12, 12x12 \$52 00
 6x10, 8x10, 10x14, 12x14, 14x14 52 50
 6x12, 8x12 53 00
 14x16, 16x16 53 50
 6x14, 8x14, 10x16, 12x16 54 00
 14x18 54 50
 8x16, 10x18, 12x18 55 00
 18x18, 20x20 55 50
 12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain .. 60 50
 Fir flooring, 1 x 4, edge grain .. 60 50
 Fir flooring, 1 x 4, flat grain .. 43 50
 No. 1 and 2, 1-in. clear Fir rough 48 00 64 00
 (Depending upon widths).

No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough 57 50 61 50
 No. 1 and 2, 2-in. clear Fir rough 50 50 57 50
 1 x 5 and 1 x 6 Fir casing 60 50
 1 x 8 and 1 x 10 Fir base 62 50
 1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping 71 25
 1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping 61 25

1-in. clear Fir, d. 4 sides 48 00 56 00
 1 1/4 x 1 1/2 in. clear Fir, d. 4 sides 56 00 58 00
 XX B. C. cedar shingles 3 30
 XXX 6 butts to 2 in. 4 25
 XXXXX 5 butts to 2 in. 5 00

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$80.00	\$63.00	\$45.00
5/4 & 6/4	85.00	68.00	50.00
8/4	115.00	80.00	50.00
10/4 & 12/4	135.00	105.00	65.00
16/4	150.00	125.00	65.00

 Ash, Brown

	No. 1	No. 2	No. 3
4/4	70.00	50.00	40.00
6/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00

Birch, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	65 66	42 45	32 35
5/4 and 6/4	75 77	55 60	38 40
8/4	72 75	56 62	40 42
10/4 and 12/4	85 90	70 75	50 55
16/4	90 92	75 78	60 65

Basswood, dry weight 2500 lbs. per M. ft.

	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$65.00	\$52.00	\$40.00
5/4 & 6/4	70.00	54.00	45.00
8/4	76.00	58.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.

	No. 1	No. 2	No. 3
1s & 2s	Com.	Com.	Com.
4/4	\$85.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$54.00	\$42.00	\$35.00	\$28.00
8/4	63.00	50.00	40.00	28.00
12/4	70.00	57.00	45.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$54.00	\$60.00	\$47.00	\$42.00
8/4	65.00	55.00	45.00	35.00
12/4	70.00	60.00	50.00	40.00

Gum, Sap

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$54.00	\$49.00	\$42.00	\$37.00
8/4	65.00	55.00	45.00	35.00
12/4	70.00	60.00	50.00	40.00

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$65.00	\$45.00	\$30.00	\$25.00
8/4	100.00	75.00	50.00	35.00
12/4	90.00	60.00	45.00	30.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$58.00	\$45.00	\$35.00	\$28.00
8/4	63.00	48.00	38.00	30.00
12/4	65.00	50.00	42.00	32.00
16/4	80.00	62.00	52.00	35.00
16/4	115.00	100.00	60.00	35.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$35.00
 No. 2 and better 42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$80.00	\$55.00	\$40.00	\$30.00
8/4	87.00	60.00	45.00	35.00
10/4	95.00	65.00	50.00	40.00
12/4	120.00	90.00	70.00	50.00
16/4	120.00	90.00	70.00	50.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$110.00	\$75.00	\$50.00	\$35.00
8/4	125.00	90.00	70.00	50.00
12/4	130.00	95.00	75.00	55.00

Red Oak, quarter cut.

	1s & 2s	No. 1	No. 2	No. 3
4/4	Com.	Com.	Com.	Com.
5/4 & 6/4	\$95.00	\$65.00	\$45.00	\$30.00
8/4	100.00	70.00	50.00	35.00
12/4	105.00	75.00	55.00	40.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
 1-in. x 7-in. and up \$60 00 70 00
 1 1/4-in. and 1 1/2-in. x 8-in. and up 70 00 75 00
 2-in. x 7-in. and up 72 00 78 00
 No. 2 cuts 2 x 8-in. and up 45 00 50 00

Pine good strips:
 1-in. 53 00
 1 1/4-in. and 1 1/2-in. 60 00
 2-in. 60 00

Pine good shorts:
 1-in. x 7-in. and up 50 00
 1-in. x 4-in. to 6-in. 40 00
 1 1/4-in. and 1 1/2-in. 58 00
 2-in. 58 00
 7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 47 00 50 00
 Pine, No. 1 dressing strips 40 00 45 00
 Pine, No. 1 dressing shorts 38 00 40 00
 Pine, 1-in. x 4-in. s.c. strips 44 00
 Pine, 1-in. x 5-in. s.c. strips 44 00
 Pine, 1-in. x 6-in. s.c. strips 46 00
 Pine, 1-in. x 7-in. s.c. strips 46 00
 Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00
 Pine, 1-in. x 10-in. M.R. 51 00
 Pine, s.c. sidings, 1 1/2 and 2-in. 47 00
 Pine, s.c. strips 1-in. 40 00
 1 1/4, 1 1/2 and 2-in. 42 00
 Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
 Pine, s.c. and bet., shorts 1 x 5 36 00
 Pine, s.c. and bet., shorts, 1 x 6 40 00
 Pine, s.c. shorts, 6'-11', 1'x10' 45 00

Pine box boards:
 1'x4" and up, 6'-11' 36 00
 1'x3" 12'-16' 36 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 35 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 33 00

O. culls r & w p 25 00

Red Pine, log run:
 mill culls out, 1-in. 32 00 36 00
 mill culls out, 1 1/4-in. 38 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 2-in. 34 00 41 00
 mill culls, white pine, 1'x7" and up 34 00

Mill run Spruce:
 1'x4" and up, 6'-11' 32 00 33 00
 1'x4" and up, 12'-16' 34 00
 1'x9"-10" and up, 12'-16' 40 00 42 00
 1 1/4" x 7" 8-9" and up, 12'-16' 40 00
 1 1/4" x 10" and up, 12'-16' 46 00
 1 1/2" & 2" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing and B)

	46 00	27 00
Hemlock, 1-in. cull 25 00	27 00	
Hemlock, 1-in. log run 30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16' 30 00	35 00	
Tamarac 24 00	28 00	
Basswood, log run, dead culls out 40 00	50 00	
Basswood, log run, mill culls out 45 00	50 00	
Birch, log run 30 00	32 00	
Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00	30 00	
Ash, black, log run 32 00	40 00	
1 x 10 No. 1 barn 52 00		
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Lath per M:
 No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
 No. 2 white pine 4 50
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 Spruce, mill run 1 1/2-in. 4 00
 Red pine, mill run 4 25
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 32-in. lath 2 00 2 25
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 xxxx, 18-in. 5 00
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 18-in. xx 2 75
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Cts. Per Cubic Foot

White Pine
 First class Ottawa waney, 18-in. average, according to lineal. 80 90
 19 in. and up average 85 95

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 3 in. unsorted Quebec, 4 in. to 6 in. thick Per M. Ft. \$31 00 \$34 00
 3 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00
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Cts. Per Cubic Ft.

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 According to average and quality 55 ft. cube 85 95

Elm
 According to average and quality, 40 to 45 feet, cube 95 1 05
 According to average and quality, 30 to 35 feet 75 85

Ash
 13 inches and up, according to average and quality, per cu. ft. 25 30
 Average 18 inch 30 40

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 8/4 x 6 and up No. 2 and better 63 00
 6/4 x 6 and up No. 3 and better 55 00
 8/4 x 6 and up No. 3 and better 59 00

No. 1 Cuts
 1 in., 8 in. and up wide 50 00
 1 1/4 in., 8 in. and up wide 60 00
 1 1/2 in., 8 in. and up wide 61 00
 2 in., 8 in. and up wide 65 00
 2 1/2 and 3, 8 in. and up wide 84 00
 4 in., 8 in. and up wide 90 00

No. 2 Cuts
 1 in., 6 in. and up wide 38 00
 1 1/4 in., 6 in. and up wide 51 00
 1 1/2 in., 6 in. and up wide 52 00
 2 in., 6 in. and up wide 55 00
 2 1/2, 3 and 4 in., 6-in. and up wide. 70 00

No. 3 Cuts
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 2 in., 6-in. and up wide 39 00
 2 1/2, 3 and 4 in., 6-in. and up wide 45 00 48 00

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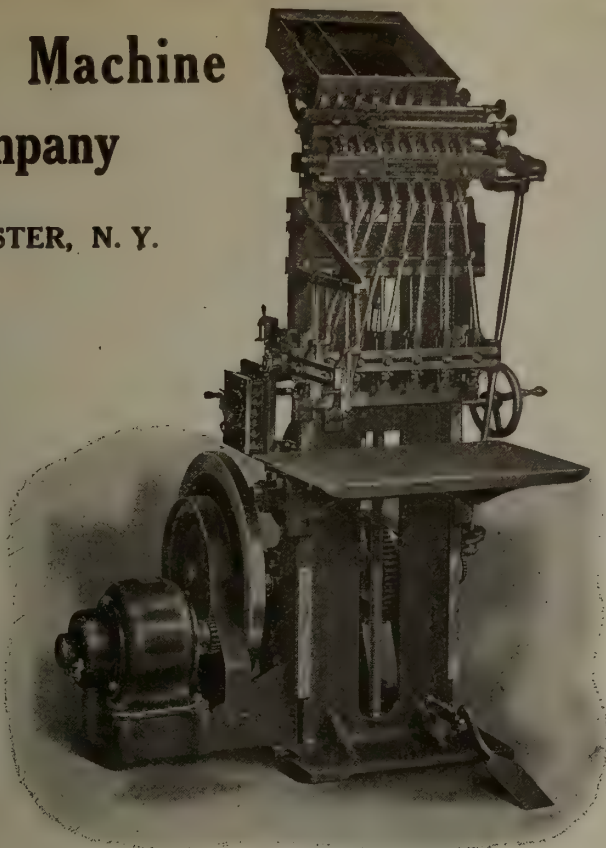
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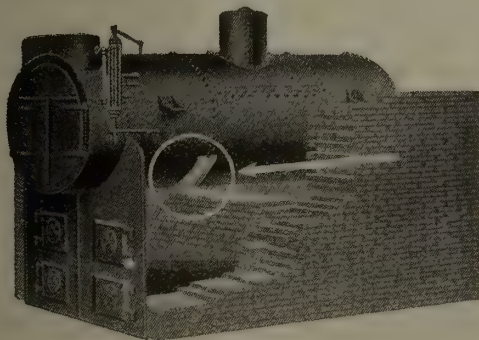
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5/4 and up	55 - 57	34 - 36	22 - 24	Selects, 1 to 2 in.	119 00		
SOFT ELM				Selects, 2 1/2 and 3 in.	132 00		
4/4	43 - 45	28 - 30	20 - 22	Selects, 4 in.	142 00		
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	Fine common, 1 in., 30 per cent.	85 00		
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Thicker	47 - 49	37 - 39	24 - 25	Fine common, 1 1/4 to 2 in.	129 00		
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4/4	55 - 57	29 - 31	19 - 21	1 in. No. 2 dressing	64 00		
5/4 to 8/4	65 - 67	34 - 36	20 - 22	1 1/4 to 2 in. No. 2 dressing	75 00		
10/4 and up	75 - 88	41 - 49	23 - 25	No. 1 Cuts, 1 in.	84 00		
				No. 1 Cuts, 1 1/4 to 2 in.	88 00		
				No. 1 Cuts, 2 1/2 and 3 in.	110 00		
				No. 2 Cuts, 1 in.	59 00		

No. 2 Cuts, 1 1/4 to 2 in.	71 00	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	37 00
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No. 1 1 x 8 & 9 in.	57 00	57 00	Clear Whites	2 25
No. 1 1 x 10 in.	38 00	42 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 4 & 5 in.	40 00	44 00	Extra 1s (Clear whites out)	1 65
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Spruce, 10 in. dimension	46 00	45 00		
Spruce, 9 in. dimension	46 00	45 00		
Spruce, 8 in. dimension	45 00	44 00		
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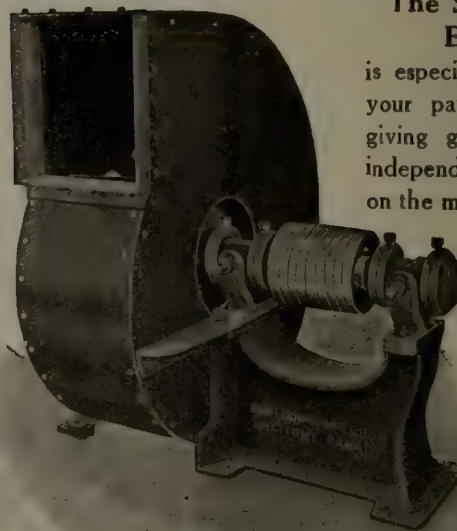
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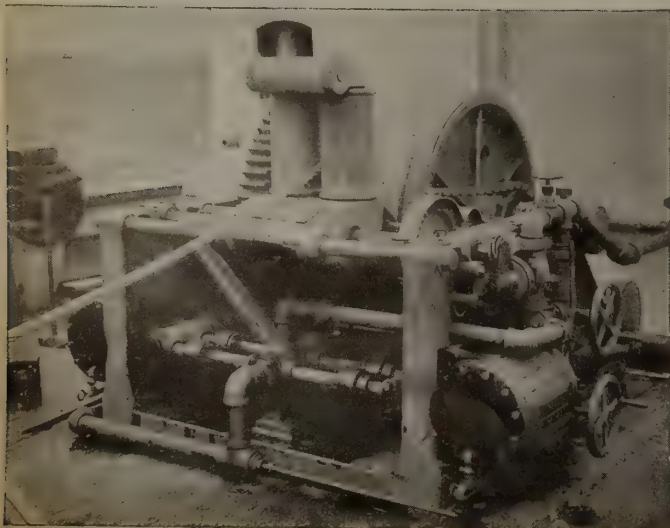
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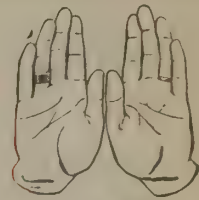
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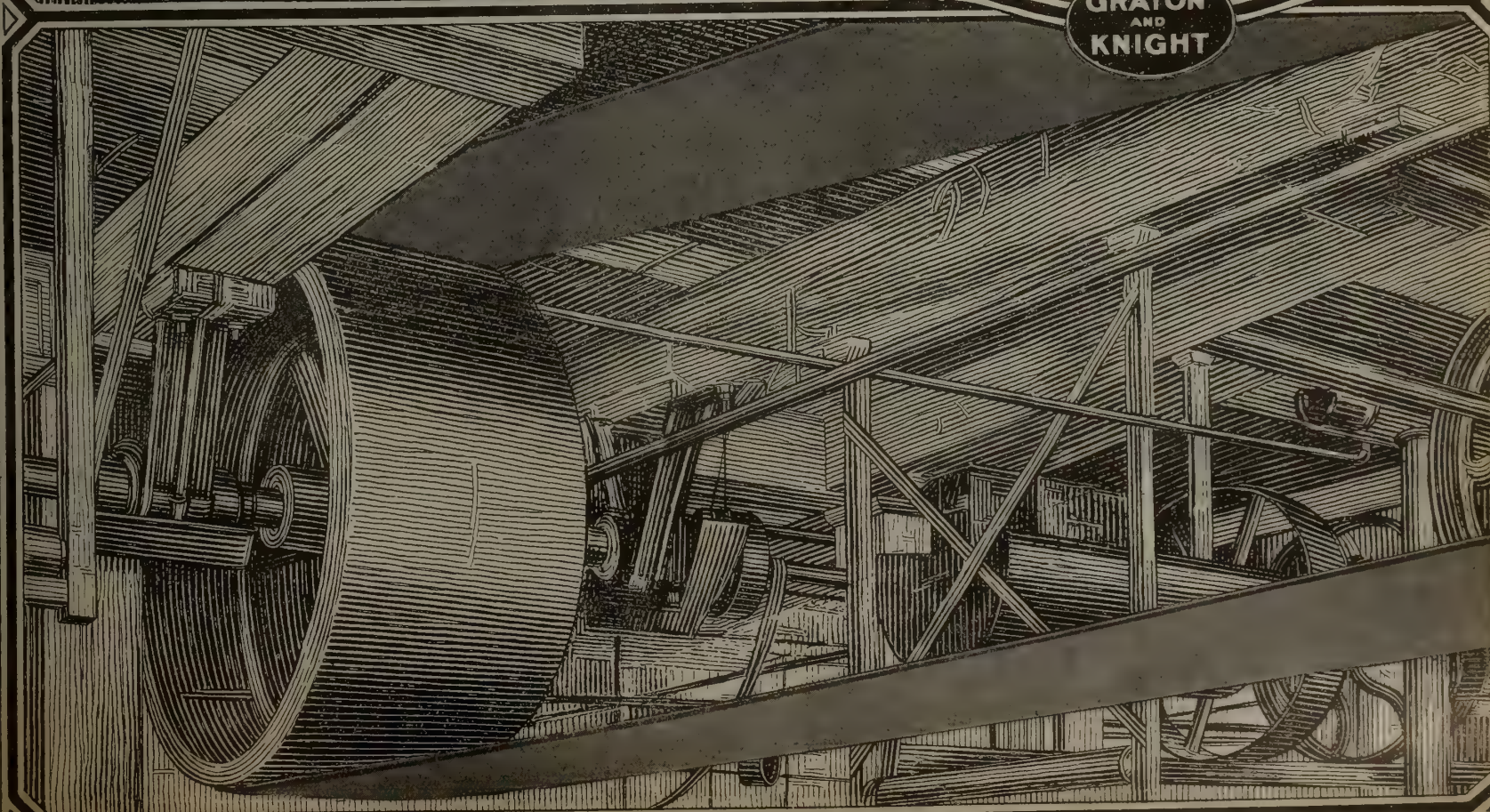
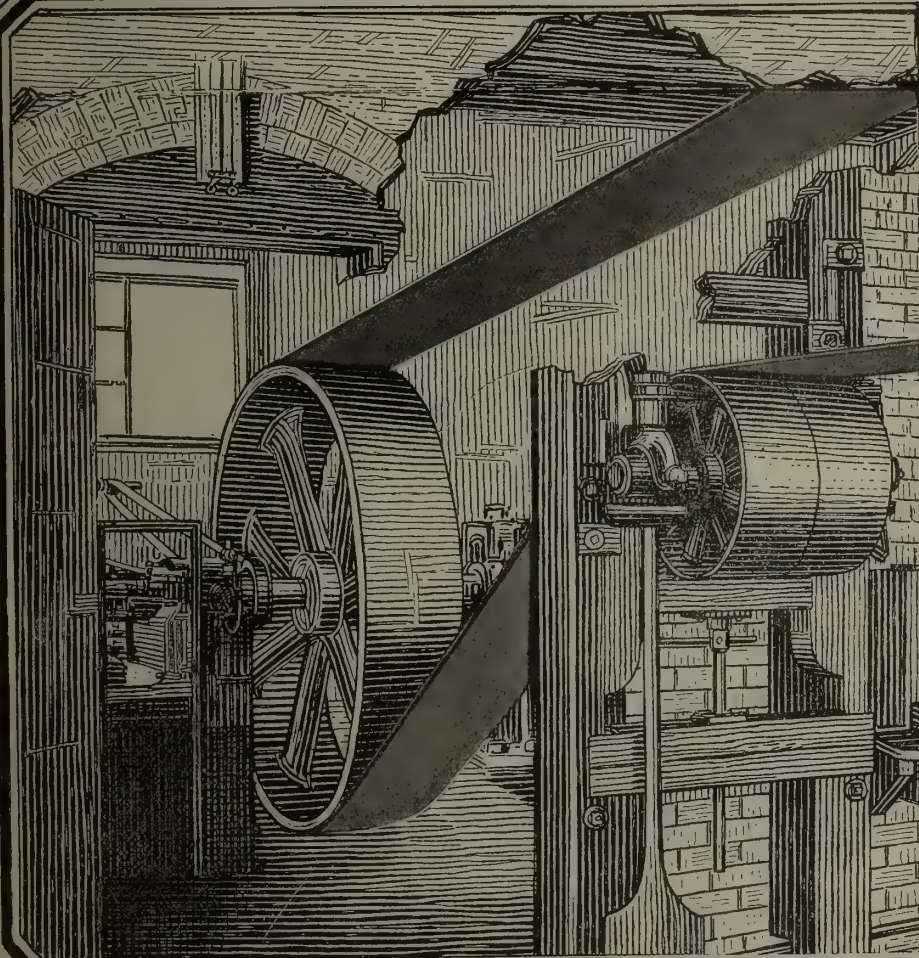
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Moore, Jr., E. J.
Parry Sound Lumber Company.
Smith, S. D.
Spencer Limited, C. A.
Summers, James R.
Terry & Gordon.
Watson & Todd, Limited.**OAK**

Long-Bell Lumber Company.

OAKUM

Stratford Oakum Co., Geo.

OLD IRON AND BRASS

Sessenwein Brothers.

PACKINGAtlas Asbestos Company, Ltd.
Canadian B. K. Morton Company.
Gutta Percha and Rubber Company.**PAPER**

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Bowater & Sons, W. V.

PILLOW BLOCKS

Can. Bond Hanger and Coupling Co.

PLANING MILL EXHAUSTERS

Sheldons Limited.

PLANING MILL MACHINERYSheldons Limited.
Yates Machine Company, P. B.**POSTS AND POLES**Harris Tie & Timber Company, Ltd.
Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
Terry & Gordon.**PRESSES**

Perrin & Co., W. R.

PULLEYS AND SHAFTINGCan. Bond Hanger and Coupling Co.
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hamilton Company, William
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**Canadian Allis-Chalmers, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Jenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**ROPE**

Waterous Engine Works Company

RUBBER GOODSAtlas Asbestos Company
Gutta Percha & Rubber Company**SAWS**Atkins & Company, E. C.
Disston & Sons, Henry
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company**SAW MILL MACHINERY**Burns & Roberts.
Canadian Allis-Chalmers Limited
Canadian Link-Belt Company, Ltd.
Dunbar Engine & Foundry Co.
Firstbrook Bros.
Fisher & Davis Mfg. Company
Gordon Hollow Blast Grate Co.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Huther Bros. Saw Mfg. Company
Jeffrey Manufacturing Company
Long Manufacturing Company, E.
Parry Sound Lumber Company
Payette Company, P.
Waterous Engine Works Company
Yates Machine Co., P. B.**SAW MANDRELS**

Can. Bond Hanger & Coupling Co.

SAW SHARPENERS

Waterous Engine Works Company.

SAW SLASHERS

Ryther & Pringle Company.

SHINGLESBlanchard Lumber Company.
Campbell-MacLaurin Lumber Co.
Canadian Western Lumber Company.
Foss Lumber Company
Fraser Limited.
Gillespie, James.
Godfrey Company, L. N.
Harris Tie & Timber Company, Ltd.
Heeney, Percy E.
Long Lumber Company.
Mason, Gordon & Co.
McGibbon Lumber Company.
McLennan Lumber Company.
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Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.
West Coast Lumbermen's Assoc.

(Continued on page 64)

*The Babbitt Metal that's at the Front in Efficiency
and Economy*

HARRIS HEAVY PRESSURE

THE ARISTOCRAT OF BABBITT METALS**SHIVES LUMBER CO., LTD., Campbellton, N.B.,
Canada**Messrs. The Canada Metal Co., Ltd.,
Toronto.

Dear Sirs:

Replying to your inquiry regarding our experience with Harris Heavy Pressure Metal, would say we have been using this metal for about five years in main bearings and cranks of Wickes' gangs and steam engines, also edgers, etc., in place of more expensive metals that we formerly used for these bearings.

We are pleased to be able to say that the Harris Heavy Pressure has in every case given us good satisfaction, being a nice metal to pour without shrinking or cracking, and wearing well. So long as this metal retains its present standard of excellence we will have no hesitation in using it for the most severe conditions we have for babbitt metal.

Yours
JOHN M. MACLEAN,
Superintendent.**WRITE FOR COMPLETE LIST OF BABBITT METALS****THE CANADA METAL COMPANY, Limited****Head Office and Factory TORONTO Fraser Avenue****Branch Factories—****HAMILTON****MONTREAL****WINNIPEG****VANCOUVER**

This is a snap shot of the Adams Pointer



“Game for Anything”

Adams Pointers

Adams Pointers will tackle the heaviest work and surprise you with their powers.

These sturdy little crafts with their well built easy running engines are in use all over the Dominion.

Our catalogue and blue prints will explain the various advantages which Adams Pointers have over alligators and tugs. Lumbermen are quick to see that it is cheaper to work with an Adams Pointer.

Adams Engine Co., Penetang, Ont.

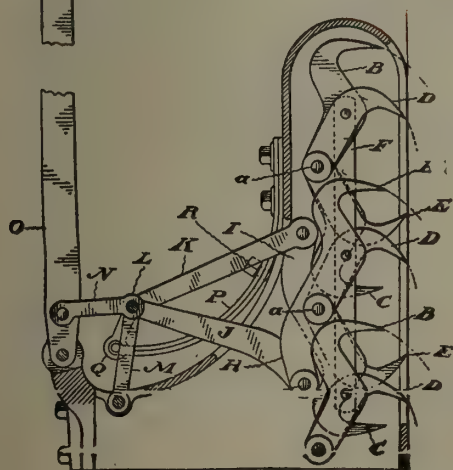
J. T. PAYETTE, Proprietor

A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

Fig. 1

650 Sets already sold



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- (1) They will dog with perfect ease and safety in any class of timber.
- (2) Will dog just as easily, frozen maple or hardwoods of any description
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- (4) They do not tear the board or stock.
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Write us for full particulars and booklet on same.

We also manufacture the following High-Grade Saw-Mill Machinery:—New Modern Saw-Mill Carriages, with either three or two head blocks; P. Payette's New Patent Saw-Mill Dog, for use in either winter or summer. P. Payette's Grip-Set Works; Steam Feed Valves, Steam Lifter and Loaders, Valves. Five different classes and styles of Edgers, for either light or heavy duty.. Combined Gang-Circulars and Edgers, or Independent Gang Circulars.

Steam-Canter, Steam Lifters, and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use.

Descriptive Booklet and prices mailed free upon request.

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Engineers and Machinists

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J. T. PAYETTE, Proprietor.

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Green Company, C. Walter
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Long Manufacturing Company, E.
Payette Company, P.
Fisher & Davis Manufacturing Co.
Waterous Engine Works Company.

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Corbet Foundry & Machine Co.
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Gendron Penetang Shoe-pack Co.

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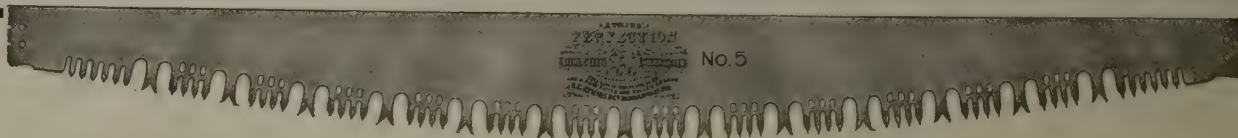
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Jeffrey Manufacturing Company.
Long Manufacturing Company, E.
Waterous Engine Works Company.
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STERLING STEEL SAWS

Give the results you are looking for. They run easier, cut faster and are guaranteed to hold their edge longer than any other make of saw.

Each one is an investment that will bring large returns.

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Factory: HAMILTON, ONT.

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Equipment for Immediate Shipment

LOCOMOTIVES—Standard Gauge
2—50 ton Saddle tanks, cylinders 18x22.
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20—Standard gauge 20-ft. long, double trucks, air brakes, 20-in. wheels, wooden bunks.
5—80,000 Flat Cars (May delivery).

Also
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1—right hand Allis-Chalmers Band Mill, 9-ft. wheels.
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1—left hand edger, 54 in., 4 stationary saws, one moveable.
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J. J. TURNER & SONS

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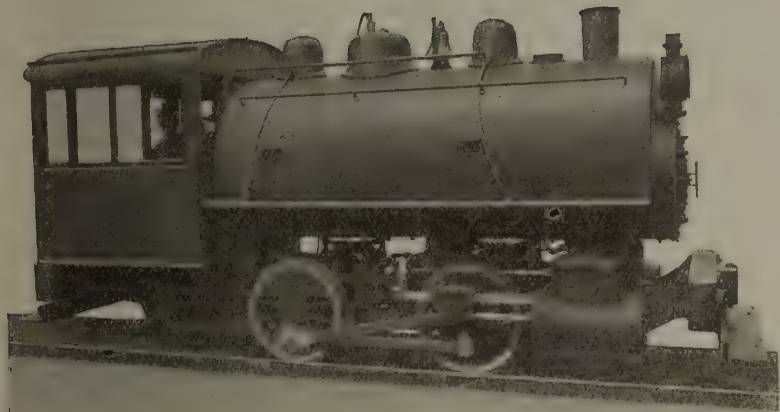
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the largest Manufacturers
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which is available for
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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD AND IRON RAILS



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Designed
Especially for
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VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B.C.

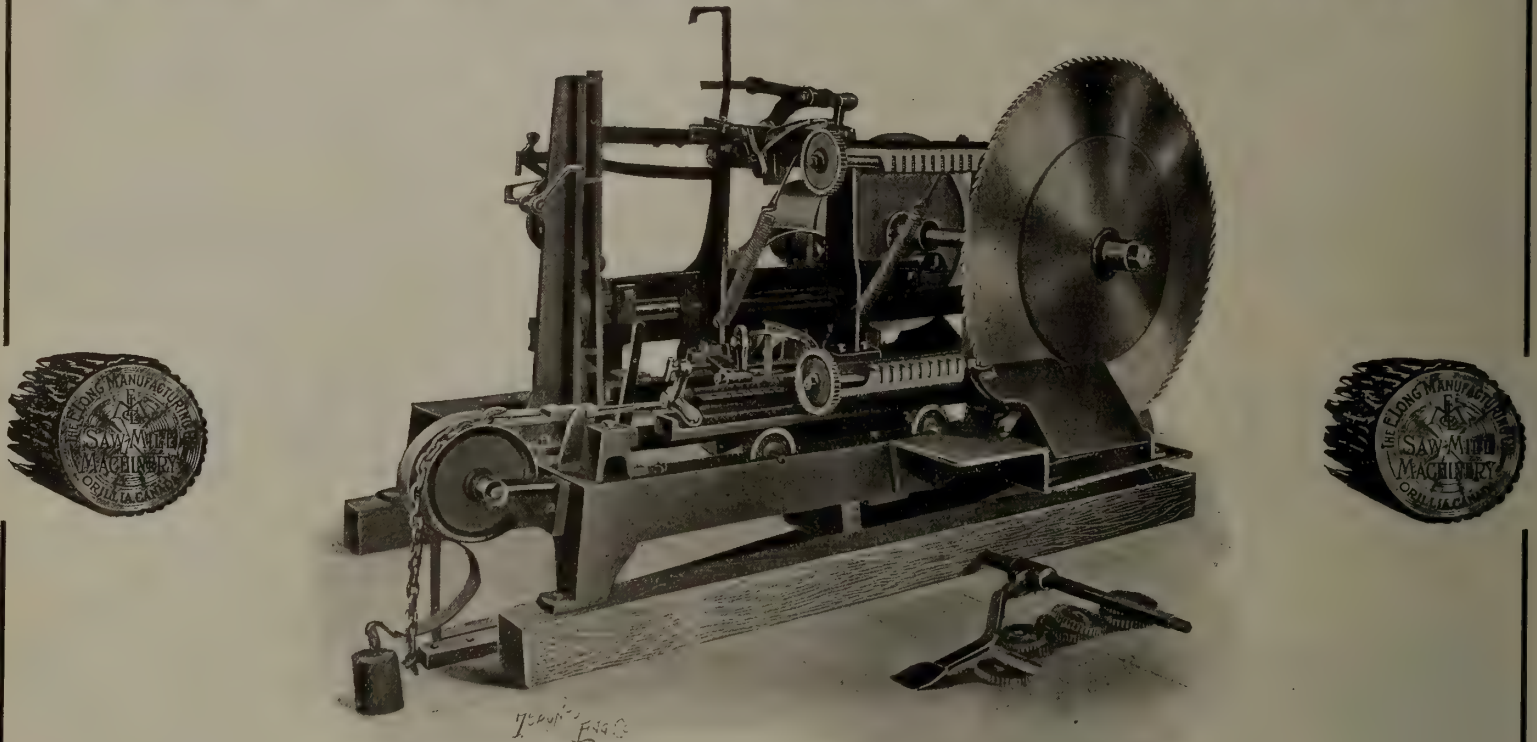
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Our regular model Clipper Shingle Machine has the staunch good working qualities of all Long Mill Machinery. It is the best of its kind and cannot be equalled for Shingles or Heading.

We have the following on hand ready for shipment

One Clipper Shingle Machine, slightly second hand

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One portable Saw Mill outfit with Right hand Saw Frame and Carriage—
set of track timbers, also the following items:

No. 1 Log Jack with foot wheel and idlers.

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10 inch by 36 ft. Steam Feed.

10 inch by 42 ft. Steam Feed—Either feed can be furnished with vertical
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Double acting set works in No. 1, 2 and 3 sizes.

We have one second hand plain slide valve engine, right hand, side crank,
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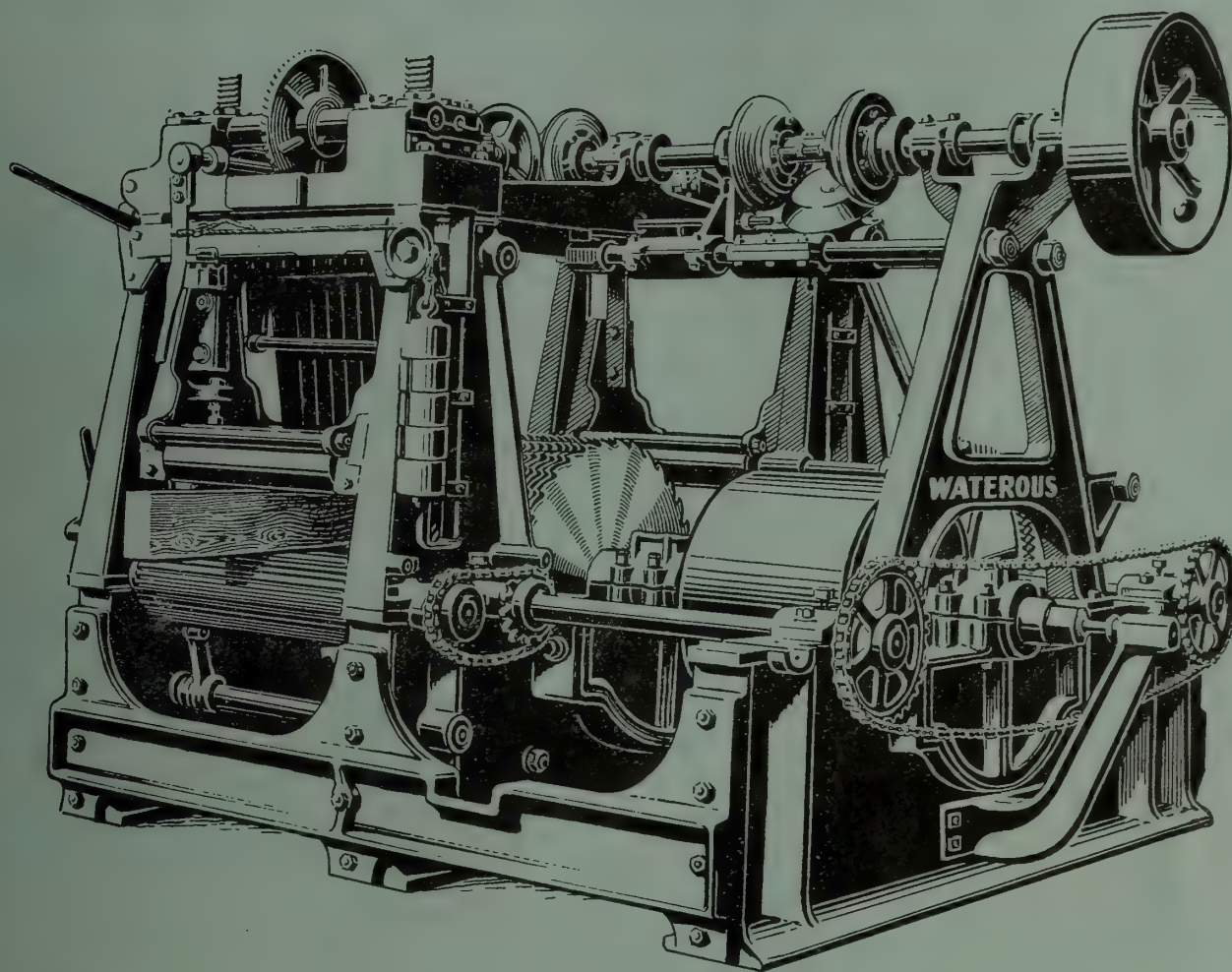
Write at once for information regarding the above or any other machinery you may need

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ORILLIA, CANADA

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The Stuart Machinery Co., Ltd., Winnipeg
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1918 Model



KENDALL 1918 GANG

It takes cants from 4" to 12" thickness and at the rate of from 2500 to 3000 a day, will turn them into lumber, perfect in finish and cut evenly from end to end. Big capacity on small stuff and lumber cut better than is possible on Band Saw, Circular Saw or Vertical Gang distinguish this machine.

Waterous

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Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 90c per lb.; West of Fort William, \$1.00, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

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worth of mixed metal
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HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

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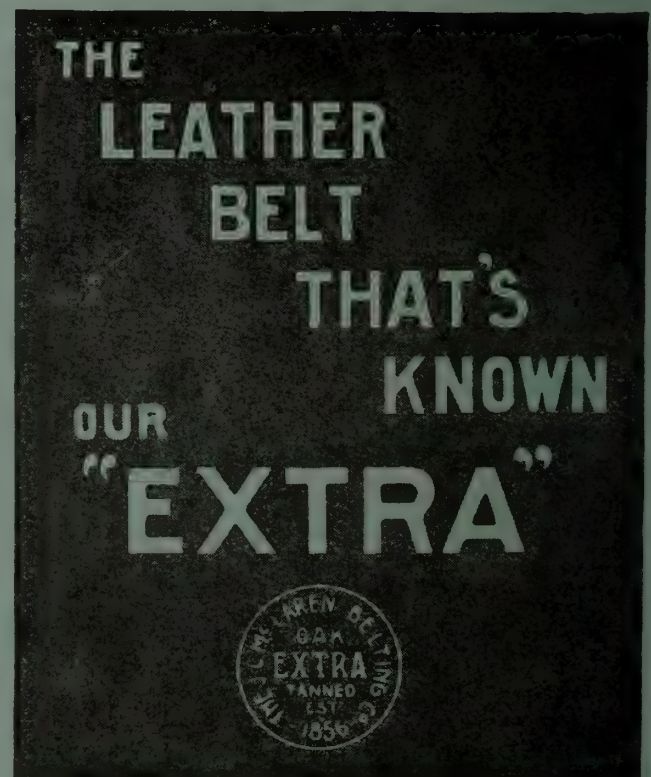


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"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 80,000 in a head wind.

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General Mill Supplies

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The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

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Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO



Canada Lumberman

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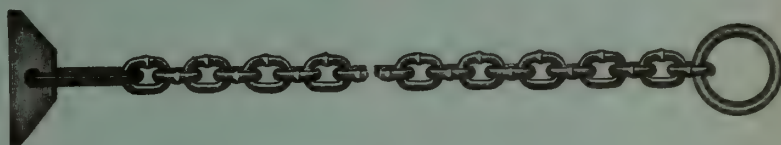
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We also specialize

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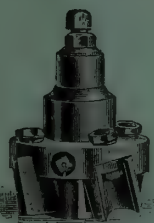
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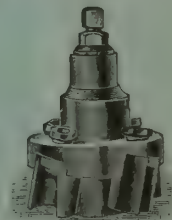
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A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.



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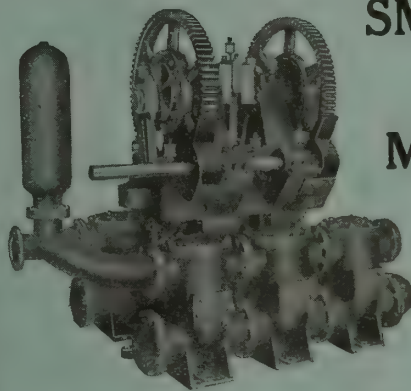
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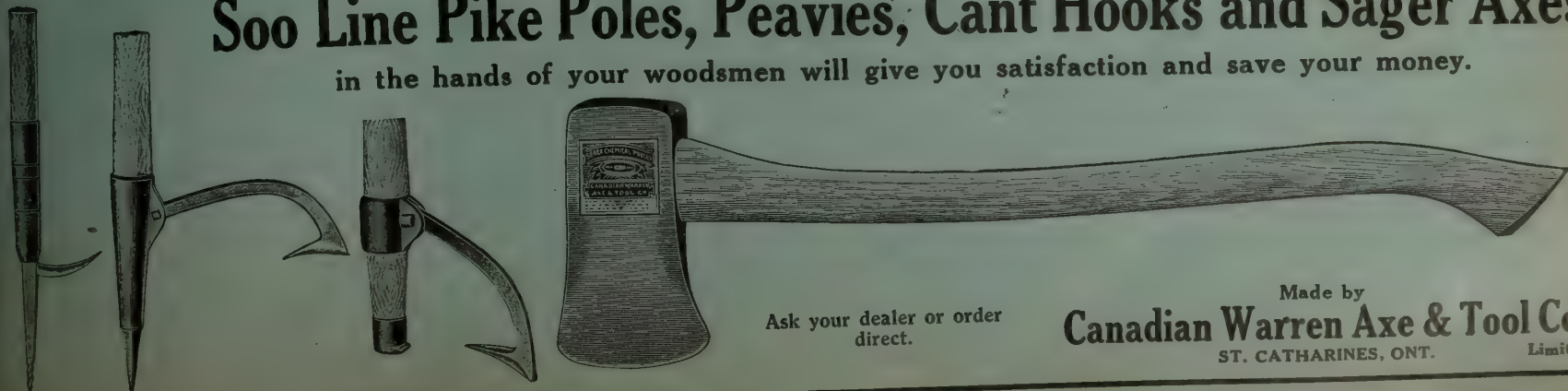
Minimum Number of Repair Bills

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in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order direct.

Made by
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ST. CATHARINES, ONT. Limited

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The Machine that will convert your small logs into more and better lumber, quicker than ever before.

The illustration shows one of the latest designs of gang circular patented by Mr. I. N. Kendall, the well-known millwright, of Ottawa. This machine takes 16-26 in. diam., 10 gauge saws—will cut cants up to 8 inches in thickness, and we furnish with it necessary saw collars for any thickness of lumber desired. It has a hollow mandrel, water cooled saws; each saw has a separate guide; easily accessible and readily adjustable, and the bridge tree is so designed that it can be removed, the saws taken off and a new set put on in 7 to 10 minutes. Safety fingers hung just inside the front press roll prevent a cant flying back off the saws. Lumber cut on these machines is guaranteed to come out absolutely true to size from end to end, and so smooth that 1/16 in. over size is all the allowance necessary for finish.

Read what one user says about it:—

"The machine has given every satisfaction and in many cases far exceeded my idea of sawing lumber; the proof of this being that our customers are paying me \$1.00 to \$1.50 per thousand more for certain classes of lumber than they can purchase same quality elsewhere—this advantage being purely on account of the uniform and smooth sawing this saw is capable of doing."

We are the original manufacturers of these machines

We have been manufacturing them for the past thirteen years, and the experience gained in all those years is at your disposal. We make these machines in three sizes, as follows, using

- 26-in. saws for 8-in. cants, as illustrated.
- 32-in. saws for 10-in. cants.
- 36-in. saws for 12-in. cants.

Each size is of the very latest design and up-to-date in every improvement.

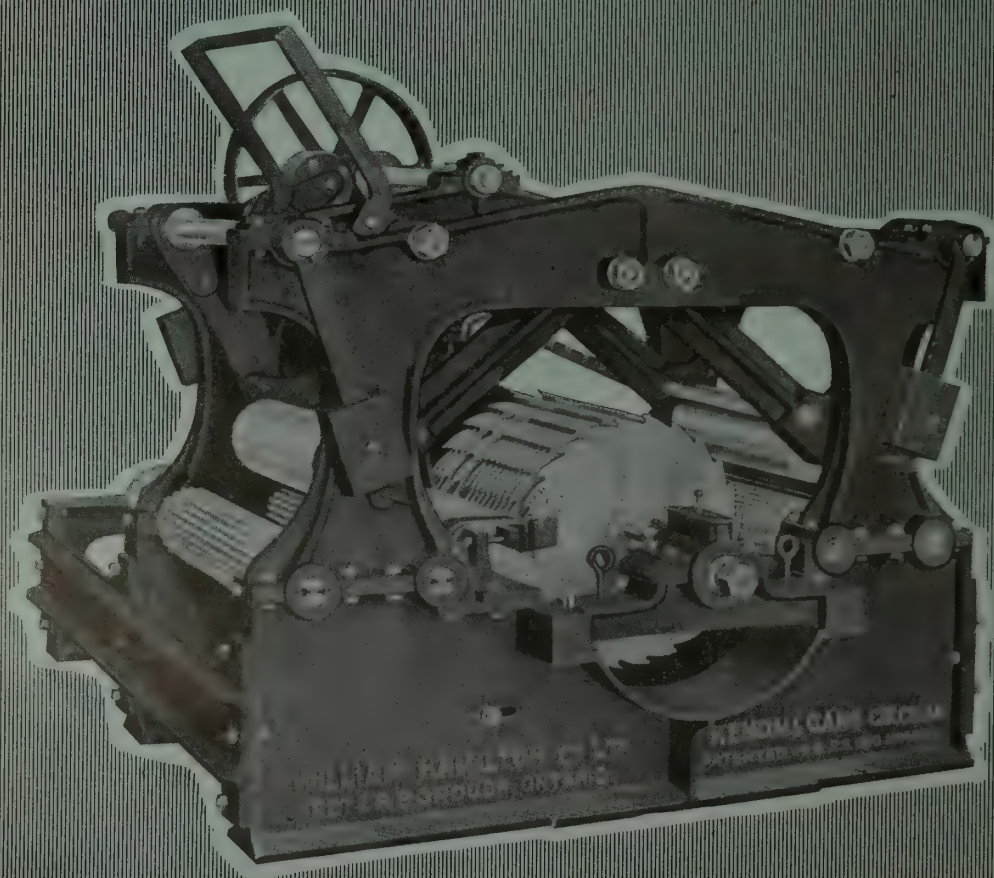
May we send you a list of satisfied users

We also make a complete line of twin circulars with chain or steam feed for slabbing logs for these machines.

William Hamilton Co., Limited

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ONTARIO



Spruce

Hemlock

We offer the following Dry Stock for immediate shipment:

32M	1 x 3 and up 6/10	Merchantable Spruce	
100M	1 x 4 and up 8/18	"	"
60M	1 1/4 x 4 x 10/16	"	"
78M	1 1/4 x 5 x 10/16	"	"
86M	2 x 4 x 8/16	"	"
11M	2 x 8 x 8/16	"	"
9M	2 x 9/10 x 8/16	"	"
20M	2 x 4 x 8/16	Mill Cull Spruce	
10M	2 x 5 and up x 8/16	"	"
5M	3 x 3 and up x 8/16	"	"
256M	1 x 8 x 10/16	Merchantable Hemlock	
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50M	1 x 10 x 10/16	"	"
800M	1 1/2—4 ft.	Merchantable Spruce Lath	

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough and Dressed

Timbers in Transit

5 cars 12 x 12 x 22 to 40.
10 cars 14 x 14 x 24 to 70.
5 cars 4 x 4 Edge Grain Decking.
5 cars timbers mixed sizes.

B. C. Fir Dressed Stock in Transit

2 cars 1 x 4 Hemlock Flooring.
1 car 1 x 4 2/3 Ceiling, 1/3 Flooring.
1 car 1 x 4 Fir Flooring.
2 cars 1 x 4 Fir Flooring, No. 3.
1 car 1 x 3 Edge Grain Flooring.

We have the following B. C. Stock to offer for immediate shipment:

3,500,000 ft. Timber, sawn to your specification.
100,000 ft. Ship Decking.
100,000 ft. long Timbers, 40 to 80 ft.

Wire us your enquiries.

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511 St. Catherine St.,

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**Clear Kiln Dried
B. C. Douglas Fir**

We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

If quality can talk to you — get in touch with us.

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This Means Better Service to the Trade

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ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

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Fassett, Que.



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will be in shipping condition June 1st

1 x 4 and up, 6 to 16 ft., Merchantable Hemlock	180,500
2 x 4 and 6 up, 10 to 16 ft., mostly 6 in., Merchantable Hemlock	326,000
2 x 8 in., 10 to 16 ft., Merchantable Hemlock	365,000
2 x 10 in., 10 to 16 ft., Merchantable Hemlock	157,000
2 x 10 and 12 in., 10 to 16 ft., Merchantable Hemlock	65,000
2 x 12 in., 10 to 16 ft., Merchantable Hemlock	64,000
2 x 6 to 12 in., 18 to 24 ft., Merchantable Hemlock	48,000
2 x 4 to 12 in., 10 to 16 ft., Merchantable Hemlock	45,000

Will sell in Block or Car Load lots

Write for Prices



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Hamilton
Ontario

Davison Lumber & Manufacturing Co., Ltd.

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips

OUR SPECIALTIES:

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.
If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.
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A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

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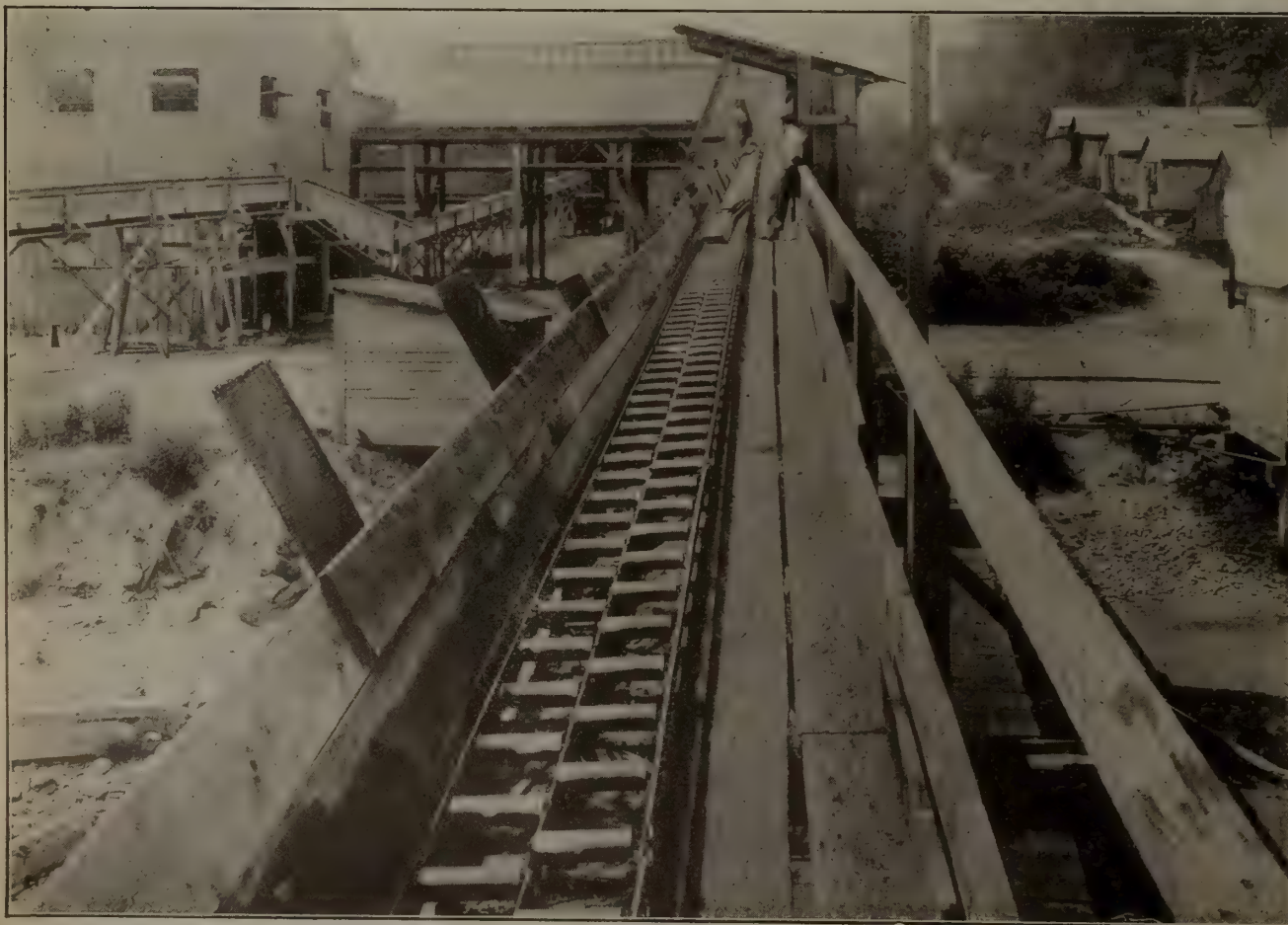
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1 in., 1 $\frac{1}{4}$ in., and 1 $\frac{1}{2}$ in., Dry Basswood

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We offer in **Birch** and **Maple**

End Stock 1 x 7 in., and wider, 1 x 6 in.

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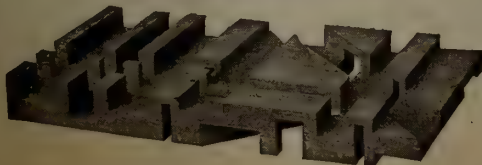
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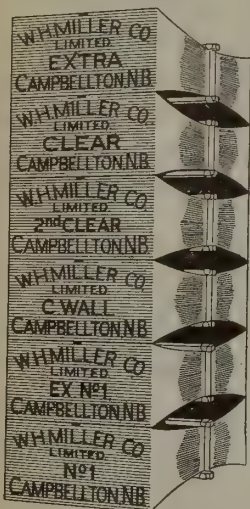
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Best Stock for Factory and Pattern Lumber

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Quality Lumber

We can give you the best service on shipment of Hemlock Dry Stock. Our facilities are unsurpassed in this province, and we keep large stocks ready for shipment on short notice. Lumber, Lath, Shingles, etc. Write, phone or wire.

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Large stocks of 1 in. Spruce Lumber always on hand.

Try a car of our Air-dried Dressed Spruce.

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No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
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26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	up
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Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

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10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

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We are buyers of
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Consisting of

2x3; 2x4; 2x6; 2x7; 2x8; 2x9
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**Spruce 1" & 1 1/4" Rough or
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I am in the market for:
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4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
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Maple and Birch—Good and
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1 to 2 in. Basswood, log run.
Dimension Spruce and Hemlock
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Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
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Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log loaders, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.
1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoucher for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

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Rails and frogs for yard.
Booms and boom chains, 1/2, 3/4 & 1.
Winches and other mill supplies.
Small shunting locomotive.
Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
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Penetang or Toronto, Ont.

"Well Bought is Half Sold"

We Offer These Desirable Dry Hardwoods

1 Car 4/4" No. 1 Com. and Btr. Black Ash
3,500' 6/4" " " " "

1 car as follows:

1000' 5/4" No. 1 Com. and Btr. Birch
9000' 6/4" " " "
2000' 8/4" " " "

1 Car 6/4 No. 2 Com. and Btr. Birch
3 Cars 8/4 " " "

Guaranteed not over 15% No. 2 Com. in last two items.

1 Car 6/4 x 9 & up No. 1 Com. & Btr. Birch
Specially sorted for Step stock.

1 Car 12/4" No. 1 Com. and Btr. Birch
2 Cars 4/4" No. 3 Com. Hard Maple
1 Car 8/4" No. 2 Com. & Btr. Hard Maple
2 Cars 12/4" No. 1 " " "
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54" Jackson-Cochrane, re-saw.
36" Yates, pedestal.
30" Ideal, Pedestal (3).
28" Ballantine, bracket.

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No. 1 Crescent (2)
No. 2 Crescent, combination.
No. 3 Crescent universal cut-off gauge.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
M64 Cowan, rip and cross-cut.
Fisher, iron frame rip.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
No. 4 Canadian, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Champion planer and matcher, with moulding attachment.
24" Cowan, buzz.
No. 202 Canada Machinery Corp., timber sizer.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
No. 1 Smart, foot power.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey No. 8 Giant, slab re-saw.
Humphrey gang splitter.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

Elliot universal woodworker.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
10" Adjustable, belt sander.
No. 2 Defiance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
16" C. M. C. wood turning lathe.
No. 221 Woods planer knife sharpener.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
Waterous lath machine.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
No. 66 Hamilton band-saw sharpener.
No. 6 Covell band-saw swedge.
16" Superior, saw arbors.
20" Superior, saw arbors.
No. 21 Covell filing clamp.
Defiance automatic handle shapers.
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24" Defiance, pole tapering machine.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

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Mills located at Point Levis, Que. (opposite Quebec).
Splendid shipping facilities by rail and deep water shipment.

We carry in stock in our yards between 4 and 5 million feet of the best SPRUCE and HARDWOODS produced in the Province of Quebec.

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"For Immediate Shipment"

Dry Merchantable Spruce

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50 M. ft. 2 x 7—10/16
20 M. ft. 2 x 9—10/16
100 M. ft. 2 x 4 to 10, 10/16 ft., 60 per cent. 7 in. and wider.
30 M. ft. 1 x 4—10/16
16 M. ft. 1 x 6—10/16
200 M. ft. 1 in. and 2 in. No. 2 Hemlock.
Above stock sawn plump thickness.

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We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

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We Specialize in

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We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
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Mill at Orillia, Ont.

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RED PINE

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Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT.							
		5/8-1 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft	
No. 1 Com.	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft	
No. 2 Com.		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft	
		CYPRESS.							
1st and 2nds		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft	
Selects		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft	
No. 1 Shop		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft	
		HARD MAPLE.							
1st and 2nds	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft	
No. 1 Com.	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft	
No. 2 Com.		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft	
		SOFT MAPLE.							
1st and 2nds	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft	
No. 1 Com.	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft	
No. 2 Com.		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft		
		PLAIN RED OAK.							
1st and 2nds	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft	
No. 1 Com.	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft	
No. 2 Com.		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft	
		PLAIN WHITE OAK.							
1st and 2nds	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft	
No. 1 Com.	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft	
No. 2 Com.		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft	
		IMPLEMENT GRADE WHITE OAK (free of heart)							
50,000 ft. 1 1/2 in.		200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.				
		SOUND SQUARE EDGED WHITE OAK							
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.									
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

A Few Miscellaneous Cars We Wish to Move

1 car 1 in.	1 and 2 White Ash.
1 car 1 1/2 in.	1 and 2, White Ash.
1 car 2 1/2 in.	1 and 2 White Ash.
1 car 1 in.	No. 1 Com. Wh. Ash.
1 car 1 1/4 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 3 in.	No. 2 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Beech.
8 cars 2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
2 cars 1 in.	No. 1 Com. Cherry.
1 car 1 1/4 in.	No. 1 C. Cottonwood.
2 cars 3 in.	1 and 2 Elm.
2 cars 3 in.	No. 1 Com. Elm.
1 car 1 in.	1 and 2 Pl. Red Gum.
1 car 1 1/2 in.	1 and 2 Pl. Red Gum.
1 car 2 in.	1 and 2 Pl. Red Gum.
1 car 1 in.	1 and 2 Poplar.
1 car 2 1/2 in.	1 and 2 Poplar.
1 car 1 1/2 in.	Sap and Sel. Poplar.
1 car 1 in.	C. and B. Sycamore.
1 car 1 in.	No. 1 Com. Walnut.
1 car 1 in.	No. 2 Com. Walnut.

Your enquiries will receive our careful attention.

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1100 Seneca Street

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FIR TIMBERS

Rough Clear Fir,
Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Flooring
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We can ship
all varieties in straight
or mixed car lots.

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Wire at our expense
for current prices.
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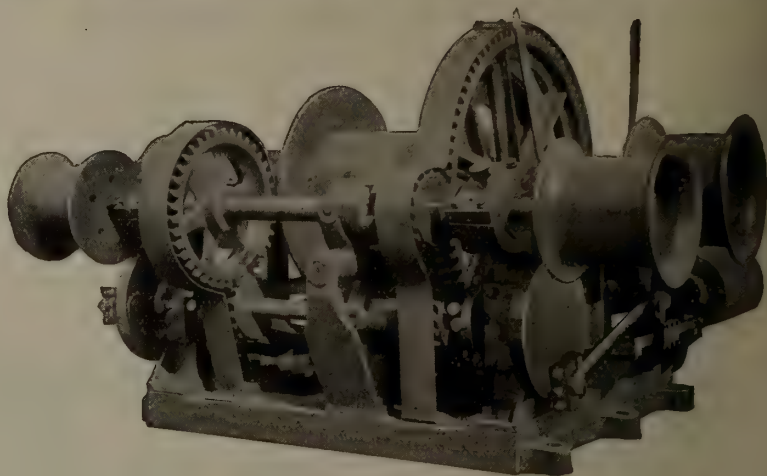
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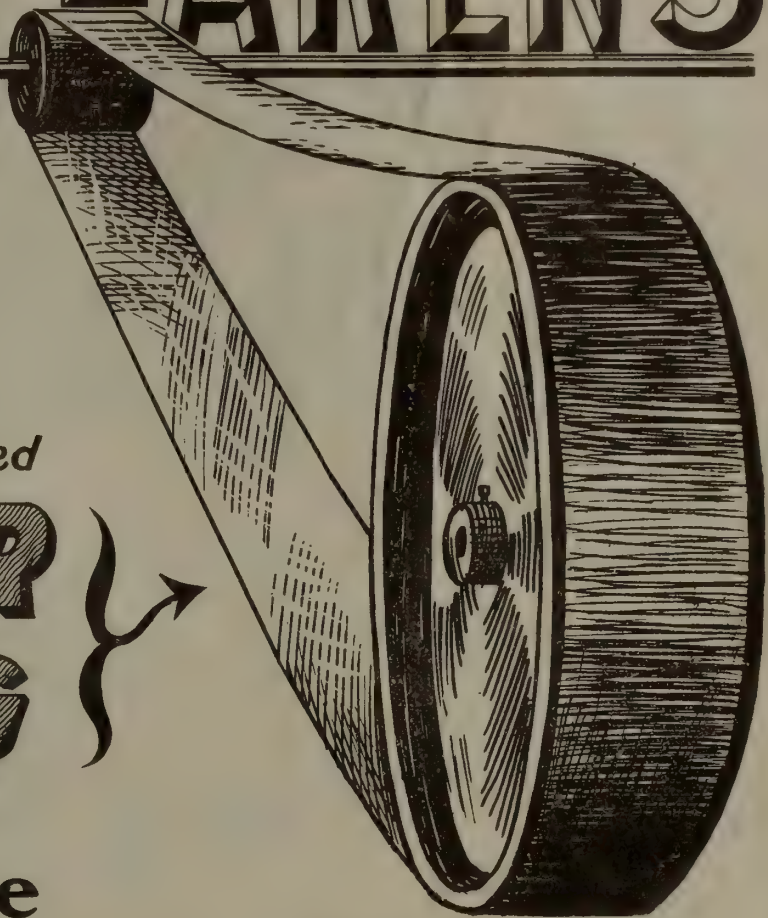
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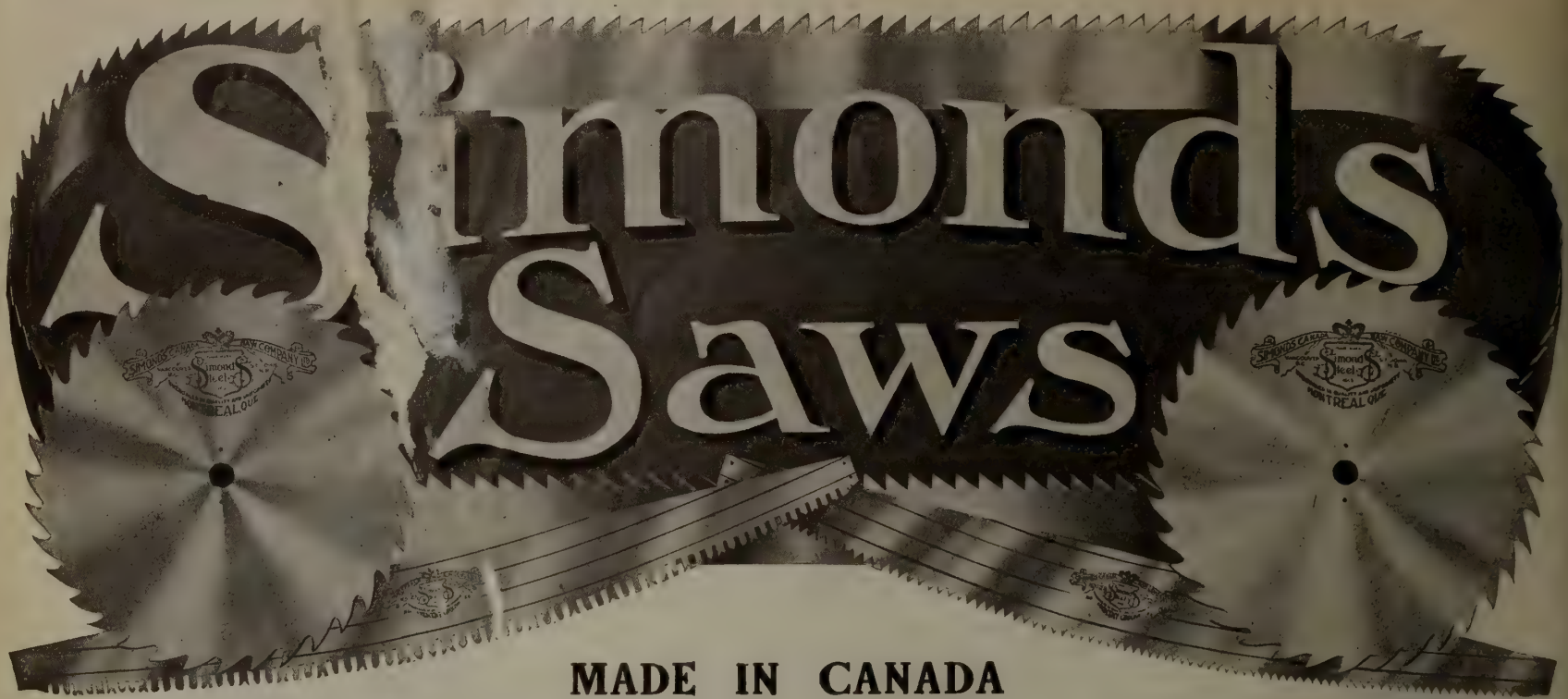
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Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Adoption of the Trade Acceptance Method and Why

Greater facility of effecting settlements between buyer and seller, more elasticity with regard to available funds and the abolition of the open account system, which has tied up in the past many millions of dollars in both Canada and the United States, have caused the trade acceptance method to be welcomed by the lumber and many other business interests.

To the uninitiated, the first question asked naturally is, what is a trade acceptance? The answer is that it is a negotiable security arising out of a current transaction in merchandise. It is somewhat different from a draft or a promissory note; in this respect, that a trade acceptance is confined to credit obligations arising from the sale of goods, and must have a definite maturity, while drafts may cover various kinds of transactions and be payable on demand, at sight or at the end of a stated period. The trade acceptance is different from the ordinary promissory note as its use is limited exclusively to the obligations arising from the sale of goods, while a note may represent practically any form of obligation.

The advantages of the adoption of the trade acceptance method are fully set forth in a special article covering the matter which appears in the news columns of the "Canada Lumberman," and these points need not be reiterated. A trade acceptance is sent out at the time of the invoice is despatched, and across the face of the acceptance are blank lines for filling in the date, the place at which the payment is to be made, the location of the bank and the signature of the acceptor. There is sometimes printed the words "That the obligation of the acceptor hereof arises out of the purchase of goods from the drawer. The drawee may accept this bill payable at any bank, banker or trust company which he may designate."

When the trade acceptance is signed it is returned to the drawer after which he may deposit it in the bank as collateral or discount it. It converts an open account into negotiable security. It is said that

in the United States some four hundred millions of dollars, which have been tied up by the open account system have been released into active operation or credit. Many firms who are already making use of the new plan emphasize that no just claim is prejudiced by the giving of a trade acceptance. Unlike a note or draft, a trade acceptance cannot be renewed, in whole or in part, at the time of maturity, and has to represent an actual transaction between buyer and seller in the matter of merchandise. The seller either holds a trade acceptance until maturity or arranges to have it negotiated while the acceptor either pays it on the date due or secures an extension of time, which may be done by treating it as a past due obligation, or covering it by a promissory note. A trade acceptance is not given for borrowed money or past due obligations, as in the case of a promissory note, etc.

Someone may inquire why the trade acceptance is particularly important just now. Because the need of utilizing commercial credit to the fullest extent is emphasized by the war's demands. The retail lumberman, wholesaler or manufacturer may easily introduce the trade acceptance method, which has been endorsed by the Canadian Lumbermen's Association and the Wholesale Lumber Dealers' Association, by making it a condition of sale, or by sending out a communication, following it up with a trade acceptance. It is particularly important that firms which take acceptances should also give them, as the fact that a concern gives trade acceptances serves as a timely and substantial argument to lead customers to adopt the same method of settlement.

The Place of the Wholesaler in Lumber Distribution

In connection with the problem of rising costs, now and then some economic advocate looms up who declares that the way to reduce expenditure and keep the price of things down to a minimum is to abolish the wholesaler, the jobber, the middleman, the distributor, the go-between, etc.—for he is known in various lines by a variety of titles. By one fell swoop, these ardent supporters of radical reforms would annul such a system of marketing and thus affect a substantial saving! They would eliminate one profit, at least, and afford ready means of acquiring commodities at a figure as near as possible to the actual cost of production. Such vain theorists might go a step farther, wipe out the retailer and have all manufacturing enterprises conduct their business direct, take all travellers off the road and have every person requiring anything send straight to the plant, and thus get it by mail or rail.

It has been generally found, when certain concerns in certain lines shout loud and long about there "being no middleman's profit," that they manufacture goods themselves, and thus "save the people money," there is not a great deal in their pretentious claims. These firms are generally manufacturing themselves and not only secure the margin which production demands, but add on a just proportion for what the wholesaler would get—if they bought through him. Such doctrines may look well in print or as speculative propositions, but they seldom work out satisfactorily or equitably in practice.

There will always be the wholesale distributor as long as supply and demand have to be met and the different wants of individuals and communities catered to. In all merchandising methods, the wholesaler has and holds a proper and justifiable place. He is not a fifth wheel to the coach, an embargo on costs, a traditional, arbitrary nuisance, or economic evil, as some would lead the consumer to suppose.

In the lumbering industry, as in others, if it were not for the wholesaler, who is a "guide, philosopher and friend" to the retailer, in not a few instances, many small mills would not be in operation today. The business would gradually drift and develop into the hands of larger and influential concerns. Monopolies and mergers would, in all likelihood, be the outcome, and the little fellow would go to the wall, for he would not be able to withstand the strong competition.

The wholesaler encourages, supports and finances propositions, takes innumerable risks and undertakes obligations which have to

be shouldered by some one. He is a barometer of trade conditions, a direct and ready selling medium, a supply man, the builder up of connections between manufacturer and retailer, the pioneer of new avenues of trade and of wider distribution. He assumes responsibilities and carries many along in business who, but for his assistance and co-operation, would not be able to pull through the trying conditions of the present period. The wholesaler naturally has to depend upon the retailer for his business. Their interests are in many respects mutual, and interdependent. Not every organization can maintain a large and efficient staff of sales representatives to go direct to the trade. The wholesaler acts not only as the outlet of one mill, but several. Anyone who carefully analyzes the lumber situation in its processes of manufacture, sale, distribution, and consumption appreciates the fact that the wholesaler is essential to the welfare and upbuild of its varied activities, and is not an artificial interference with supply and demand. On the contrary, in the magnitude and expansion of the business, with its numerous ramifications, he is serving in a logical and legitimate sphere and is a strong link in the chain of industrial and mercantile life.

Selling Lumber on the Basis of So Much Per Piece

Since the lumber industry had its inception it has been the practice to sell the product on the 1,000 feet, b.m., basis. This unit has been established so firmly that, like old traditions, it is hard to break away from its association. In the retail arena today, when extensive building operations are restricted by reason of the war and the high cost of materials and labor, the average yard man finds that a great deal of his business consists of small jobs or lots for repair work, alterations and renovations. The old Scotch saying, that "many mickles make a muckle," is as true at this moment. Small orders help move the stock and, in the aggregate, are not to be despised.

Many a large mercantile organization has been reared upon the nimble five and ten cent piece. These miniature coins formed the nucleus of the fortune which erected the Woolworth skyscraper in New York, the tallest structure in the world, fifty-seven storeys in altitude. So in lumber distribution, it is the odds and ends which mount up rapidly. Not many customers require a thousand feet or more; perhaps only a few boards to lay a new veranda floor, build a back stairs, do some panelling or erect a dog house. To them that order is just as important and interesting as is a large quantity to the contractor or constant consumer of lumber. When the buyer of a few boards goes to a yard and is told that such material is so much per thousand, he is not vitally concerned. The information is too vague. What he desires to know is what half a dozen or a dozen pieces will cost, and many a yard man is not in a position to give a prompt reply. He either guesses and says "about so and so," or figures too high or too low. It takes time, patience and some ability to furnish a per piece quotation.

In all banking institutions there are authentic books which tell what the interest is for so many days or months on any specified sum. These tables are accurate and ready and save an endless lot of figuring and delay. In a similar sense, and with the idea of providing the average yard man with a compendium that will inform him exactly what so many boards, etc., of such thickness, width and length will cost per piece, the National Lumber Manufacturers' Association, of Chicago, has come to the rescue. Whether lumber sells at twenty, thirty, seventy or a hundred dollars per 1,000 board feet, this booklet, recently issued, gives the data instantly. The tables are admirably arranged and, by means of them, the yard man can learn immediately what any size piece of any grade will cost the customer. For instance, should the buyer require a board, 1 x 4, 10 feet long, of a grade selling at \$40 per 1,000 feet, the book shows that the cost will be 13 cents, or should he want a piece 2 x 4, 16 feet long, of a grade worth \$65 per 1,000 feet, it will be 69 cents. Thus retailing conditions in the lumber arena are making progress and, with this ready reference, nothing need be left to doubt or guess work, for the tables are all complete and comprehensive.

Putting Stop to the Practice of Issuing "Bad Checks"

It does not matter whether the word is spelled "check" or "cheque," in a communication reading, "Enclosed please find check covering the amount due you," the recipient, in the lumber industry, as well as all other lines of business, finds that in not a few instances the small piece of paper which was intended to serve as a settlement in full or part of an account, is not honored by the bank on deposit, and is returned to the depositor marked "N.S.F."

It has been said that the sweetest words in the English language are "home" and "mother." This has been humourously parodied in the effect that the most attractive terms in the line of spoken thought are "Please find check enclosed." It is difficult to convict anyone of a criminal offence who writes a check knowing that, at the time of its issuance, there was not money enough to his credit to protect the paper, if the drawer has an account with the institution on which the document has been made out. The person issuing the check, even if it is post-dated, may put forth a reasonable defence or plausible plea to the effect that he was under the impression that there were funds on the right side of the ledger to meet it, or that he fully expected to deposit enough in the interval before the presentation of the slip to satisfy the claim. Of course, a drawer could not go on indefinitely resorting to such subterfuge, as he would in all likelihood be convicted of intent to wilfully defraud or to get money under false pretences. The fact that he has an account at the bank on which the "scrap of paper" is filled in, is taken as prima-facie evidence, except under extraordinary circumstances, that the individual or firm in question acted in good faith. When a check goes to protest, the drawer, if at all anxious to safeguard his financial reputation, usually endeavors to meet the paper to preserve a semblance of accredited business status.

Primarily, if a person draws a check on a bank where he has no account, then he can be convicted of fraud, but there are very few parties, outside those openly flagrant of the law, who revert to such a deceptive move. On the other hand, there are business firms, and even individuals, who will issue checks knowing at the time that they have not the funds to protect the paper, or hoping, by some fortuitous circumstance, their ship may arrive in the meantime. Thus they may follow successfully this species of kite-flying. Frequently, in the case of customers of limited credit, checks will be handed to persons having business relations with them and these documents may be presented at the bank half a dozen times or more before they are honored. This causes the holder and the bank itself a lot of worry and extra labor. The question arises, is it not time that a law was enacted in Canada to put a stop to the practice of drawing "bad checks." The system in this country has been rather loose.

New York State has taken a progressive step in this direction which is of much interest to credit men and the business community in general. The penal code of the state has been amended by what might be termed the "bad check" law, and the new measure goes into effect on September 1st next. Briefly, the amendment provides that a person who, with intent to defraud, draws a check on a bank knowing that he has not sufficient funds in, or credit with such bank to meet the check, shall be guilty of attempted larceny. If money or property is obtained from another through the device of issuing such a check, then the drawer is guilty of larceny. The fact that payment is refused by the drawee depository because of lack of funds or credit shall be prima facie evidence of intent to defraud and of knowledge of insufficient funds in or credit with such bank, unless the maker shall have paid the drawee the amount due thereon, together with interest and protest fees, within ten days after receiving notice that the instrument has not been paid by the drawee. The word credit as used in the amendment means an arrangement or understanding with the bank for the payment of the check, draft or order.

Lumber Products, Limited, Brunette Street, New Westminster, B.C., have plans in progress for the erection of a sawmill on the north Arm of Fraser River, Lulu Island. The mill will have a capacity of between 60,000 and 70,000 feet per day. The present wharf on the property is to be extended.

Use of Trade Acceptance Grows Steadily

The Plan Heartily Endorsed—Difference Between the New Method and Ordinary Draft—How Buyer and Seller Benefit by Abolishing Open Accounts

At the April meeting of the Wholesale Lumber Dealers' Association, Inc., the Chairman, Mr. A. E. Clark, in the course of an address upon the work done at the annual meeting of the National Wholesale Lumber Dealers' Association of the United States, inserted a few remarks about trade acceptances and suggested that the committee on terms of sale should think about the matter and present a report upon it at an early date. Although the committee was unable to report at the May meeting of the Association the subject was taken up by the members present and discussed pretty thoroughly. The upshot of this is that, at no distant date, it is probable that trade acceptances will be heard of far more frequently among lumbermen in Canada than they have been in the past.

Effective Acknowledgement of Account Due

The trade acceptance is first cousin to the draft, which is well known in Canada already, and to this extent we have had the advantage of this form of settling an account for a long time past. But the trade acceptance, as it has been adopted in the United States since the creation of the Federal Reserve Bank, and which it is proposed to adopt more generally in Canada is a much more effective form of acknowledgement of an account due, than is the draft.

The most important difference between the draft and the trade acceptance is the fact that the latter is not renewable. If the acceptor of a trade acceptance desires an extension of time the only way in which he can obtain it is by covering it with a promissory note. Under such conditions the man who accepts a trade acceptance will consider far more seriously the duty of making payment on the due date than he would in the case of a draft which he knows can be renewed in part or in full.

The ordinary distinction between a trade acceptance and a draft is that the acceptance is confined to credit obligations arising from the sale of goods, and must have a definite maturity. The draft may cover various kinds of transactions and may be payable on demand, at sight, or at the end of a stated time. The trade acceptance is limited to obligations arising out of the sale of goods while a promissory note may cover practically any kind of obligation.

There are many benefits arising out of the use of trade acceptances, both to the buyer and the seller.

Benefits to the Buyer

For the buyer the benefits are briefly as follows:—

It develops careful buying.

It enables him to keep better track of his outstanding obligations, thereby avoiding the evils of over-extension.

It strengthens his credit and puts him in the position of a preferred buyer.

It develops in him the habit of prompt payment and furnishes him with an excellent excuse for requiring prompt payment from his customers.

It enables him to realize that credit is as tangible as cash and should be guarded and used accordingly.

It eliminates wastage and lost motion attending the open book account method.

It releases business capital for new transactions.

It improves the chances of the buyer of small means to operate in successful competition with the large buyer.

It helps the buyer by making him deal always in current transactions rather than in long drawn out book accounts.

As the buyer often becomes a seller, the same advantages that apply to the seller apply to him.

It serves as a tonic to the business organizations concerned.

It prevents the accumulation of overdue accounts.

It develops a sounder and more serious attitude towards the buyer's own obligations.

Benefits to the Seller

The advantages which the seller derives from the trade acceptance method are equally important.

It relieves him from the burden of financing his customers and the consequent burdening of his own capital.

It enables him to conduct business on a more systematic basis, with a more regular income schedule.

It puts the burden of proving correctness of the details of the merchandise transaction where it belongs—upon the buyer.

It reduces the expense of collections and simplifies the process by making it a detail in banking machinery.

It promotes the economical treatment of merchandise and enables the seller to do business at a smaller operating cost.

It relieves him from the necessity of selling his accounts at the high rate of interest usually exacted.

It enables him to offer the bank additional security.

It strengthens the seller's financial statement.

The seller inoffensively assists the buyer to complete his contract in the way in which he originally intended to complete it.

It enables the seller to facilitate his customer's business by the extension of credit and by deliveries in a way not always possible under the open account system.

TRADE ACCEPTANCE		No.
TORONTO, CANADA	19	
ON		PAY TO THE ORDER OF
UNION LUMBER COMPANY, Limited		
DOLLARS, \$		
THE OBLIGATION OF THE ACCEPTOR HEREOF ARISES OUT OF THE PURCHASE OF GOODS FROM THE DRAWER		
To	UNION LUMBER COMPANY LIMITED	
DATE	PAYABLE AT	BY PER
LOCATION OF BANK	SIGNATURE OF ACCEPTOR	

The form of trade acceptance used by the Union Lumber Co. of Toronto, for some time past.

It gives the seller two-named paper to present to his bank for discount.

It enables the seller to dispose effectively of the possible necessity for subsequent proof of the legal status of the transaction and to exhibit for inspection the highest possible class of book accounts.

In the face of all these advantages it is difficult to see how objection to such a beneficial system can be raised, yet it is certain that the process of bringing about the general use of the trade acceptance will be slow and difficult. Probably the wholesaler will be fairly quick to adopt it, but the retailer will think about the farmers, contractors and others who are chronic slow pay as they depend to so great an extent upon the receipt of their own money at long intervals, and require goods in the meanwhile. There is everything in favor of the retailer adopting this method, however, both in his buying and selling. Those customers of his who stand out against the system can be dealt with all the more effectively when the trade acceptance system is in use, as it will be a simpler matter to insist either upon settlement by trade acceptance or the payment of interest upon an open book account.

To introduce the system is a simple matter for any dealer who

wishes to do so. It amounts merely to a matter of making the trade acceptance a condition of the sale, or of writing an explanatory letter and following it up by a trade acceptance.

From the lumber dealer's point of view there is another advantage in the trade acceptance which should be remembered. The fact that the transaction has been made the subject of a trade acceptance must automatically render the transaction far more binding than it is under the ordinary open book account method. There will be far less cancelling of orders under the trade acceptance than there has been formerly.

In Canada, where we have been educated to the use of the draft far more than in the United States, the important features of the new system are the definite date of the trade acceptance; the fact that it is not renewable, and the fact that across the face of the acceptance there is printed a statement that the obligation of the acceptor arises out of the purchase of goods from the drawer. It is possible also to provide space on the face of the acceptance for entering particulars of the goods purchased, and this is a frequent practice.

The interest which is being taken in the trade acceptance by the Wholesale Lumber Dealers' Association, will in all probability lead to the general introduction of this system in eastern Canada.

Will Insist on Getting Copies of All Tariffs *The Lumbermen Want to Know Character of Any Changes in Time to Make* *Formal Objection if Necessary—The Railway Board Appealed to*

The monthly meeting of the Wholesale Lumber Dealers' Association, Inc., was held on May 17th at the Queen's Hotel, Toronto. Mr. W. C. Laidlaw presided, and there was a good attendance. A number of matters of importance were discussed, chief among them being the situation in connection with the extension of the fifteen per cent. freight rate increase by the railway companies, to cover, not only domestic rates, but the portion of the rate on a through haul which covers the United States end of the haul. The transportation committee reported that two conferences had been held between representatives of the railway companies and representatives of the Wholesale Lumber Dealers' Association and the Canadian Lumbermen's Association, to discuss this matter, the meetings taking place at Ottawa. Up to date there had been no definite results from these meetings, but the representatives of the lumbermen had presented a strong case and it was now up to the railway companies to declare whether they intended to take any steps towards meeting the wishes of the lumbermen in the matter.

The Freight Rate Difficulty

There was a long discussion on this matter and it was apparent that the members of the Association were determined that their interests in the question should be vigorously pushed, even to the extent of applying to the Board of Railway Commissioners for Canada for a suspension of the tariff now in effect which permits the railways to collect this charge. Just what steps will be taken depends upon the attitude of the railways. There is no doubt, however, that the lumbermen will not permit the matter to drop without pursuing it to the end.

In connection with the same matter the Association also took a determined stand regarding the filing of tariffs with the Board of Railway Commissioners. In this particular case information that the tariff would come into effect on April 20th only reached the lumbermen in a very round-about manner on the afternoon of April 19th, when it was too late, as it turned out to prevent the tariff from going into effect. The Association wrote to the Board of Railway Commissioners asking to receive copies of all tariffs affecting lumber in future, as soon as they are filed with the Board. The reply to this request was a reference to the Canadian Freight Association, and a statement that the Board did not issue the tariffs and so could not furnish copies. Application to the Canadian Freight Association brought a reply that copies of all tariffs affecting lumber could not be furnished and that application would have to be made for each particular tariff desired. This leaves the lumbermen in the dark, as they cannot guess when important tariffs are about to be filed, and the same unsatisfactory situation is likely to develop any day as that which occurred in connection with the fifteen per cent. case. What the lumbermen want, and what they intend to obtain if there is any possible way of obtaining it, is to be furnished invariably with copies of all such tariffs, in plenty of time to make formal objection to them before they go into effect.

In order to bring about this result the secretary was instructed

to write to the Railway Board again, sending them a copy of the letter from the Canadian Freight Association and asking the Board to issue instructions for copies of all tariffs affecting lumber to be furnished to the Secretary of the Canadian Lumbermen's Association at Ottawa.

Trade Acceptance Meeting with Favor

Another important matter discussed was the proposal to make use of the trade acceptance in Canada. This matter came up at the meeting in April, when the Chairman, Mr. A. E. Clark, told of the discussion of the subject at the annual meeting of the National Wholesalers' Association at New York. It is now in the hands of the committee on terms of sale of the Wholesale Lumber Dealers' Association, Inc., and, from the tone of the discussion at the meeting it is evident that the members of the Association are strongly in favor of the general use of the trade acceptance. Not only do they wish to see it used by the wholesalers, but by the retailers, as a means of reducing the large amount of money lying idle in open book accounts. The wholesalers all expressed the conviction that the retailers could make use of trade acceptances even for their small accounts, by insisting upon its use or upon the payment of interest upon any open book accounts. It is certain that, as a result of the wholesalers taking up this matter, the use of the trade acceptance will become fairly general in the lumber trade in future. The committee on terms of sale will report upon the matter at the next meeting of the Association.

Increased Membership Negotiations

In connection with the proposal to extend the membership of the Association so as to take in wholesalers in Montreal, Ottawa and other eastern centres, it was decided to place in the hands of the executive and the Chairman the duty of appointing a committee to represent the Association at a conference with a committee of the Canadian Lumbermen's Association which has already been appointed for this purpose.

The embargo upon shipments of shingles to Cartier, Ont., for furtherance was discussed, and it was decided to write to the C. P. R. regarding the matter, asking that the embargo be removed.

Mr. McDermid, of the Union Lumber Company, Toronto, referred to the advisability of using, in connection with accepted orders, a clause to the effect that the price at which the order is accepted is based upon existing freight rates and that any additional rates or any extra charges or taxation imposed by the government must be assumed by the buyer. The Union Lumber Company is making use of a clause of this kind and Mr. McDermid offered to furnish a copy of it to any other wholesalers who wished to use it.

Several other matters of lesser importance were discussed and the meeting then adjourned.

The first wooden vessel built in nearly half a century in Quebec City, was launched recently in the St. Charles River at the ship yards of Quinlan and Robertson Company in Limoilou Ward. The ship is one of six which are under construction in Quebec city for the Imperial Board, and indications are that more wooden vessels will shortly be built.

Why Lumbermen Want Changes in W.C.A.

Also Desire an Alteration in Some of the Regulations of its Managers — Big Firms Pay in More than Aggregate Awards to Injured Employees

By H. I. Thomas, Ottawa, President Lumbermen's Safety Association

With considerable interest I have read the remarks of the chairman of the Workmen's Compensation Board of Ontario, in a recent issue of your periodical. I think that Mr. Price will agree with me that the paper on "Workmen's Compensation," which I had the honor to read at the annual meeting of the Canadian Lumbermen's Association, and to which he refers at some length, has served a useful purpose, if only in creating discussion and arousing the interest of employers in an important subject, to which, hitherto, their attitude has been somewhat apathetic.

I deprecate as much as does Mr. Price any entrance into controversy, and it is in no factious spirit that I venture to send you a few words in reply to the statement given out by the board and published in your paper.

The comparison of the prevailing rates in certain states of the American Union and those in force in Ontario is misleading, as employers in those states have the option of insuring themselves, or, on giving proof of their financial stability, can arrange to pay individually to their injured workmen the actual awards of the board. If the larger lumber operators of Ontario had been given the options enjoyed by the lumbermen of New York State, the cost to them of workmen's compensation in the last three years would, I think, have been less than it has been.

Always Favored Current Cost Plan

The chairman of the Ontario Board is in error in stating that I have changed my views on the current cost plan. I have always advocated it, both before and after the passage of the Ontario act. In 1916 I told the Hon. Mr. Lucas and Mr. Price that I had become more or less



Mr. H. I. Thomas, Ottawa, Ont.

reconciled to the capitalized system, as I saw at that time very little prospect of bringing about the change I desired to see. However, any alteration of the opinion of individuals on this matter is, of course, merely of academic interest.

With regard to the provision of medical aid, it is true that the board cannot change the law, but the recommendations of the Canadian Lumbermen's Association were addressed to the Attorney-General of the province. Personally, I am convinced that if the suggestions of the Canadian Manufacturers' Association, made when the amendments governing medical aid were being considered, had been adopted by the Ontario Cabinet, there would have been more satisfaction amongst both the doctors and workmen, as well as the employers.

As far as the safety associations are concerned, the chairman of the board seems to have entirely mistaken the object of the suggested change in the scope and purpose of these associations of employers. If it is not taxing your space too greatly, the matter can best be explained by printing in full the letter of the writer to Mr. Price in this connection, more especially as the extracts therefrom which the chairman of

the board quotes have little meaning when removed from their context. The communication in question reads as follows:

"Mr. Hawkins has consulted me with regard to some correspondence he has had with you relative to an address which I recently made at the annual convention of the Canadian Lumbermen's Association in Montreal.

"I understand you take exception to the statement that 'the safety associations have fallen under the control of the board.'

"If you will read the context you will see that I did not imply, and I am satisfied that my hearers did not understand, that the board interferes with the details of management of these associations; far less did I complain of any measure of control that is exercised.

"On the other hand, I cannot believe that you would wish to deny the control by the board of the finances and general policy of the safety associations. As far as the Lumbermen's Safety Association is concerned, I have always, directly or through Mr. Hawkins, obtained your consent to any action of importance—such as the appointment of inspectors and the secretary, and the salaries to be paid these officers. Indeed, Mr. Hawkins' visit to you the other day was to obtain your consent to a change in the work of our inspector. Furthermore, you have always exercised a wise supervision over the expenditure of our funds, and I have always understood that you could, at any time, withhold the money grants, without which our association could not operate. If this is not 'control' I do not know the meaning of the word.

"Now, as long as the safety associations are confined to the prevention of accidents, the control by your board is quite desirable, and I am free to say that, as far as my observation goes, it has been most wisely exercised, and has made for economy and efficiency in the operation of these associations.

"You have apparently missed the point of the fifth recommendation in my paper, which, I am glad, and somewhat flattered to know, has aroused your interest. I am desirous of greatly extending the scope of the safety associations, so that the prevention of accidents would be only a part of their activities. I was suggesting that they not only have power to make representations to the board in any matters affecting their group, but that they should carry appeals from the decisions of the board to the appellate tribunal, which I suggested should be established. For example, in the case of this firm, your board recently ruled that clerical employees should be included in our returns—if I had my way, our association would appeal that decision.

"It is manifest that, if the powers of the safety associations were thus enlarged, the associations would have to be relieved of all control by the board, which would merely act as a collecting agency for the funds required, as otherwise an altogether anomalous situation would be created.

"As long as the safety associations retain their present status, I should be sorry to see the present degree of control by the board abolished."

I do not believe that the lumbermen are dissatisfied with the administration of the Act by the present board, but they want certain changes in the measure itself, coupled with an alteration in some of the regulations of its managers. The lumbermen who operate on a large scale have, at the root of any dissatisfaction which they may feel, the knowledge that the aggregate of the awards to their injured employees is vastly less than the amount of the assessments they have paid.

The Canoe River Lumber Company, Limited, have been incorporated, with head office at Kamloops, B.C., and capital stock of \$10,000, to carry on business as timber merchants, sawmill proprietors and lumber growers; to manufacture and deal in articles of all kinds in the manufacture of which timber or wood is used and to purchase and deal in timber limits or concessions.

Sealed tenders are being received by the Minister of Lands for British Columbia until July 22, 1918, for the purchase of License X1293, to cut 24,394,000 feet of spruce and balsam on an area adjoining S.T.L. 3327P, Dome Creek, South Fork Fraser River, Cariboo District. Five years will be allowed for the removal of the timber.

Should the Yard Man Prepare Plans?

Giving Estimates and Taking Contracts is Favored by Some and Strongly Opposed by Others

Should the retail lumberman prepare plans, furnish estimates and carry out contracts is a question which has been seriously considered by practically every yard man.

The problem is more personal and pertinent today than ever, owing to the general slackness in building operations. Any system that will bring more grist to the mill, create new business, stimulate fresh interest, extend structural undertakings or the sale of lumber is worth while reviewing from all sides even if no unanimous conclusion is reached. After conversing with representative dealers in many parts of the Dominion, the "Canada Lumberman" believes that each retailer should be governed by local conditions, weighing all the pros and cons carefully and studying his trade at close range. What are his facilities, manufacturing or otherwise, and what are his relations with contractors; who are his principal customers; do they reside in the town or country, and would this "service department," as some call it, interfere with architects, carpenters, woodworkers and other legitimate trade? How far should the yard man break away from the beaten path; what do his competitors undertake, and has the yard man himself any practical building experience or skill as a draughtsman? Do too ambitious and too numerous enterprises really yield any one lasting advantage? Does it not pay handsomer returns in the long run to concentrate and specialize and observe the principle of "every man to his own trade?" There is a wide diversity of opinion as shown in the following interviews which the "Canada Lumberman" has secured with lumber merchants in different provinces.

"We have found from experience and the habits of this section of country, that the best way for mill men is to keep as close to their mills and yards as possible. We estimate on all kinds of buildings, supply the contractors with materials and leave all planning to the architects. By so doing, we are all on friendly terms and can assist one another. We live and let live and consider that our business is the better off by handling it this way," says a Western Ontario firm.

Another concern doing business in southwestern Ontario declares that they do not prepare plans or take contracts for houses, but leave this work entirely to contractors who are their principal customers.

Depends Much on the Contractors

"Does it pay for a retail lumber yard to give estimates, plans, and specifications and do contracting work or not. That, I think, would depend entirely on the size of the town, the ability and standing of the contractor," says a leading member of the Ontario Retail Lumber Dealers' Association, who continues:

"I find for myself, living in a small town, that it pays me to give estimates, also rough sketches, as well as do contracting.

"All building material has advanced in price and I find that few contractors, if any, like to take the contract for a building out and out, also, if they do take a contract the material being high, as I said before, I do not care to run any risk with them, as the contractors I find, as a rule, are not worth very much financially.

"I find also that the contractors and carpenters frequently ship in a lot of their material required for the contract, thinking they are buying it for less than they could get it for from me, and thus saving money. I have known this to be done without even asking me for a price.

"On the other hand, in the cities or larger places, where they have more than one good contractor, I believe it would not pay a retail lumber yard to do contracting, as they would lose the trade of not only the large contractors, but all the carpenters, as the contractors and carpenters would be able to buy all their material from other lumber yards in the same place, while in a small town there is not more than two yards and in some only one. I consider that it pays me to contract in order to secure the supplying of the material."

"Yes, I do contracting and take the entire work for any kind of building. I prepare plans and sketches and give estimates. I think that this service is necessary if a man wants to develop his business to the fullest possibilities," says a retail lumber dealer in Quebec, who also operates a planing mill.

Is the Expense Too Heavy for Returns

Another eastern member of the trade says: "We cannot speak with much certainty regarding the advisability of the yard man drawing plans, but if it should develop that it is necessary to do so, why we would undertake the work. We are willing to undertake anything practicable to secure more business, but, if such a course would entail much cost without a corresponding remuneration, it would, in our opinion, not pay."

"No, I do not believe in a yard man accepting contracts. That work should be left to the contractor. While in some cases we give estimates on quantities required for certain work we do not prepare

any plans or sketches. My business is to sell lumber and all supplies in that line, and by specializing and keeping a complete stock, I think my trade has reached larger proportions than if I had done contracting or gone into some side issues." This is the view of a dealer who does business in a New Brunswick town.

A veteran lumber firm in Nova Scotia state that it is frequently necessary for them to accept the entire contract in order to secure the supplying of the material. Another retailer in Northwestern Ontario declares that for a few years he prepared plans, but that these were peddled around, and, in a few instances, handed over to a competitor, so he cut it out.

Money-Making Suggestions for Lumbermen

Marsh Engineering Works, Ltd., Belleville, Ont., have recently issued a neatly printed and very attractive booklet, entitled "Suggestions for the Lumberman." The work is produced on fine-coated stock and liberally illustrated. The object of the publication is to furnish timely and practical suggestions for members of the industry on using machinery in the place of men for loading and skidding in the woods. Never was the labor problem as perplexing as at present, and, by reason of decreased help, many operators have not been able to get out nearly the amount of timber they have contracted for. It has been found that with the aid of machinery the work of men can, to a large extent, be replaced, and accomplished in less time and at a lower outlay.

All the methods shown in "Suggestions for the Lumberman" have been worked out successfully, and nothing is left to conjecture or theory. Through numerous years of trials in various camps the equipment supplied by the Marsh Engineering Works have been found economical, efficient, and satisfactory. The methods suitable for the smaller lumber camps requiring only a limited expenditure for machinery, to the plans adopted for larger camps and more extensive operations, are fully set forth and described. From the hand-power winch, which may be used with either a guy derrick or a stiff-leg derrick, and will handle any load the wagon or sleighs may bring in for shipment on the cars to the mills, to the steam power loading, with single drum hoisting engine for speedier loading than can be done by hand-power, many valuable suggestions are presented. The booklet contains full details of loading by hand and by steam power, with one and two-line derricks, with derrick cars and with a tree in place of a derrick.

Other features ably covered are skidding on the ground for short distances or longer distances using steel cones, cableway skidding; loading and skidding combined, car-pulling engines, car outfits for loading and also for loading and skidding, etc. There are also important suggestions for the millman in the line of apparatus for manipulating heavy timbers, small cars for handling lumber and power apparatus. The Marsh Engineering Works announce that they will be pleased to send copies of this convenient and instructive booklet to foremen or heads of departments, and the publication is one worth while.

Operating Expenses Greatly Reduced

The North American Pulp and Paper Company, which has extensive timber, pulp, and paper interests in Quebec, including the Chicoutimi Pulp and Paper Company and the St. Lawrence Pulp and Lumber Company, has issued its report for the year ended December 31, 1917. The accounts show a surplus of \$105,165, as compared with a deficit of \$309,360 in the previous year. The gross earnings were \$3,528,451, a falling off of \$434,659, but against this the operating expenses, of \$2,839,097, were \$524,000 lower, while an increase of \$421,137 in "other income" helped to swell the total receipts. Minority stockholders' proportion of profits in controlled companies was \$59,563, reducing the final balance for 1917 to \$45,602. In accordance with an agreement made in October, 1916, President J. E. A. Dubuc has turned over to the company 59,302 shares of his personal holdings, which he undertook to do if the net earnings in 1917 were less than \$1,500,000. A similar guaranty for 1918 is held by the trustees of the company from Mr. Dubuc.

Sees Big Future for British Columbia

George M. Seaman, of the Seaman Paper Company, New York and Chicago, who is a director of the Whalen Pulp and Paper Mills, Vancouver, recently paid a visit to the Pacific province. He predicted that within the next few years the income from the production of pulp and paper, so rapid has been the development, will be between forty and fifty million dollars. Mr. Seaman thinks that when British Columbia is able to get coastwise rates through the Panama Canal to the Eastern coast for its products it will open for the province the wonderful Eastern market, and that British Columbia pulp and other forest productions will be carried to the Eastern seaboard at as favorable rates as European products.

Canadians Against the New Inspection Rules

Proposals Offered by Hardwood Lumber Association and American Hardwood Manufacturers Would do Away with Certificate at Point of Shipment

"One Set of Hardwood Inspection Rules" is the announcement which comes as the outcome of a meeting of lumbermen held in Chicago some time ago. There has been sent out by T. M. Brown, of Louisville, Ky., chairman of the gathering, a circular letter to the members of the National Hardwood Lumber Association and the American Hardwood Manufacturers' Association. In Canada, there are some thirty members of the former body, firms which do an export business to the United States.

The official notice says in part:—

Fully realizing the imperative necessity of mobilization and absolute harmony in the ranks of all industries to the end that our government may have the united support of all business interests; therefore, be it resolved:

Whereas, there exist to-day two sets of inspection rules governing inspection and measurement of hardwood lumber; and

Whereas, confusion has resulted therefrom, which in some measure has hampered our government in its war program; be it

Resolved, that the undersigned members of the organizations named do hereby respectively petition as follows:

That the Hardwood Manufacturers' Association of the United States agree to the adoption of the inspection rules and measurement of the National Hardwood Lumber Association, conditioned upon the adoption of the following changes in the existing regulations:

First—That the official inspection and measurement of hardwood lumber at the point of origin and the issuance of certificates therefor be discontinued, except on lumber purchased by the United States Government or our Allies.

Second—That in the event of disagreement regarding inspection or measurement between the buyer and seller the official inspection of the National Hardwood Lumber Association be available only with the consent of the seller.

Third—That the official interpretation and application of the National Hardwood Lumber Association rules of inspection, the absolute management of the inspection department, which shall include the hiring and discharging of inspectors, shall be vested in a committee of five (5), to be selected as follows:

One from the National Hardwood Lumber Association.

One from the Hardwood Manufacturers' Association of the United States.

One from the American Hardwood Manufacturers' Association.

One from the Michigan Hardwood Manufacturers' Association and the Northern Hemlock & Hardwood Manufacturers' Association jointly. The fifth to be selected by these four, which committee shall elect its own chairman.

Whereas, we feel that the differences between the two sets of existing inspection rules and measurement are of no real import; and

Whereas, the mutual interests of the United States Government and the hardwood manufacturers demand a single standard for the inspection and measurement of hardwood lumber; be it

Resolved, that we, the undersigned hardwood lumber manufacturers, respectfully petition the adoption of these recommendations by the National Hardwood Lumber Association and the Hardwood Manufacturers' Association of the United States.

The net result of the foregoing recommendations, if they are adopted at the convention of the National Hardwood Lumber Association, which meets in Chicago on June 20 and 21, would seem to be that while there may be grading rules there will virtually be no inspection. The proposals are so untimely and ill considered that, at a meeting, held in Toronto this week, of local members of the National Hardwood Lumber Association, it was unanimously decided to enter a strong protest against their acceptance.

An Advantage to Canadian Shippers

For some years there has been maintained in Toronto an inspector of the National Hardwood Lumber Association—Mr. John J. Miller—

and Canadian firms, who have developed business across the border, could make shipments to their customers direct from the mills. On the inspection and certificate of the national inspector, consignments would go right through. This eliminated all possibility of dispute. The new plan, if it carries, will wipe away all this service and remove inspection entirely, as well as the original certificate. In the event of a disagreement between the parties of a transaction, an official inspection, even when the shipment has gone forward and been delivered, will be available only with the consent of the seller. Is the present method, which has worked so amicably and equitably, to be cast in the scrap heap? Inspection and measurement at the point of origin and the certificate have proved a desirable protection and created a bond of confidence between buyer and seller.

The proposed arrangement is so one-sided and short-sighted that, to Canadian members of the National Hardwood Lumber Association, it looks very much like an instance of "the tail wagging the dog." By the system which has been in vogue the principle has been recognized that, in all matters of possible contention an ounce of prevention is worth a pound of cure. There will, by the suggested regulations, be opened up a fruitful field for dispute, which inspection and certification at the shipping point obviated. By the proffered juggled arrangement, the interest and welfare of the buyer are prejudicially affected and placed completely at the mercy or whim of the seller, who holds the whip end. The recommendation eliminates the principle of fair play and mutual confidence, on which all reputable and solid business relations are established and which are fundamental to the prosperity and stability of the N. H. L. A. If the proposal is favored, it places the whole situation so that the only man who can get a fair deal is the seller, which is neither right nor just. Little or no consideration is extended to the buyer.

Individual Rights Given No Consideration

In regard to the proposal that, in the official interpretation and application of the N. H. L. A. rules, etc., these shall be left in the hands of a committee of five, who will have carte blanche with regard to inspectors, their engagement and release; is this not delegating very arbitrary and far-reaching powers to a select few? The rank and file membership is left without any voice or judgment in the matter. Originally, the inspection rules of the N. H. L. A. have always been prepared by a representative committee of the whole body. Everything has been gone into thoroughly and the views of the manufacturers secured. The rules were then printed and presented to the entire association. After a decision was reached they became official. The Association acceded to this method which operated satisfactorily to all concerned.

Now, it is the purpose to vest all this in a committee of five, taking the proposition entirely out of the hands of the individual members of the N. H. L. A. The committee to be appointed will be constituted of one from the N. H. L. A., one from the Hardwood Manufacturers' Association of the United States, which has always been opposed to the National Hardwood Lumber Association, one from the American Hardwood Manufacturers' Association, a new organization made up from the members of the N. H. L. A. and the H. M. A. of U. S., and one from the Michigan Hardwood Manufacturers' Association and the Northern Hemlock and Hardwood Manufacturers' Association jointly, the fifth member to be selected by the foregoing four. The Michigan Association and the Northern Manufacturers' Association are really local bodies of the National Hardwood Manufacturers' Association, and the rights of all other branches or territorial associations, which are vitally interested, have been eliminated and ignored.

Why Change the Present System?

The principle of uniform inspection is a splendid and far-seeing one, which has always been sought after, and the present arrangement regarding measurement and certificate at the point of shipment has worked out smoothly and satisfactorily to all concerned. If the contemplated regulations are carried out, Canadian members of the National Hardwood Lumber Association feel that they will have no rights and any benefits, which they have derived from past identification with this body, will be nullified by the so-called "reforms" which are so inimical in character to the buyer and so unrepresentative in spirit and application to individual interests and co-operation.

Lumbermen May Do the Patrol Work

Likely to Organize New Protective Association and Guard Limits in Same Way as in Quebec

A new forest protective body or incorporated company or association may be formed by leading lumbermen in Ontario during the fall or early in 1919. The purpose of the new body, if it comes into being, will be the patrolling and looking after of extensive limits covering scores of square miles in Eastern Ontario.

The needs and usefulness of such a body operated by lumbermen has been more or less evident for the last two years.

No definite action has yet been taken. There is no cut and dried policy to be pursued. The problem of patrolling and looking after the large tract which it is proposed should be taken over is strictly up to the lumbering interests.

The Minister will be judge of rules and conditions or perhaps in a sense a sort of referee to see that the forest protective game is properly and efficiently played by the lumbermen.

Briefly, the proposal is that the lumbermen carrying limits in the area in question get together and devise a schedule or system of operation permitting them to take over the patrolling of the area from the Ontario Government. Some lumbermen feel that the cost of patrolling as compared with the charges of the Ontario Government, one cent per acre or \$6.40 per square mile, can be reduced and at the same time an efficient patrol maintained.

The lumbermen have got to put forth a concrete proposition coupled with an amount of efficiency, at least, equal to that exercised by the patrols of the government, before the government will transfer the patrol work to the lumbermen.

The area to be embraced by the new undertaking includes all the watershed of the Ottawa River and its tributaries in Ontario, owned by many different limit holders.

The cost of operation and patrol work as conducted in the province of Quebec over an area of something like thirty-two thousand miles by the Lower Ottawa Forest Protective Association amounts to something very closely to half what is being charged for patrol work in Ontario under the government's system. As an instance, wages paid for outside help in fighting fires in this large area in Quebec last year amounted to something less than fifty dollars for the entire season.

There is no chance of the present protective association taking over the work in Ontario, and consequently a new body will have to be formed or incorporated if the lumbermen do their own work in Ontario.

While in quite a few sections it was reported the lumbermen concerned felt reasonably sure they could conduct the patrol work just as efficiently at a lower cost to themselves, there are certain dangerous spots in the territory embraced by the project. The Cochrane district is generally known as a "bad one," and consequently a very close patrol would have to be kept in this sector. If the lumbermen took over the patrol it would mean a bigger expense per square mile than other parts of their territory. On the other hand, it is a debatable question whether it would not be better for the lumbermen to let the government patrol continue in the Cochrane district and pay the one cent per acre charge on limits. Now arises the nice question, will the government patrol the dangerous sector at the same general rate of one cent per acre as it has been charging for the combined less dangerous limits averaging on a general risk? The carrying charges will be distributed pro rata on acreage, in the event of the new protective body being formed.

Lumber Merchant Fails in Damage Suit

Mr. Justice Weir rendered judgment in the Superior Court, Montreal, recently, dismissing the action of Fred T. Smith, lumber merchant, Montreal, who sought to recover from H. R. Goodday and Company, lumber dealers, of Quebec city, a promissory note for \$3,900, together with \$3,250 loss and damages plaintiff alleged he had suffered through defendants non-fulfilment of a contract for the supply of a certain quantity of lumber.

The lumber, it was said, was to have been shipped to plaintiff in April, 1917, but although the latter forwarded his note in payment for the same, he complained that no shipment had been made as ordered. The lumber sent was, he said, of an inferior quality to the kind ordered. It was through failure to send the right kind that plaintiff claimed damages.

Defendants pleaded the lumber sent was of the quality ordered and submitted, and plaintiff could not sue for the return of his note unless he returned the lumber shipped to him or paid for the same. Thereupon plaintiff acknowledged receipt of certain lumber, for which

he agreed to pay \$2,391, and was willing to have that amount credited to defendants on account of the damages he alleged.

Justice Weir said the evidence established that the lumber shipped to plaintiff by defendants was in fulfilment of the contract between the parties, the terms of which were altered by consent from \$15 to \$10 per 1,000 feet. Such alteration did not constitute a distinct and separate sale between the parties. Plaintiff, under the circumstances, had not proved any loss or damage suffered by him, and was not entitled to any such claim. Seeing Article 2268, of the Civil Code, and considering plaintiff had not paid defendants for the lumber shipped to him, the Court said he was indebted to the value thereof, namely, \$2,391.02, which he had not paid or offered to pay to defendants, and he was not entitled to claim back from defendants his promissory note for \$3,900 until he had paid the said sum of \$2,391.02. Defendants were entitled to keep possession of the promissory note as security for their claim until it was paid. Plaintiff's action was, accordingly, dismissed with costs, but the Court reserved to him his right to recover the note in question as soon as he had satisfied defendants' claim against him for the sum of \$2,391.02.

Should Organize Private Properties

Frank Pauze, of Montreal, writes the Canada Lumberman as follows: "In a recent edition of your paper I noticed an article headed 'New Lumber Association Suggested.' I do not think this represents what I said at the meeting in the Chambre de Commerce of the mining and lumbering committee of which I am chairman.

The committee, in making a study of fair prices of fuel wood compared to current prices of sawn lumber, came to the following conclusions:

Fuel wood is only an adjunct to the coal business instead of being its competitor.

The legal cord of 128 cubic feet is not made use of in that trade.

The prevailing price of cordwood being relatively higher than serviceable lumber tends to disorganize the production of both.

The present scarcity of coal offers a good occasion to find a means of stabilizing the price of fuel wood and methodically developing our forest products.

The forestry products come from two main sources: A, from licensed lots; B, from private properties. The operations carried on in class A are well organized. The products in class B are in no way coordinated, although they form an amount of business larger than in class A, it has no head or tail, it is reserved to speculation and hazard.

The report says that a mechanism ought to be provided to give a direction to the production classed as B. It suggests a name to that mechanism, names a few of the attributes it should have, and also states that private initiative should take the matter up rather than request a government organization.

In presenting the report I added that the Quebec year book showed annual forestry products amounted to \$30,000,000 in round figures, and that more than half this amount belonged to class B.

My object in giving you these details is to show that the idea was not exactly the formation of a new lumber association."

New Brunswick New Forestry System

Through the recent enactment of the new Forest and Forest Fires Acts, the province of New Brunswick has aligned itself with the most progressive governmental agencies on the continent in forest conservation, says "Conservation." The administration of the Act will be under the Minister of Lands and Mines. A provincial forester will be in charge of the administration of scaling, enforcement of cutting regulations on Crown lands, continuation of the forest survey, forest fire protection, and the enforcement of the laws and regulations concerning fish and game. The organization of the staff is now under way.

The merit system of appointment will be strongly promoted through the appointment of a Forestry Advisory Commission, consisting of the Minister and Deputy Minister of Lands and Mines, the Provincial Forester, one prominent lumberman selected by and representing the licensees of Crown timber lands, and one other lumberman or forester associated with the ownership or management of Crown-granted forest lands. This commission will supervise appointments, which are to be based upon a practical examination, written and oral.

The provisions relative to forest fire protection are based upon the most advanced legislation in the several provinces and states. The organization will cover Crown timber lands, licensed and unlicensed, as well as the larger bodies of timber land in private ownership. A fire tax of one-half cent per acre per year is to be collected from licensees, supplemented by an allotment from the wild land tax and by an annual appropriation which will bring the Protection Fund up to \$100,000 per year.

Eagle Lumber Company Operates Busy Mills

Plants Located at Mont Laurier and St. Marguerite are Equipped with Latest Facilities—Comfortable Dwellings Built for the Employees

The Eagle Lumber Company, Limited, of Montreal, which is one of the most successful manufacturers and wholesalers in the eastern portion of the Dominion, was organized in 1906, and has been under the management of its present head, Mr. J. S. Bock, since 1912. By strict business methods, careful management and keeping up the high quality of its products, the organization has made splendid progress. For over a quarter of a century the president of the company, Mr. Bock, has been actively identified with the lumber industry, having been connected with the Papineauville Lumber Company for eighteen years as superintendent of logging and milling operations.



The company's well equipped saw mill at Mont Laurier, Que.

He has a wide insight into the trade, which has been broadened by his interest and enthusiasm.

The company owns several mills in the Laurentians on the Canadian Pacific Railway, Mont Laurier branch. It caters principally to the trade of Montreal, Toronto and the United States, in such markets as New York, Albany, and some of the towns in northern New York and Vermont.

Prior to 1916 the company exported to England a large quantity of birch and spruce, but owing to shipping restrictions has been compelled to dispose of this lumber in other markets. A large area of standing timber is held by the company to be manufactured for export as soon as conditions permit.

The Main Mill is Well Equipped

The main mill, located at Mont Laurier, which is 40 ft. x 175 ft., is one of the most modern, and is equipped with a steam feed carriage made by the E. Long Manufacturing Company, a special top circular saw equipment with Madison and Williams saw frame, a Madison & Williams re-saw, Hollow Blast Grate Company edgers, and all other machinery used in a modern sawmill. The power is supplied with two large steam engines, E. Leonard & Sons make, and four large boilers, contained in a solid concrete building a short dis-

tance from the mill. The logs are hauled from the Lievre River on a log slip and placed on the log deck by a steam kicker, then rolled on to the carriage by steam niggers. The mill is also equipped with twin saws, and the lumber after passing over the butting saws is placed automatically on an endless conveyor and carried to a large sorting table near the piling yards. It is here sorted and graded by experienced workmen. The lumber yards are very spacious and are equipped with side tracks, most of the lumber being loaded from the piles on to the cars. The shipping facilities at this point are excellent. Some of the finest spruce and birch lumber is produced at this mill, while other varieties are also turned out in large quantity.

The planing mill, located near the sawmill, is equipped with one No. 94 matcher, P. B. Yates Machine Co., a Yates re-saw, a Yates sticker, and all the necessary re-saws and trimmers. The dressed lumber is kept in large sheds alongside the railway tracks. The plant is under the management of Mr. G. Villeneuve, local manager since 1906. The company has built several comfortable dwellings for its employees.

The plant at St. Marguerite, Que., along the C. P. R. line, while not as large as the Mont Laurier mill, disposes of a good sized cut and turns out the "Eagle quality" of lumber. Spruce and birch are the principal product of this mill, but hemlock and cedar are also sawn. This plant is under the local management of Mr. R. Deslauriers. The company has contracts with several mills along this section.

All Machines Run by Individual Motors

The planing mill, which is situated at St. Jerome, near Montreal, is one of the most up-to-date plants. It is situated in a building



South section of the planing mill at St. Jerome.

80 x 160 feet. Its equipment consists of one matcher, No. 90 P. B. Yates Machine Co., a Yates 6-inch band saw, a Yates sticker, a Yates re-saw, a Yates swing saw and all the necessary re-saws and trimmers. Electric power is used at this mill, the company making its own power and every machine being equipped with its own individual motor.

The upper part of the building is used for the manufacture of



The saw mill and pile of hardwood logs of Eagle Lumber Company at St. Marguerite, Que.

packing boxes. In connection with this mill the firm owns a sash and door factory run by water power, which is equipped with the most modern machinery.

At this point the company has a large lumber yard close to the C. P. R. and C. N. R. where lumber is kept in stock to make up mixed cars and quick orders. The company also carries on a transit business and in this connection has obtained numerous customers in Montreal, Toronto and the United States. The plant is under the local management of Mr. R. Villeneuve.

In addition to the principal shareholders, Mr. J. S. Bock is president and manager, H. J. Tetreau assistant manager, and Mr. L. F. Dubreuil, secretary-treasurer. The photos are by courtesy of the latter. The general offices are situated at 90 St. James St., Montreal.

N. B. Lumbermen Won Their Point

A leading operator in New Brunswick in a letter to the "Canada Lumberman," says:—As far as the general principles of the Workmen's Compensation Act are concerned, the lumbermen were in sympathy with it and were quite willing to have their industries come under the workings of this Act. They did object to the work in the lumber woods, the driving, rafting and the running to the mills being included, and covered under the general Act. They felt and urged upon the government that accidents that might occur (and which were not very frequent on this class of work), such as the employer had no control over. Elements that entered into this did not enter into the manufacturing industries, and if it was intended that the lumber mills be taxed for this part of the work, it meant that they had to pay a percentage on the raw material that entered into their work, whereas none of the other industries were called upon to do so.

The argument that was put up by the lumbermen evidently had weight with the government as they eliminated the portion of the Act that covered woods operation, driving, rafting and running.

With regard to the Crown Land License, I understand that some of the small holders who have within recent years enlarged their mill capacity and also had operated beyond the limit of their Crown land holdings, in many cases getting more logs than their mills required, and selling the surplus, appeared before the government anxious to have portions of the lands held by large holders withdrawn from them and made available to those who had in this prodigal way used their Crown land. I do not know what weight this had with the government, but I do not see how they could interfere with the twenty-five years existing renewals, nor do I see how they could meddle with these holdings. If they decided to do so what method could be employed to decide what lands would be taken away and from whom they should be taken. I have not heard of any expression of opinion from the government, and although I asked for permission to be present while they were presenting their case to the government, they objected to my doing so, so the line of argument used by them is entirely from hearsay evidence. From what I have heard I scarcely think that they put up a strong enough plea to entitle them to any consideration.

Chapleau Firm Win Pulp Wood Suit

In the action of Austin & Nicholson, of Chapleau, vs. the Canada Steamship Lines, it was sought to recover \$15,000 damages for breach of alleged contract of the defendant company to carry 10,000 cords of pulpwood from Michipicoten Harbor to the Ontario Paper Company at Thorold, during the navigation season of 1916. In the spring of that year the price of pulpwood delivered was about \$8. Later in the season it sold at \$18 a cord. This was the statement made at the trial, in Toronto, by Percy Dobel, a lumber contract agent, who gave evidence on behalf of Austin & Nicholson. Mr. Dobel was instrumental, it was alleged, in selling Austin & Nicholson 10,000 cords of pulpwood on a basis of 2½ per cent. commission. He had promised delivery of the wood over the lines of the Canada Steamship Company. The latter had been unable, it was contended, to fill the delivering contract, and Mr. Dobel furnished evidence regarding the nature of that contract. Justice Lennox, who heard the case, said that he found that the fact of a sale to the Ontario Paper Company was immediately communicated to H. W. Cowan, at that time operating superintendent of the Canada Steamship Lines, substantially as stated by Mr. Austin, and that this was intended as a final acceptance of defendant company's proposition was so understood. The subsequent discussion of details by Mr. Nicholson and Mr. Cowan proceeded on that understanding. His lordship delivered judgment in favor of the plaintiffs for \$14,000 and costs.

Parent Company Still Responsible

A proposal was recently made in the Canadian Senate to the effect that letters patent to a joint stock company could provide for the creation of branches, and that such branches could hold property and contract debts for which the parent corporation would not be liable. The

amendment was, however, dropped, as it was pointed out that, under the present system, the parent company stood behind the financial and moral obligations of branches, and this responsibility should continue. Other amendments were, however, adopted which are of much interest to lumber and timber organizations and others. These provide that the affairs of a joint stock concern may be managed by not less than three directors, and that the location of the chief place of business of a company may be changed on a vote of two-thirds of the shareholders.

A Portable Saw that Meets Every Need

In this issue of the "Canada Lumberman" appears an interesting announcement in reference to the Vaughan Portable Gasoline Drag Saw, for which the J. G. Pennoyer Company, 226 La Salle Street, Chicago, Ill., are selling agents. The Vaughan drag saw is a simple, easily-operated, economical, and practical machine, for the use of timbermen, wood-cutters, ranchers, and others, with a cutting capacity of twenty cords in a ten-hour run. The outfit has been in successful operation for years, and is designed and constructed specially for cutting wood of any kind in any place under any condition to be found in the wood or lumber camps and in all sorts of weather. The machine is operated by one man, who moves it from cut to cut on the log, and is so light that two men can carry it anywhere. It will cut logs even where a cross-cut cannot be used, and its efficiency, strength, and compactness make it a great time, money, and labor-saver. To drive the machine the power used is a gasoline motor engine, built specially for the purpose, and the motion of the saw gear parts is through a chain on a small sprocket on the engine shaft. The frame of the Vaughan is built of well-seasoned fir, well framed and ironed to prevent wear and keep the working parts in rigid position, while another feature is the saw-holder. The saw blade can be instantly put in or taken out of the holder, the operator losing no time bothering with nuts or adjusting the saw in the holder. All working parts of the Vaughan drag saw are placed under the surface of the frame. This permits the machine to be slid over logs or placed on any ordinary wagon without the slightest danger of the parts being broken.

May Hold Convention in the West

At the recent meeting of the executive of the Canadian Lumbermen's Association, it is learned, the suggestion was made that a convention should be held in Vancouver in June, 1919. Whether or not this project is carried out will depend on the war. If peace is declared in the meantime, it is likely that the prospects of taking the gathering west will be seriously considered. All the circumstances will be taken into effect at a later date and the possibility of carrying out the plan carefully canvassed.

Another matter which was given attention was trade acceptances, the use of which has been endorsed by the National Wholesale Lumber Dealers' Association, which body met in New York a few weeks ago. In all probability a letter will be sent out to the members of the Canadian Lumbermen's Association setting forth the merit and purpose of trade acceptances. It is learned that the C.L.A. is in favor of adopting the idea of trade acceptances, and may take up the question further at a later date, after the various forms have been submitted to them and their use fully explained.

A Convenient Work of Reference

The Buffalo Forge Company, of Buffalo, N.Y., have recently issued sections 100 and 108 describing the merits, uses, and facilities of their portable and stationary forges. These forges have been on the market for forty years. The convenient booklet is well illustrated, showing forges of all kinds, of which a comprehensive description is given, including prices and other details. An innovation which will be appreciated is the renumbering of the forges. This numbering is based on the well-known Dewey decimal system, and all forges are tabulated according to their blower number. The first figure classifies the various forges under the heading of blower, the second figure according to hearth, the third the size of hearth, while the letters indicate the style of hood.

Endorses Aeroplane Forest Patrol

The feasibility of the airplane for forest fire patrol work is in a cursory way regarded as extremely plausible by Hon. T. D. Pattullo, Provincial Minister of Lands, British Columbia. His opinion regarding advantages which should be derived from the inauguration of such service was expressed in conversation, and an air service veteran, who returned after being wounded six times, furnished him the inspiration. Such returned flying men, thought the Minister, would prove invaluable to the government forestry branch for patrol work along the British Columbia coast areas. The distance they could cover in a day's run would aggregate more than three or four mounted patrolmen on terra firma, while observation from the air over forest areas would have manifold advantages over observations taken from the ground.

Big Fort Frances Mill in Full Operation

The Shevlin-Clarke Company's mills at Fort Frances, Ont., which recently resumed the cutting of logs, are among the best equipped in the Dominion. One mill has two band saws and a resaw, while the other has a band saw, a gang, and a resaw. The daily capacity is approximately 650,000 feet. The company have been manufacturing lumber since 1911, and 98 per cent. of their output is white and Norway pine, the proportion being about equal. The company have sufficient logs to keep them operating all summer, and in their yards storage facilities exist for about 100,000,000 feet of lumber. The timber supply in sight for the Shevlin-Clarke Company will last for about fifteen years. Last winter the firm operated sixteen camps, and they expect to ship well over 100,000,000 feet of lumber this year. The payroll of the concern averages \$60,000 a month, and there are at present 700 hands in the employ of the company and a number of others in the woods.

International Rate Question Considered

An important conference was held in Ottawa recently when representatives of the various railways met a delegation of lumber men from Montreal, Toronto and Ottawa to consider the tariffs recently filed by the railway companies with the Board of Railway Commissioners whereby joint international rates on lumber have been increased fifteen per cent. as against an increase on lumber rates in the United States of a maximum of only one cent per hundred pounds. The action of the railways in charging an advance of fifteen per cent. on the United States portion of a through haul was thoroughly discussed.

The question of restricting the stop-off service privileges and increasing the charge from one to two cents per hundred is yet in abeyance. The railways have decided not to limit the service as at first proposed, and, in regard to the tariff only one cent is being asked. Meanwhile matters are going on as formerly and the lumber companies paying only one cent per hundred for dressing in transit. If the railways file tariffs with the Board of Railway Commissioners seeking to double the present rate the proposition will be opposed by the Canadian Lumbermen's Association. It is reported that there is little likelihood of anything further being heard from the transportation interests and the service and rates will in that case remain unchanged.

Eastern Company Has Splendid Facilities

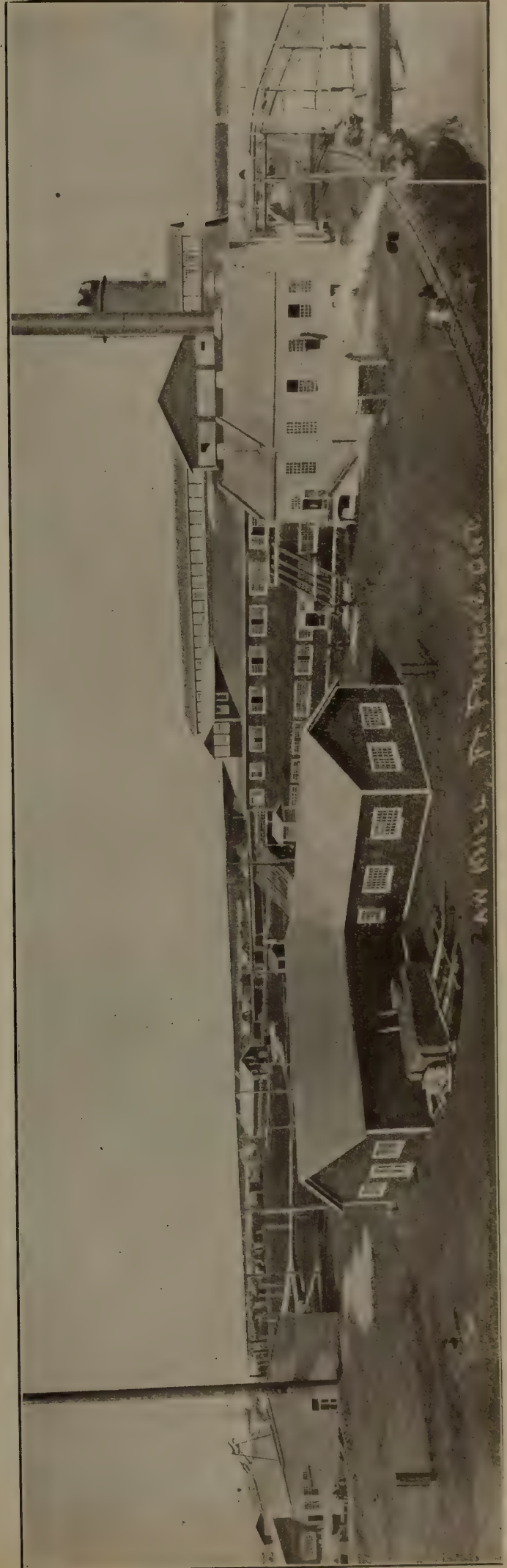
The Quebec Lumber Company have opened offices at 98 St. Peter Street, Quebec City, in charge of Mr. John Paradis, general manager. Mr. Paradis states that they have a dressing mill located at Point Levis, opposite Quebec City, and situated so that they have splendid facilities for rail or deep water shipment and have connection with all railroads running into Quebec City and via Quebec Bridge. The mill has a dressing capacity of ten million feet per year. Mr. Paradis declared that they always carry in stock in their yards between four and five million feet of the best spruce and hardwoods produced in the province. This lumber is obtained chiefly from the St. Lawrence Gulf ports.

Sawmill Machinery is "Movable" Property

In the Practice Court, Montreal, Mr. Justice Lamothe rendered judgment, in the case of the Agricultural Schools, in liquidation, and Georges Duclos, liquidator, and Dame Margaret Caroline McMartin et al, petitioners, and W. L. Miller & Co., misen-cause. The petition of McMartin et al was refused with costs.

The petitioners asked that a sale by auction authorized on January 11 by interlocutory judgment of Mr. Justice Archibald be annulled and the effects sold, consisting of machinery returned to their former position in the sawmill at St. Adolphe de Howard, owned by the company in liquidation. The petitioners claimed that they possessed a mortgage of \$25,000 on the sawmill in question, and that therefore the heavy machinery and equipment should not have been sold when the movable property was sold. According to their claims, such equipment as boilers, engines, planers, etc., are immovable property, forming a distinct part of the mill. The liquidator claimed that the sale had been authorized after a meeting of the inspectors to the liquidation and that the sale was legally authorized, the machinery being considered as removable property. Mr. Justice Lamothe sustained the latter view. The Miller Company's connection with the case was that of purchasers of the machinery.

Great quantities of spruce and other woods, cut from Newfoundland forests within the past four years for use as pit props in British and French collieries will be used as fuel because of lack of tonnage to transport them overseas. A small portion of the wood has been utilized in the manufacture of wood pulp. Government officials are encouraging the use of the props for fuel to help the coal situation.



The Shevlin-Clarke Company's extensive mills at Fort Frances, Ont., which have a daily cutting capacity of 650,000 feet.

What Is Doing Down in the Maritimes

A sawmill belonging to Chipman MacFarlane, near Moncton, N.B., was destroyed by fire a few days ago. Besides the mill a large quantity of logs and sawn lumber was also destroyed.

A report from Fredericton, N.B., says that W. J. Noble's and Currie's drives for the Stetson-Cutler Company on the upper St. John River reached the main river a few days ago. Conditions are said to be favorable for driving operations.

The Bathurst Lumber Company's mill at West Bathurst, N.B., and another mill owned by the same company at East Bathurst, have been put in operation. A report says that the drives in that section of the country are all coming out well.

A. O. Seaman, of Parrsboro, N.S., has purchased the timber lands and sawmill of Captain Eurias Spicer at Mahony's Brook, N.S. Mr. Seaman plans to start working this property, which has not been operated for more than thirty years and is said to contain the largest and best ship timber on the Parrsboro shore.

A brush fire at Oxford Junction, N.S., recently caused a loss of \$50,000 to the lumbermen of Nova Scotia. The fire got beyond control and destroyed a large lumber pile containing three million feet of miscellaneous timber. There was 1,500,000 feet in the pile, which was owned by Halifax lumbermen.

Lumbermen report that weather conditions have been favorable for bringing out the logs and nearly all of the drives are either out or coming satisfactorily and should arrive safely for rafting. The lumbermen acknowledge that they did not cut more than fifty per cent. of their usual cut during the winter owing to the uncertainty of conditions. The large stock which many of the mills are carrying is another thing which has caused a slowing down in operations. Rafting operations are being tied up owing to a scarcity of log drivers. The cut along the Miramichi last year aggregated 135,000,000 feet, while this year it is estimated it will be about 65,000,000.

Richard McFadgen, of Fredericton, N.B., a veteran log-scaler, went to St. John a few days ago on business in connection with this season's drive. He was formerly in the employ of the St. John Log Driving Company, with headquarters in Lincoln. During the winter months he operates in Northern Maine and New Brunswick with different lumber companies, as a scaler.

The St. John River is rapidly rising and is now several feet higher than normal. As a result all the streams are swollen and log driving is progressing favorably. The outlook is bright for a successful season in the lumber industry of the province. Owing to the fact that the cut is below normal this season lumber operators state that the quality being brought out is considerably higher than that of former years. They picked their wood carefully with the result that only sticks that are 100 per cent. perfect will be driven down provincial streams this season.

Stetson, Cutler & Company's large sawmill at Pleasant Point, N.B., began sawing operations last month. The firm have both of their large mills now running. The military service law has taken many competent workers, and as a result the output has been curtailed.

The new Workmen's Compensation Act has been passed by the New Brunswick Legislature. An amendment was introduced and finally carried that the provisions of the measure should not apply to employees who were engaged in the lumber woods, or on the river drives, and in such outside logging operations. Several of the Opposition opposed the amendment, taking the ground that the Commissioners appointed by the government had included these outside lumber operations within the scope of the Act, when making their report, and had done so after careful consideration. The lumber interests should not be allowed, they said, to influence the government to eliminate this branch of the operations from the Act. They also claimed that men who had spent months in the lumber woods, or risked their lives on the drives, should be as much entitled to compensation as were those who worked on the inside service at the mills. By this amendment, about one-third of the industries of the province would be excluded from the Act. Hon. F. J. Sweeney claimed that the commissioners appointed under the Act would have power to make recommendations covering the subject being discussed in connection with this amendment.

Lumber Outlook on the Miramichi River

The outlook for lumber operations on the Miramichi River, in New Brunswick is not bright, according to advices received from the East. The amount of logs taken out is far below the average, while the scarcity of men is everywhere in evidence. Whatever mills are in operation will be on short-time schedule, and have to wait until an adequate supply of logs is assured. The weather has been ideal for bringing out the timber, and all the drives have arrived within their rafting areas. Owing to the high rates of wages, the shortage of men, and the large stocks which the mills were already carrying, lumbermen did not go into cutting operations last winter on anything more than a 50 per

cent. basis of the usual amount taken out. Rafting operations began some time ago, but there has been great difficulty in getting men for the booms. In regard to the amount of timber cut last winter in the Miramichi district, it can safely be estimated that it will not figure above one-half of the cut for the year before. Last season the cut from all sources amounted to about 130,000,000 feet to 135,000,000 feet, while this year it is placed by some lumbermen at figures no higher than 65,000,000 feet, and perhaps 60,000,000. To contrast that with last season it is only necessary to mention that the Southwest boom alone at Millerton handled 80,000,000 feet last year.

The method of shipping still seems to be nothing more than by rail, with an occasional block boat stealing away the good pulp blocks of New Brunswick to turn into valuable pulp and paper in a foreign mill and country, while splendid industries like the Dominion pulp mill are suffering for a shortage of wood. Fortunately the new local government is taking some steps to keep down the export of rossed wood, but its effect cannot be felt until next year.

Perpetuation of Pulpwood Supply

Writing to the "Canada Lumberman," W. F. V. Atkinson, chief forester of the Spanish River Pulp and Paper Mills, Sault Ste. Marie, Ont., states: "What C. D. Howe, Ph.D., in a recent bulletin issued by the Commission of Conservation and entitled 'Forest Regeneration on Certain Cut-over Lands in Quebec,' says with regard to certain districts on the St. Maurice River, in Quebec, is subject, of course, to local conditions generally applicable to parts of the Province of Ontario. It is absolutely essential to the perpetuation of our pulpwood areas that detailed studies be made and regulations worked out after these studies, if the pulpwood is to be perpetuated for any length of time. The regulations will have to include among other plans, that of the crown securing the services of a number of forest assistants of all grades, amongst the duties of whom will be that of marking only such trees as can be properly harvested. This entails a change in methods of a radical character that it does not appear likely to be adopted for some time to come, or, at least, until after the war."

Making the Forests Fireproof

Several forest fires have already occurred in various parts of Canada this year. In practically every case the cause was traced to human hands—a tossed-away cigarette, a neglected camp fire, or similar act that at the moment appeared trifling. Settlers, anxious to burn their "slash" in the hottest weather without obeying government regulations are a prolific cause of forest fires every year.

The rangers are asking the co-operation of every man, woman and child this year so as to keep the forest losses down to a minimum as a matter of decent patriotism. Special efforts are being made to provide fire fighting equipment, but the main task is to prevent fires from starting. This is a comparatively simple matter if every camper puts out his camp fire, every smoker extinguishes his cigarette and match before tossing away, every settler guards his clearing fire. When a bush fire is seen, instant word should be sent to the nearest fire ranger, railroad agent or municipal officer.

The North is Rich in Timber

Hon. Andrew Knox, in a recent address referring to the resources of Saskatchewan, said:—"Another industry which is doing good work in Northern Saskatchewan is that of lumbering. I have been informed by the manager of a company operating at Prince Albert and Big River, that they have already got the logs and expect to cut in the neighborhood of one hundred million feet of lumber this year. This goes to show that the territory to the north, from which the logs are brought, is rich in timber and there are great possibilities for pulp factories located on almost unlimited water-powers, a fact which should be of special interest to some honorable members who have taken part in this debate. I might say in passing, that the estimated water-power of Saskatchewan is over three million horse-power, and that this is nearly all in the northern portion of which I have been speaking."

The Gregoire Lumber Corporation, Limited, has been incorporated, with a capital stock of \$45,000, for the purpose of buying, cutting and manufacturing all kinds of commercial wood; to carry on a general lumber business; to construct, own and acquire forest lands, water powers and mills; and to carry on the business of floating logs, as well as to deal in general merchandise. The principal place of business is at Plessisville. Messrs. Napoleon Gregoire, J. L. Gosselin and J. F. Forand are interested.

Captain C. H. Nicholson, manager of G. T. P. steamers, says that at Prince Rupert two electric cranes are to be placed on the new dock the company is building at the northern port. This wharf is for the purpose of handling aeroplane spruce from the Queen Charlotte Islands, and the cranes will take the lumber off the vessels and place it into the cars.



Cafeteria Plan of Serving Camp Food

Material Saving is Effected and Men are Well Pleased with the Service—Easy to Control the Amount and Quality of Supplies—Details of Operation Explained

The conservation of food and the necessity of greater production were never more in evidence than at the present time. The new regulations, which will soon be issued by the Food Controller's Department at Ottawa, with respect to the rationing of men in lumber, mining and construction camps, will make it imperative for the closest oversight to be exercised in the way of purchase, preparation and distribution. Any practical system which will materially assist in enabling timber operators to observe rigidly the requirements of the law in the matter of quantities and weights is timely and instructive. Dif-



The kitchen range, kettles and serving pans.

ferens plans have been tried and among those which seem to be meeting with a large measure of favor is that where each one helps himself or, as it is frequently known, the cafeteria system. The self-serve arrangement, it is thought, may prove of much benefit in the conservation of food in lumber and other centres and as the details are worked out, its economy, convenience and efficiency will likely be evidenced.

Whether the cafeteria method which has prevailed for some time in the Kerr Lake Mining Company's camps at Cobalt and has been conducted successfully will answer equally as well in woods operations remains to be seen. Some lumbermen think that a cafeteria will admirably fill the bill, while others hold a directly opposite view.

In order to shed as much light as possible upon the latest means of feeding men in camps, the "Canada Lumberman" got in touch with Mr. H. A. Kee, manager of the Kerr Lake Mining Company, and he has sent the following description of the service and its practical application, which will be read with interest and profit by every one connected with logging operations.

The Best Results at Lowest Cost

The problem of feeding employees in mine or other boarding houses has been seriously considered by most managements, and the only point at issue is to keep the debit balance of boarding house account as small as possible.

Naturally the more efficient and capable miners usually seek employment where they can procure the most satisfactory boarding and other accommodations.

Everybody endeavors to properly feed their employees and have them perfectly satisfied with the food served to them. Such results are often very difficult to obtain, due in part to wasteful cooking and serving, as well as poor selection and buying of various supplies, and occasionally some of the employees are most unreasonable.

Doubtless we have all studied this problem to some extent and some of us remember our early difficulties in obtaining our portions of food at mine boarding houses when our untrained speed, light weight and short reach procured for us but fair results as compared with the previously trained heavyweight opposition.

The usual method of serving food in most camp boarding houses where a large number of men are to be served is to dish up in suitable dishes, one large dish of each sort of food to about every six or eight men, and very often after the first three men have picked over and chosen their portion the remaining food in that particular dish is not inducive to good appetite. Anything left in these dishes is seldom served again, and as a result this food is either despatched to the garbage wagon or made into hash or stew, which is not always eaten.

Very often someone who has not struck his pace in the usual dash for food, finds that the other fellow with previous experience has started his meal by eating all the pie he could reach, thus leaving nothing for his fellow workmen but the cherished privilege of using the same tactics the following day, if they so desired.

Losses Mainly Due to Wanton Waste

It is generally conceded that the cash losses on all boarding house accounts are not due to the amount of food actually eaten by the employees, but invariably due to the amount of food wasted by them after the food has been cooked and served to disadvantage.

A few years ago we casually looked into the matter of cafeteria system of serving food as used in the larger cities, where excellent meals were obtained at much lower prices than could be obtained under the usual hotel service. We decided then that some modifications of this cafeteria system could be used to material advantage in mining and other camp boarding houses, as the individual service would doubtless prove more satisfactory to the employees, and at the same time eliminate considerable waste.

Since the declaration of the European war everybody has endeavored to conserve food, particularly by eliminating waste, and on April 1st, 1917, we installed in the mine boarding house at the Kerr



The serving counter and serving operation.

Lake Property, Cobalt, Ont., the cafeteria serving system in modified form. The results have been highly satisfactory, inasmuch as there have been no changes made in the cookery staff, no one has required a second serving, and not a single complaint has been made as to the quality, quantity, or serving of food three times daily to about seventy men.

This system of serving would naturally work out to much better advantage where it is necessary to serve a greater number of men, and it is interesting to note how nicely the men handle their individual trays.

Naturally, the first thing considered in procuring best results in any boarding house is to procure a neat and efficient cook, who will

continue to take an interest in his work. In this particular we have been very fortunate.

A daily report, a copy of which we enclose, is made out and signed by the cook, and filed in the office, showing supplies used each meal, giving the number of men served each meal and weight of meats and number of eggs used.

We find it much easier to control the amount and quality of supplies used under this new system and the ultimate waste is reduced to a minimum, as all food which is not used at any meal remains in perfect condition, and is served later.

The food is placed on the serving counter in large kettles and pans in full view of the men as they are being served. The food is served by the chef and his two assistants at the rate of seven men per minute.

One photograph shows the kitchen range and the size of kettles and serving pans. The other shows the serving counter and serving operation,

The men, on reaching the dining camp, form in single file, and without hurrying they walk up, on one side of the dining room, to the ticket board, where each man in his turn procures his meal ticket, on which his name and payroll number is stamped. The man places his ticket in the counter receiving-box, and then takes a 14 in. x 16 in. black japan tray with knife, fork and spoons, and is served that portion of food which he desires.

After being served he proceeds with his tray of food to his numbered place at the table, and if he leaves sugar in his cup or otherwise wastes the food served to him it is an easy matter to check him up by getting his table number and referring to the office records.

Each man eats the same clean and wholesome food after this individual service, and they are all evidently pleased with the new system of serving.

Tickets Are Punched After Every Meal

When everyone has finished eating, the assistants collect the trays with dishes and clear the tables for another meal, while the chef unlocks the ticket box and punches the tickets for that particular meal. A sample of this ticket is presented. The tickets after being punched are replaced in the ticket board under their various payroll numbers.

At the end of each period these tickets are sent to the office and the various totals deducted from the payroll. If a man is discharged or calls for his time during the period, he procures his ticket from the chef before any settlement is made at the office. Extra charge is made for more than three meals per day, as any of the men can eat all they require in three meals, and enjoy the food served to them. Our experience is that if men are allowed the privilege of eating four times a day a considerable waste and ultimate dissatisfaction on their part is the usual result.

White enamelware dishes are used, thus eliminating waste and breakage, and it was found by experiments that less bread, butter, tea, coffee and milk, were used, when all of these were placed on the table where men can help themselves.

This system of serving or modification of same will effect a material saving if installed in all lumber and mining camps, where it is found possible to use it.

Necessary food will be conserved and the men will be pleased with the service if particular pains are taken in the first installation of the system.

Such results as have been obtained by our cookery staff under this new system would recommend it, more especially to others feeding a larger number of employees.

Food Economy in the Bush

For the baking, the cook did not use the potato yeast, though he said it was quicker, but simply used the yeast cakes. Then he stated what, in his opinion, was the real great economy, says P. B. Walmsley, in "Logging." It consisted in the using up of everything. For instance, there were cakes which became stale and dry. He made these into puddings. As for the meat, he had two or three roasts, and then a stew, and what was left of a stew he would mince up and make a pie of it for supper, making a crust to go along with it. On my inquiring if he had to be careful not to have too much stew, lest it spoil, he said that was so, especially if there were vegetables in it, as then it would sour much quicker. They made it ferment.

The greatest loss was generally in meat, and that was the most costly item on the menu. A good meat cook was a useful man. He distinguished between dry cakes and moist cakes. You could make more of the dry cakes, without risk of their spoiling, as they would keep longer. The dry cakes were cookies, etc., while the others were rock cakes, etc.

There was a good deal of loss with salt pork. It would get hard, after being done up. But he had a remedy for that, and it was to drain all the fat and gravy away, and then put hot water over it. That made it nice and soft. Then a wave of reminiscence came over

THE MEAL TICKET IN DAILY USE

Breakfast:
44 Rolled Oats and Corn Flakes
Boiled Eggs Amt. 80
Potatoes
Golden Corn Muffins

Dinner:
55 Soup
Fried Halibut lbs. 30
Stewed Beef lbs. 3
Potatoes and Cabbage
Rice Pudding and Pies

Supper:
53 Fried Eggs Amt. 90
Head Cheese lbs. 3
Potatoes
Raspberries and Cakes

Midnight Supper:
17 Soup
Fried Halibut lbs. 8
Potatoes
Pies and Cakes

Total number of meals served 169
Cost per meal

Signed, P. Cong, Cook.

Columns may also be left for keeping a record of the quantity and price of each item on the bill.

SAVE FOOD AND WIN THE WAR

him, and he recalled some previous experience. In the lumber camps, the men would require to have lunches put up to eat in the bush. Some cooks would cut up great hunks of bread and meat, and the bread would get dry, and the men would throw away a lot of it, also lumps of fat. Now when he worked for a lumber company he used to prepare lunches for thirty men every day. He then made it a practice to cut them sandwiches, not too thick, and he cut the meat nice and thin, and put some mustard with it, and found there was then very little wasted.

But, as he said rather sadly (and here's a lesson for managers who will learn it), there was not much encouragement to do all this, if there were nothing extra to be got for it, for, of course, it involved a lot of extra labor. He emphasized this point. Some companies would take all a man might do for them for granted, and even then beat him down in the matter of wages. The truth was that a good man would then save the extra wages, whereas a cook who was a poor manager, even if at low wages, could soon lose the wages of another man, by what was lost in the swill pail. A man at \$80.00 per month might be cheaper in the long run than a man at \$45.00.

Going back to details and ingredients, he used lard for shortening, but in his own country he used the cheaper grades of margarine. He reckoned they were a good thing, and would not mind if they were introduced into Canada, and expected the companies would welcome it. This was before the introduction of oleo-margarine into Canada in November, 1917. For fruits, he used all sorts, apples and the dried fruits. They were using mostly raisins then. The currants were too dear. They used dried peaches, but had to give these up, as the men did not like them. He agreed that butter was a great item, but did not think that there would be any saving in buttering the bread beforehand, a practice we found economical in our own household. There would be too much labor. The men helped themselves.

Sugar being so high, I asked him if he could not limit the use of this. He said they had talked of it, but the difficulty was that there was no uniformity. One man would not take any, or only a very little, while another would make a hog of himself. Some would take almost half a cup of it. If they all took it, he could then put so much in for the lot beforehand. I understand this is done in the army, and it is sweetened for all. Another preference he had was for baking soda and cream oftartar, rather than baking powder, for some things.

No. 76

Name John Johanson

Month of April 1918

1	B	D	S	M	EXTRA
2	B	D	S	M	
3	B	D	S	M	
4	B	D	S	M	
5	B	D	S	M	
6	B	D	S	M	
7	B	D	S	M	
8	B	D	S	M	
9	B	D	S	M	
10	B	D	S	M	
11	B	D	S	M	
12	B	D	S	M	
13	B	D	S	M	
14	B	D	S	M	
15	B	D	S	M	
16	B	D	S	M	
17	B	D	S	M	
18	B	D	S	M	
19	B	D	S	M	
20	B	D	S	M	
21	B	D	S	M	
22	B	D	S	M	
23	B	D	S	M	
24	B	D	S	M	
25	B	D	S	M	
26	B	D	S	M	
27	B	D	S	M	
28	B	D	S	M	
29	B	D	S	M	
30	B	D	S	M	
31	B	D	S	M	

Total Meals

Amount \$

Table No. 52

Early Forest Fires Do Much Damage

Various Portions of Nova Scotia Visited and Considerable Lumber Falls Prey to the Flames

Forest fires have already done an immense amount of damage in Nova Scotia this year—more perhaps than was ever done before so early in the season. In former years, when forest fires were prevalent, they seldom became a serious menace until July or August. Brush was sometimes burned in clearings in May or June, but if brush fires occasionally spread beyond bounds they were not regarded as a menace, for they either died out of themselves or were controlled without much difficulty. But experience has taught a different lesson this year. Many disastrous fires occurred in various parts of the province during May—some of them before the month was half gone—and in many cases much greater damage was prevented by the strenuous exertions of firemen, soldiers and others; but even the good work of the fire fighters would not have saved the situation in all cases, for some of the worst and largest fires were quenched by the recent showers.

The first forest fire reported this season was at Oxford, Cumberland County, where a brush fire spread to a pile of lumber containing three million feet. The Oxford fire company was called out, with all the other help available, and after ten hours of hard work the fire was got under control and some of the piles were saved. The loss is estimated at \$50,000. This fire took place on May 11th, and at least part of the moral appears to be that it is unwise to put so much lumber in one pile unless there is absolute security against fire.

From all parts of the province come reports of destructive fires. Not only has much valuable timberland been burned over, but dozens of dwelling houses and outbuildings have been destroyed. In some cases cattle and horses were burned in the barns. At one place some sheep were burned in a pasture, and in another pasture six cows and two horses were consumed. One man in Pictou County lost his grist mill, sawmill and carding mill, besides his dwelling house and outbuildings. At Thomson Station on the International Railway, half a million feet of sawn lumber was burnt, and at another point many thousand railway ties were destroyed. Large quantities of sawn lumber are said to have been burned at other places, but the amounts were not specified. Platoons of the Jewish Legion and other soldiers stationed at Windsor, fought a fire all day on Sunday, May 19, near that town. The mayor commandeered all the automobiles obtainable to take the soldiers to the fire, and later, to carry them food. About five hundred soldiers were engaged, and it is said they saved many thousand dollars worth of property. At Aldershot, near Kentville, on the same day, the Depot Battalion fought fire all day and were able to save many buildings from destruction. In Antigonish County a historic church was destroyed, with other valuable property. Several sawmills are known to have been burned, and in each case a quantity of sawn lumber was destroyed.

Undoubtedly the greater number of these fires, if not all of them, were caused by the carelessness of fishermen and others in building fires for cooking. A case in point occurred in the vicinity of Parrsboro on a recent Sunday. Two car-loads of alleged sports, with no numbers on their cars, came into a tract of timberland on a fishing excursion. After a time the fire they had kindled spread to the surrounding trees, and they left for home without making any effort to put it out. Fortunately, some mill men were near at hand, and, with assistance obtained from outside, were able to put out the blaze.

The disastrous fires of this season came as a surprise to many, and were the result, to some extent, of unusual conditions. April and May are usually rainy months, but this year there was very little rain in April and none the first half of May. Consequently, the woods were much drier than they usually are at this season. For several years past there have been very few forest fires, and probably people have become less cautious. The appointment of Forest Rangers was believed by many to be a great protection, as they undoubtedly would have been if they had done their duty, but the experience of this year seems to convict them of utter failure.

Personal Paragraphs of Interest

George F. Ellison, one of the best known merchants of St. Thomas, Ont., died last month. He was born in St. Thomas 64 years ago and had carried on an extensive lumber and coal business in that city for over 35 years.

Hugh A. Rose, of Toronto, representing Mason, Gordon & Co., Montreal, has returned from an extended trip throughout the Maritime provinces. Building operations are not very brisk in the east and a shortage of help is reported on all sides.

D. M. Heise, who was formerly in the lumber business in Stouffville, Ont., is now sales manager of the Knight Manufacturing and Lumber Company of Meaford, Ont., who are both wholesale and retail manufacturers of hardwood interior trim and solid and veneered doors.

The company last year conducted an exclusive wholesale business, but this season are going more into the retail line and report the prospects as good.

Edward Clark & Sons, Limited, Toronto, will shortly remove their offices from the Stair building to the fifth floor of the Bank of Hamilton building, where they will occupy the commodious quarters being vacated by the freight department of the New York Central railway.

Josiah Fowler, head of the Josiah Fowler Company, St. John, N. B., passed away recently. The deceased, who had built up a wide reputation as a manufacturer of axes and tools, was one of the oldest and most respected business men in the Maritime Provinces. The firm of Josiah Fowler was established in 1865 and incorporated in 1895.

J. A. Laberge, of the Laberge Lumber Company, Sudbury, Ont., has resigned the position of secretary of the northern district of the Ontario Retail Lumber Dealers Association. He has not been feeling well for some time and desires to be relieved of his duties, although he states that he will retain an active interest in the work. A. J. Young, of North Bay, has been elected as successor to Mr. Laberge for the remainder of the year. He is widely and favorably known and has always upheld the welfare of the industry.

How Quebec Delivery Plan Works

Secretary Chalifour Explains Details in Levying of Charges on all Lumber Delivered

Writing to the "Canada Lumberman" a leading yard man in Western Ontario says: "We understand from a recent article in your publication, that the Quebec dealers charge 75c for a one-horse load and \$1.25 for a two-horse load. We would take it from that, that it would make no difference whether the customer got two thousand feet of lumber or fifty feet, they would still make this charge. This does not appear right to us. We think the man purchasing the two thousand feet of lumber should not be asked to pay anything for the delivery in the city; and then again, the man who has bought the two thousand feet may want fifty feet more to finish the contract, and are you going to charge another 75c for delivering this? It strikes us that all this should be figured in overhead, and when a man buys lumber from you at so much per thousand feet, it should be f.o.b. on the job."

In answer to the foregoing query J. O. Chalifour, secretary of the Quebec, P.Q., Retail Lumbermen's Association, says: "We are glad to learn that some lumber retailers of Ontario are anxious to get more detail about the reform we have made concerning the delivery of our lumber.

"The retailer reference in your letter is right so far as the tariff of cartage is concerned, that is, we charge 75 cents for a one-horse load and \$1.25 for a two-horse load.

"Following his argument, we find that he claims that a customer who buys 2,000 feet of lumber should not pay any delivery. We are not inclined to believe that this gentleman means what he says, because we do not think that there is one single lumber dealer who will maintain that the delivery of 2,000 feet of lumber should not be charged to the customer some way or another.

"This delivery represents from one-third to one-half day's work, and should be worth \$1.00 to \$1.50. Therefore, this amount, or whatever you consider this delivery is worth, must be charged either on the price of the lumber or at the rate of so much per load.

"The reason why we prefer charging delivery apart from lumber, is because contractors do not care how many trips we make on one day to the same job, sometimes, for altogether a small quantity of lumber; whereas when the delivery is charged so much per load, contractors figure up the quantity of lumber they will need for the whole job; hence we deliver same in full loads, which saves every time many trips, and in that way a great saving of cartage is realized.

"In other words, when the delivery of lumber is charged at the rate of so much per trip, all our customers do their best to save as many trips as possible; that is one of the important advantages of having the delivery charged apart from the lumber.

"As regards small orders, we deliver them three or four at the same trip as much as possible, and charge only one-half, one-third or one-quarter of the tariff, according to the number of deliveries we make at the same time; but whenever a customer orders just a few articles, and says that he needs them immediately, if we do not have any other order going this way, we tell him that we shall have to charge him full delivery because we must make the trip for him alone.

"All the most important lumber dealers of the city of Quebec charged the delivery apart from their lumber in the past year, and we had lately a report from each of them, stating that they were very much pleased with the improvement, and that they had no difficulty in carrying it out; we can add that the majority of our customers now understand well the new system and like it better than the old way."

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

WANTED Spruce Squares and Lumber

Several cars Clear and No. 1 Eastern White Spruce Squares, any size, 4 x 4 to 6 x 6 or over, 4 ft. and longer; can be shipped green from saw. Also several cars 5/8-in. or 1 1/4-in. quarter sawn; also 5/4-in. Clear and No. 1, plain sawn, Spruce Squares and Lumber.

Box 735, Canada Lumberman, Toronto, Ont. 9-12

WANTED Spruce Clapboard Hearts

Write how many carloads, lengths and f.o.b. price.

J. E. Harroun & Son
Watertown, N. Y.

Wanted-Basket Bottoms

Ten cars of Basket Bottoms in spruce, pine or other suitable soft woods in the following sizes:

16 3/4 in. x 6-7/8 in. x 7/16 in.
13 1/2 in. x 5-7/8 in. x 7/16 in.

If unable to supply as above, 1 inch re-sawn lumber in 6-inch and 7-inch widths will answer. A good grade of cull lumber will answer, but must be clear at the edges.

CANADA WOOD PRODUCTS CO.,
8-11 St. Thomas, Ont.

For Sale-Lumber

Piling

We are operating in the woods this Summer and can supply piling any size and length. Enquiries solicited.

Knight Bros. & McKinnon, Limited,
10-13 Box 569, Cobalt, Ont.

FOR SALE - LUMBER 1917 Sawing White Pine

50,000 ft. 1 x 4/6 in. Outs of Good.
60,000 ft. 1 x 6 and up White Pine Cuts.
80,000 ft. 1 x 12 in. Com. and Dressing.

The Elgie & Jarvis Lumber Company, Ltd.,
11-11 18 Toronto St., Toronto.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

Lumber For Sale

Cut of four million feet of Spruce, mill run. Suitable for most any purposes. For particulars apply to Quebec Lumber Company, 81 St. Peter Street, Quebec, Canada. 8-11

Piling For Sale

We are in a position to supply Piling of all lengths and diameters, cut to order, in reasonable time. Write to us for prices.

DON H. JACOBI & CO.,
8-11 Haileybury, Ont.

For Sale

2 cars of 5/4 and 6/4 No. 1 and 2 Barn for dressing.
3 cars of 2 in. No. 1 and 2 Barn for dressing.
100 M. feet 2 x 4 Norway.
100 M. feet 2 x 6 Norway.
All 1917 cut.
10 cars of Cedar Posts.

Address Box 741, Canada Lumberman, Toronto. 11-11

For Sale-Machinery

Machinery For Sale

1-Jenckes Machine Co. 40 H.P. Boiler on skids, with stack, spark arrester and engine connections.
1-10 x 12 center crank engine.
1-3 saw edger and saws.
1-18 ft. 2-saw trimmer and saws.
1-2-block carriage, set works, track and rope feed.
1-Husk arbor, etc.
1-Bull wheel, shafting, etc.
1-Cut off saw and arbor.
1-Covel No. 35 automatic saw gummer.
1-Lumber car, track, miscellaneous shafting, belting, pulleys, etc.
1-Complete blacksmith outfit and two chests of tools.

All for sale, F.O.B. boat or cars Sault Ste. Marie, Ont. Will sell in block or separate items.

Address for further information:—
SHELBY BASKET COMPANY,
10-tf Shelby, Mich.

Steam Equipment For Sale

Steam Power Equipment in A1 condition, consisting of the following:

BOILER

1—Horizontal Fire Tube, Goldie & McCulloch 60 in. x 14 ft., 74 3-in. flues, 100 lbs. normal pressure.

ENGINE

1—Goldie & McCulloch "Ideal" tandem compound horizontal, style T.C. 10 in. and 16 in. x 12 in. stroke, 100 lbs. pressure, 300 r.p.m., 60 in. x 10 in. flyball governor wheel and 60 in x 12 in. belt pulley.

ADDITIONAL EQUIPMENT

1—Belt-driven Goldie & McCulloch Condenser and Pump; Horizontal Action.

1—Horizontal Feedwater Heater, Goldie & McCulloch No. 18.

1—Vertical Belt-driven Feed Pump, with loose pulley and adjustable crank.

All of the above equipment is in first class shape and was removed to make room for a sub-station of the Hydro-electric Power Commission. For further information address,

The Smith's Falls Hydro-Electric System,
11-14 Smith's Falls, Ont.

Belting For Sale

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements. N. Smith, 138 York Street, Toronto, Ont. 9-11

Machinery For Sale

Boiler for sale, Goldie & McCulloch, 60 in. x 14 ft.

GUELPH LUMBER COMPANY,
11-15 Guelph, Ont.

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3/2-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves, 115 lbs. Government Steam Test.

HOPE LUMBER CO.,
11-14 Thessalon, Ont.

Machinery For Sale

One 40-inch Crocker Turbine Water Wheel.
One 18-inch Little Giant Water Wheel.
One 75 h.p. Corliss Engine.
One Waterous Lath Machine.
One Clapboard Machine.

VALLEY LUMBER CO.,
11-14 Smith's Mills, Que.

For Sale

Steam Log Hauler, only used one season, in best of order.
Eighteen pairs of sleds, spare parts. Also yarding and loading equipment. Now at a railway station.

MURRAY & GREGORY, LTD.,
11-t.f. St. John, N.B.

Wanted-Machinery

Wanted

Second hand Chain, 3/4 in., 1 in., 1 1/4 in., 1 1/2 in., boom shackles for same, wire rope, same sizes, black pipe, 2 in. to 5 in. State lengths. Will pay cash.

D. G. RHEAULT,
11-11 Mont Joli, P.Q.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

A1 BAND SAW FILER, Double or Single cut. Twenty years' experience in large saw-mills. Reference. Box 727, Canada Lumberman, Toronto, Ont. 9-11

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 11-13

Account and Lumber Auditor desires permanent position with Lumber of Shipbuilding Company at Pacific Coast. Expert experience in Accounting, Pay Rolls, Credits and Collections. Conversant with Shipbuilding and Structural Timber, Accounts and Cost work. Services available soon and energetic. First class references. Address, Box 739, Canada Lumberman, Toronto. 11-11

Experienced Lumberman Accountant; married, wants position as Chief Accountant or Office Manager with reliable lumber firm; have A-1 references. Have good knowledge of outside work, especially bush works. Speak and write both languages perfectly. Services available on short notice. Address, Box 740, Canada Lumberman, Toronto, Ont. 11-11

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

Wanted

Salesman calling on the lumber trade to handle a well-known side line, used by all lumber companies. Liberal commission.

P. M. Co., No. 5 Bruce Ave.,
10-12 Windsor, Ontario.

Matcher Hand. Experienced with Round Head Thin Knife Machine; steady work and best wages for suitable man.

BOAKE MFG. COMPANY,
11-11 Toronto, Ont.

Wanted

Woods Superintendent, capable of running portable mills, building roads, etc., cutting pulp, hardwoods and cedar. On C.P.R. near Soo. Good proposition for right man for several years. Box 742, Canada Lumberman, Toronto. 11-11

Business Chances

Saw Mill For Sale

Sawmill for sale, including two large engines and three boilers, steam feed carriage, gang edger, steel burner, lath mill, etc. Shingle mill equipped with four automatic machines. Box 734, Canada Lumberman, Toronto, Ont. 9-12

For Sale

Fifteen mics from Parry Sound, 2 miles from C. N. R., 1 sawmill and outfit complete, with million feet Doyle rate Hemlock logs in water ready to saw, also enough standing timber to run two years. Whole outfit, including two teams horses, twenty-three thousand—good value.

Apply JAMES LUDGATE,
11-12 Parry Sound, Ont.

FOR SALE Hardwood Limit

Large area—convenient to transportation. Low freight rate—good labor market—convenient to Toronto. Large quantity Birch and Maple. For particulars write to Box 716, Canada Lumberman, Toronto. 8-11

Spruce Limit Wanted

IF YOU HAVE A GOOD, GENUINE PROPOSITION in the Lumber line, please communicate with me. Will entertain the purchase of good spruce limit with or without mill plant, situated preferably on an easy freight rate to Montreal, or will consider financing the exploitation of good timber limit. No cut-over lands will be considered. Reply full particulars, P. O. Box 284, Montreal, Que. 8-12

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Watrous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
Montreal, Que.

8-t.f.

Spruce Cut Is Now Satisfactory

In presenting an act respecting the cutting of spruce timber for use in aeroplane construction, Hon. T. D. Pattullo, Minister of Lands for British Columbia, recently stated that airplane spruce production in the province was now fully up to the requirements of the imperial authorities. He asserted that within forty-eight hours after the passage of the provincial order-in-council providing power for cutting spruce timber on any lands in the province the work was speeded up. "The production in the province is now meeting the demands of the Imperial Munitions Board," he said.

The minister explained that up to June of last year most of the spruce from the Pacific Coast used by the allies came from Washington and Oregon, where there was a slow, but steady, increase in production. Last July the British authorities asked the provincial Department of Lands to give advice as to the best methods of arranging for production in British Columbia. This was done. Then the Imperial Government sent a representative to look into the situation, and within a short time a department of aeronautical supplies was established in Vancouver, with Major Taylor in charge. Prices, higher than the market, were fixed after a consultation between the board, the department, and a committee representing owners. There had been no complaint about prices, observed the minister, and the step which had been taken was found not only to be good for the cause of the allies, but also good for business in British Columbia. There were now several large spruce operators at work and a large number of small loggers and millmen.

Will Make Paper From Bamboo

Foreseeing a paper famine throughout the world within the next few years, the publishing house of Thomas Nelson & Son, of Edinburg, Scotland, have planted about 1,000 acres of land in Trinidad, B.W.I., in bamboo, from which they plan to manufacture paper. According to a Trinidad despatch, they have obtained a concession permitting them to cut bamboo from the government forests.

It is said that they have designed a machine which will shred, mash, and remove the knots from the bamboo, and that they have found a dye or bleach which removes the yellowish-green color from the wood pulp and makes it perfectly white.

It is understood that the machinery for the proposed plant has already been ordered, and that it will cost about \$150,000. Owing to war work, however, this will not be delivered probably while the war lasts. Meanwhile, however, the bamboo is being grown, preparatory to its eventual manufacture into paper.

New Type of Inventory

A bailiff went out to levy on the contents of a house. The inventory began in the attic and ended in the cellar. When the dining-room was reached the tally of furniture ran thus:

"One dining-room table, oak.

"One set of chairs (6), oak.

"One sideboard, oak.

"Two bottles of whiskey, full."

Then the word "full" was stricken out and replaced by "empty," and the inventory went on in a hand that straggled and lurched diagonally across the page until it closed with:

"One revolving door mat."

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50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

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WALTER HARLAND SMITH
Manager Horse Dept.

Review of Current Trade Conditions

Ontario

There has been no radical change in the general market situation in Ontario during the past two or three weeks. Prices still hold firm and while there are no present indications that they will ascend still there is every evidence that there will not be a drop, for some time at least. Business on the whole is spotty and uncertain. Mills which have not yet sold their cut for 1918 are not worrying over the outlook as they feel that by hanging on a reasonable length of time, they will be able to get the quotations they are asking. This applies to white pine, red pine, spruce and hemlock, as most of the hardwoods are sold up and dry stock is very scarce. One inch basswood is commanding a premium. Wholesalers are buying a little more freely than they were and as the season advances have more confidence in the stability of the market. However, it is not likely that there will be any definite change until well on in June, when it will be known more fully how labor conditions are, how production is coming along and whether all drives of logs have reached the mills. Labor conditions are none too promising and the recent military service act has taken a number of men from the mills. In one plant up north the police entered and commanded the edgemen, trimmers and other skilled labor, with the result that the mill had to close down a few days in order to get other help. The proprietors think this is rushing things a little too rapidly as they would have appreciated some notice of the action taken. A number of mills are not operating to full capacity by reason of the decreased cut and the shortage of help. Manufacturers contend that they must obtain the present high prices in order to break even with the game, as operating costs, wages, supplies and other accessories are so high that the finished product has to bring from 20 to 50 per cent. more than a year ago. If the war continues it is believed that conditions will steadily grow worse.

The one ray of hope in the situation is that shipping facilities are now at their very best. There is an abundance of cars and all delayed deliveries are being pretty well cleaned up. This is attributed as the principal reasons for the dullness in retail yards. Dealers are not buying, first owing to the limited building undertakings, and secondly because they have had so many loads of material dumped in on them within the past month that their yards are full and the prospect of immediate release of the heavy stocks is not very bright. With such conditions confronting them, the retail business is in an unusually quiet state and is likely to remain so until well on in the summer. Furniture factories, agricultural implement works, piano and gramophone industries are well employed, which results in active requisitions for all kinds of hardwoods. Some lines, particularly oak and ash are scarce.

From time to time reports are received to the effect that the American government has under consideration the regulation of all lumber prices in the United States. If such a move is made this will naturally have an effect on the business of Canadian firms shipping to the United States. No confirmation of the report has, however, been received up to the time of going to press, although it is well known that the matter is under advisement. There may be facilities opened up in the near future for a much larger export business to the United States and possibly to Great Britain. Reports received from Buffalo and other neighboring Canadian cities are that business is very fair, especially on government requirements. The embargoes to points east of Buffalo are still on, but will likely be removed in the near future. The demand for B. C. products is quiet at present as heavy orders were placed before the recent increase in prices and advantage is being taken on the transitory period to rush forward shipments and have everything well cleaned up when business revives. Building operations in some towns are improving. There is an urgent demand for workmen's houses in many cities and a few municipalities are undertaking to father housing plans. The one deterrent to activity is the present high cost of labor and material which makes the average contractor and speculative builder hesitate as he feels that he possibly can never get an adequate rental to repay him for his outlay or that values will tumble after the war and he may not be able to realize only from 75 to 80 per cent of what he has invested in the undertaking.

Eastern Canada

No noticeable change in conditions is reported in the east. The only market that can be depended upon is the Eastern States as there are practically no shipments to Great Britain with the exception of a small quantity of timber for government requirements. The labor situation is a serious one and the mills in Quebec and New Brunswick

are finding it rather difficult to secure sufficient men. Halifax is not being rebuilt very rapidly. The drives on the whole have had good water conditions and will likely reach their destination in due time, but the cut is not sufficient to keep every plant going fully. Irregular deliveries have caused some shutdowns in the Ottawa plants. The water is receding. There is some talk in the Capital of the government confining building operations to extensions to munition plants, airplane factories and other similar industries. This would shut out all additions to industrial concerns who do not in some way cater to the government's requirements. The reason for this rather radical move is said to be the necessity of keeping all unnecessary structural work down to the limit and releasing as many men as possible for military service. Transportation is greatly improved. The logs in the St. John river are bringing the highest prices ever known, and reports state that spruce deal logs are commanding \$20 per M feet and spruce battens \$17. Spruce pulpwood and fir logs of all kinds are bringing about \$15 per thousand. One reason for this lively competition has been the activity of some mills, who owing to restricted cuts, are in the market to purchase logs. They have been bidding against one another and the result, in the minds of casual observers is that higher prices are being paid than the owners will ever be able to realize on them.

Log driving conditions are reported very satisfactory on the Penobscot, although the water is a bit low. The early rains were absorbed by the earth to such an extent that the rivers and streams were not filled as usual in the spring. Log drivers are now paid from \$3 to \$3.50 a day and board. One company is paying \$4. Contrary to its usual practice the Great Northern Paper Company will not cut pulpwood on its Maine land during the coming summer months. Fred A. Gilbert, manager of the spruce wood department of the company, says that on account of the fact that the company has a large reserve stock on hand, because it is deemed advisable to release labor that may be employed on the farms to produce food and help win the war, also because of the fact there is extreme competition among pulpwood companies for labor in the summer, it has been decided not to start operations until next September. Transportation difficulties between points in Canada are decreasing, and those dealers with locations in the New Brunswick spruce country are delighted. All spruce manufacturers in this section, however, are having all the business they can manage.

United States

The activities of the government in the regulation of prices and corraling of material are the outstanding features in connection with lumber trade conditions on the other side of the border. The authorities have been stepping in and saying what shall be sold and what shall not be sold. Naturally the market has been a sellers one and buyers must remain content to take whatever is offered them. The shortage of labor is growing more acute and as the Military Service Act extends in its operation and application, there will be ultimately lessened production. In white pine there is a good demand for industrial purposes, but the yard trade is rather quiet. Prices are quite firm. Hemlock is in good requisition in the east and the government has fixed the price of Pennsylvania hemlock at \$31 f.o.b. Philadelphia to prevail until August 8. Prices are firm in both east and west for spruce, and on the Pacific Coast airplane spruce is being produced at the rate of 10,000,000 feet a month. Markets for the side cut are gradually opening up. In Southern pine there has been a falling off which is due more to lack of stock than to anything else. There are a number of mills who have little stock to sell. Retailers have not been buying heavy, and with the car situation in excellent shape are disposed to wait until a little later in the season. There is a good demand for hardwoods in the east while in the west and south there is plenty of business, the bulk of it being with the government or for firms that have government orders. Dry stocks are low. Increase in wages of employees is going on steadily, and there is an evident decreasing efficiency on the part of the new recruits. It is said that the negroes get so prosperous in a few days, owing to the big money which they receive, that they will not work until they are down to their last dime. While the market for hardwoods is exceptionally good, there are many troubles to offset the consolation of pleasing prices and an active demand. Among these are high cost of maintenance, labor shortage and lessened efficiency.

The most important happenings in the lumber world were the meeting in Chicago of lumbermen from all sections of the country and their candid and frank discussions of the problems of the trade and



View of Mills in Sarnia.

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the steps that should be taken to meet them, says "The American Lumberman." At one of the meetings it was announced that the Supreme Court of the United States had rendered a decision in the Mitchell-Doyle case in which it was stated that standing timber should be considered at its market value. The importance of this decision is two-fold; in the first place it may have a great deal to do with the method in which the income tax is to be figured as far as manufacturing lumbermen are concerned; in the second place, should this principle be recognized in case the government fixes the price of lumber to all buyers it would have a considerable effect, increasing the price basis several dollars. Perhaps the government will fix the price, perhaps not.

England

There is no change in the hardwood and mahogany outlook, and current supplies remain about the same. Uncertainty as to what will happen with regard to future imports in view of the alterations in the importing regulations is gradually hardening into the belief that the present moderate scale of importing will be seriously cut down. That would appear to be the most probable result of the new restrictions as regards the immediate future, however the situation may develop later on. This view is reflected by the market, which has become firmer for all descriptions of imported stock. Any addition on top of the high prices already reached is regrettable, but in face of the high landed cost of new goods advances are unavoidable. The difficulty later on may lie more in the direction of obtaining the requisite supplies than in the question of values. The demand continues to be

satisfactory, but it is very difficult, or, rather, next to impossible, to gauge its movement. This is due to the special utilization of much of the import to-day, and to the fact that the consumption is to a large extent drifting into new channels. This altered character of the consumption has placed the operator more in the dark than in normal times when demand and supply followed their accustomed course.

Practically all interest is centred on future trading prospects. These, of course, are bound up with the framing of the new regulations of the Controller. Until the new methods come into operation business will necessarily be at a standstill, as no fresh obligations are likely to be entered into during the transition period. As regards native timber trading, the advantage possessed by the country mills limits the importance of the business possible at such timber centres as Liverpool. At the same time many local operators are pushing forward their interests in keen fashion. Their output is on an ascending scale, and in spite of the discouragement mentioned they are looking forward to handling considerable quantities of wood during the summer.

The labor question naturally assumed added importance when the age limit of military service was raised, and the exemptions for the younger men were withdrawn. The course that the authorities will take in regard to labor now engaged in the development of the English timber industry is a matter of vital importance, not only to those who have invested capital in the business, but to the country at large, which has urgent need of the timber.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Prices Remain Firm in the Ottawa District

Despite a variety of disturbing influences the Ottawa lumber market during the closing period of May remained absolutely firm as to price. Reports from the majority of sources as reflecting the general situation were that things had a rock bottom.

Export inquiries, orders and sales generally declined. Transportation for shipment by rail showed considerable improvement. More equipment became available, and stock, while certain grades are still being shipped in any kind of cars generally, began to move much more freely. Only a few shipments were forwarded over the water routes. Shippers using the latter generally expect that there will be fewer barges from American ports available this season. One report in circulation in the trade was that the United States Government had commandeered a number of barges operating on U. S. canals.

Transportation facilities had apparently little to do with the decline in orders, inquiries and shipments. It appeared obvious from more than one source that the Canadian lumbermen were not going to drop their prices to a level which it is reported American lumbermen have done.

The "Canada Lumberman" learns that the prices and rate set by the United States Government on certain grades are a great deal too low to warrant Canadian competition for the stocks in question. The past cost of production, coupled with the unfavorable outlook for next season's woods operations, and the existing shortage of available dry stock do not justify lumbermen in lowering present prices.

As an instance, Gilmour & Company, who have a large export trade to the United States, pointed out that a quotation of \$40 per M. for spruce, 1 x 3 up to 8 in. (rumored to have been set in U. S.) is not one that under present conditions should attract or offer profit to Canadian lumbermen. On four-inch spruce the quotation given by Gilmour and Company was \$38 per M., five-inch \$40, six-inch \$43, and seven and eight-inch upwards.

On account of the intermittent regulation of prices, it may be that American yards and buyers are hesitating to purchase stocks from Canada fearing that they may be commandeered, at a lower figure than the original purchase price. If a price is set in the United States for 8-inch spruce at \$40 per M. and the American buyer cannot get it in Canada for less than \$43, the holder seemingly takes the risk of losing \$3. per M. in the event of his stock being over, by the American Government. At Ottawa it was not felt that there was much danger of such a happening. If it does take place it is believed that the United States Government would have at least to pay the holder of the lumber the same figure at which he purchased it in Canada, plus freight charges.

The immediate and most important concern of the lumbermen in

the Ottawa district was higher water to float the logs and get them to the mills. The rainfall in the Ottawa Valley during May was very light and caused some apprehension. The production of Ottawa Valley sawmills will in all probability be considerably lessened this year.

Dry stock in all grades became scarcer. The labor situation showed no general change. One report was current from a trade source that the Imperial Munitions Board was to let contracts for 2,000,000 shell boxes some time between June 15th and July 1st. Official confirmation was lacking.

Gordon Edwards reports that foreign orders with W. C. Edwards continue to keep up well. Though most of the Edwards Company's logs come by the Gatineau River route the lack of rain and high water began to hinder booming operations. The plant completed the last of its shell box order during early May. About fifty employees were released. The labor situation at both the Ottawa and Rockland mills was characterized as fair and the transportation outlook was characterized as being good. In reference to low water, Mr. Edwards said: "While it has not yet seriously hurt us, it is not doing us any good."

Reports from John R. Booth reveal little or no change as compared with the two preceding weeks. The sawmill did not operate up to capacity and for this reason the shortage of logs coming down the Ottawa was not so greatly felt. No shortage of sawmill labor was reported.

Shepard and Morse state that there is considerable difficulty in securing sufficient logs to run its sawmill. Shutdowns amounting to about one day per week were reported. The employees of the mill, Mr. P. C. Walker thought, would not long remain satisfied with the practice of being laid off intermittently, and believed that shortly the mill would have to close for a couple of weeks to permit a "bank" of logs being stored.

Sawing operations at Fort Coulogne were reported as being satisfactory by James Davidson's Sons. Low water conditions are not affecting the operation of the mill. A sufficient number of logs for immediate requirements are in sight. An increase in the demand for doors was noted during May. There was little demand for sash, while a fair amount of orders were received for commercial boxes.

M. C. Neate Lumber Company say that satisfactory progress is being made on their latest shell box order, which will be finished early in June.

McAuliffe-Davis reported a slow retail demand. The intermittent working of employees on shell boxes caused some bother. The mill labor situation generally was not altogether satisfactory. Mr. Davis attributed the intermittent working to the fact that employees were receiving higher wages and worked fewer hours.



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Klim in camp makes possible fresh separated milk every day for cooking and for tea and coffee. Klim is pasteurized separated milk in powder form. Nothing is taken away except the water, nothing at all is added. All the casein, all the albumen, all the sugar and salts of milk. Dissolved in water according to directions, it makes a liquid with the natural milk taste.

Klim is the most convenient form for supplying the milk needs of your camp. There is no waste;

the exact quantity needed can be taken from the tin without affecting the remainder. Kept in a dry place, Klim remains good indefinitely. It will not freeze in cold weather nor sour in hot.

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How Outlook is Viewed in Montreal

In discussing present market conditions and the future outlook with Montreal wholesalers, two views stand out. One group of lumbermen are of opinion that the prices asked by the manufacturers are extravagant—that it is dangerous to purchase heavily at the advances asked by the mills—ranging up to \$14.00 per 1000 on spruce—and that the demand for lumber does not and will not justify what in their view amounts to a game of speculation. It is known that some of the wholesalers who hold this opinion have declined to buy cuts at the quotation prices. On the other hand, there are those who are optimistic as to the future, and they have backed up their opinions by purchasing freely. It is pointed out that the increase is justified by the enhanced cost of production, that the demand for the United States is likely to be increased, that much lumber at the higher values has been sold across the line, and that under these circumstances, prices are practically certain to further advance. The new cut, too, will be restricted, and this will more than offset any

Business is slow, both for local and United States account, lessened demand in Canada.

The general woodworking industry is dull. There is a fair amount of business in furniture, but the shell and commercial box makers are, taken as a class, very quiet. The number producing for the Imperial Munitions Board is down to five, two having recently received good contracts. One firm is also making shell boxes for the American government. Some manufacturers have been unable to obtain further orders owing to inability to meet the prices which have lately been ruling. The demand for shell box lumber, spruce and birch, has in consequence, considerably diminished. The attempt to obtain a standard price from the Imperial Munitions Board was a failure, and those who organized the interview with the Board do not conceal their dissatisfaction, not so much at the decision of the Board, as at the cutting of rates by manufacturers anxious to secure business. It is asserted that recent prices, although higher than were formerly paid, are below actual cost as figured out by a number of firms, and that there is no prospect of securing better rates unless some arrangement can be come to by which manufacturers will decline to tender at prices which are near the danger point. Certain box-makers, however, have declared that they will not be parties to any agreement, and will continue to tend on any basis they will secure orders.

There is nothing doing in exports to the United Kingdom except for some shipments of timber on government account. It is probable that the government shipments will increase in the near future,

Conditions About the Same in St. John

While three companies are manufacturing logs at St. John it cannot be said that the market has improved in the last two weeks, in fact, if anything it seems somewhat weaker. The only market which the Canadian stocks can depend on is the American market. The seems at the present date to have slightly weakened, although a few concerns are buying to some degree, and paying fair prices. All that can be said of the market is that it is spotty, changing from day to day. The mills that are sawing are piling up their product with the hopes that some one sooner or later will buy their output at a price to show a profit. Logs are coming forward in a fair manner. Most of the drives have had good water until the last week, when it has begun to drop and is now going down fast. Unless rain comes it will make very hard driving in the main river, although the only drive known to have "hung" was a portion of Murray & Gregory, Limited, about 400M feet held up in the Qulantic, a stream in Maine running into the St. John, well up river. These logs will hardly come out this year.

The logs on the lower St. John are all out of the streams and being rafted and delivered to St. John, where they are bringing the highest prices ever paid, viz., spruce deal logs \$20 per M feet, spruce battens \$17, spruce pulpwood logs and fir logs of all kinds about \$15 per M. The cut of lower river logs is only a normal one. The cause for the high prices is the bidding by mills who have no logs to saw and are gambling that prices will be higher later on when the stocks are sawn.

Local business shows no change. The factories are busy with what small number of hands they can find, as men are very scarce who are at all able to do factory work. All factory prices are very firm. Both rough pine and Douglas fir are advancing, the pine on account of scarcity and the Douglas fir on account of the advance in the freight rate from St. John to Vancouver. Low grade stocks of refuse are moving freely with prices firm. Laths and shingles remain unchanged.

Handy Book for Youthful Builders

"The Boy's Own Builder" is a neat and instructive booklet, suitably illustrated and issued by the Arkansas Soft Pine Bureau of Little Rock, Ark. It tells the average lad how to make boats, bird houses, kites, sleds, bookcases and many other things. Specific directions are given and numerous designs presented that are helpful and interesting.

Two Worthy Sons Now at the Helm

The historic business founded by the late Alderman James Davidson, of Ottawa, which is one of the biggest woodworking plants in the Dominion and has operated for some years past under the title of Estate of James Davidson, is now known as James Davidson's Sons. The plant, covering almost an entire block, has come up from a comparatively small start to its present large proportions. The two young men who are now directing its policy and operations are Grant P. Davidson and his brother, Lieut. Keith Davidson, R.A.F. Grant



Grant P. Davidson, Ottawa.



Lieut. Keith Davidson, Ottawa.

P. Davidson has been at the head of the business for some years, but Lieut. Keith Davidson has returned overseas, leaving last month. He was granted a furlough some time ago in order to attend to important business matters and to wind up the estate, owing to his attaining his majority. According to the will of the father, who was for many years chairman of the Board of Works of Ottawa and one of the leading and most enterprising citizens of the Capital, each son receives a half-interest in the business. The firm operate a sawmill at Davidson, P.Q., and, in addition to many specialties, manufacture boxes, refrigerators, and portable houses.

Clearing More Land for Production

Settlers' permits at the rate of about one hundred per week for burning slash have been issued by the Lower Ottawa Forest Fire Protective Association. Altogether up to May this year one thousand of such permits had been granted.

About two hundred men as rangers and workmen have been employed to watch over some thirty thousand square miles of timber and pulpwood lands. Though the season is reported as not being an unusual one, twenty-five fires have been discovered and put out with little damage resulting.

Six power patrol boats have been added to the fire fighting force. They are situated at the following points: Back Lake, Kippewa Lake, Ostoboning Lake, Quinz Lake, Keneojevis River and Harricane River. In addition to these six boats two new gasoline fire fighting pumps have been ordered.

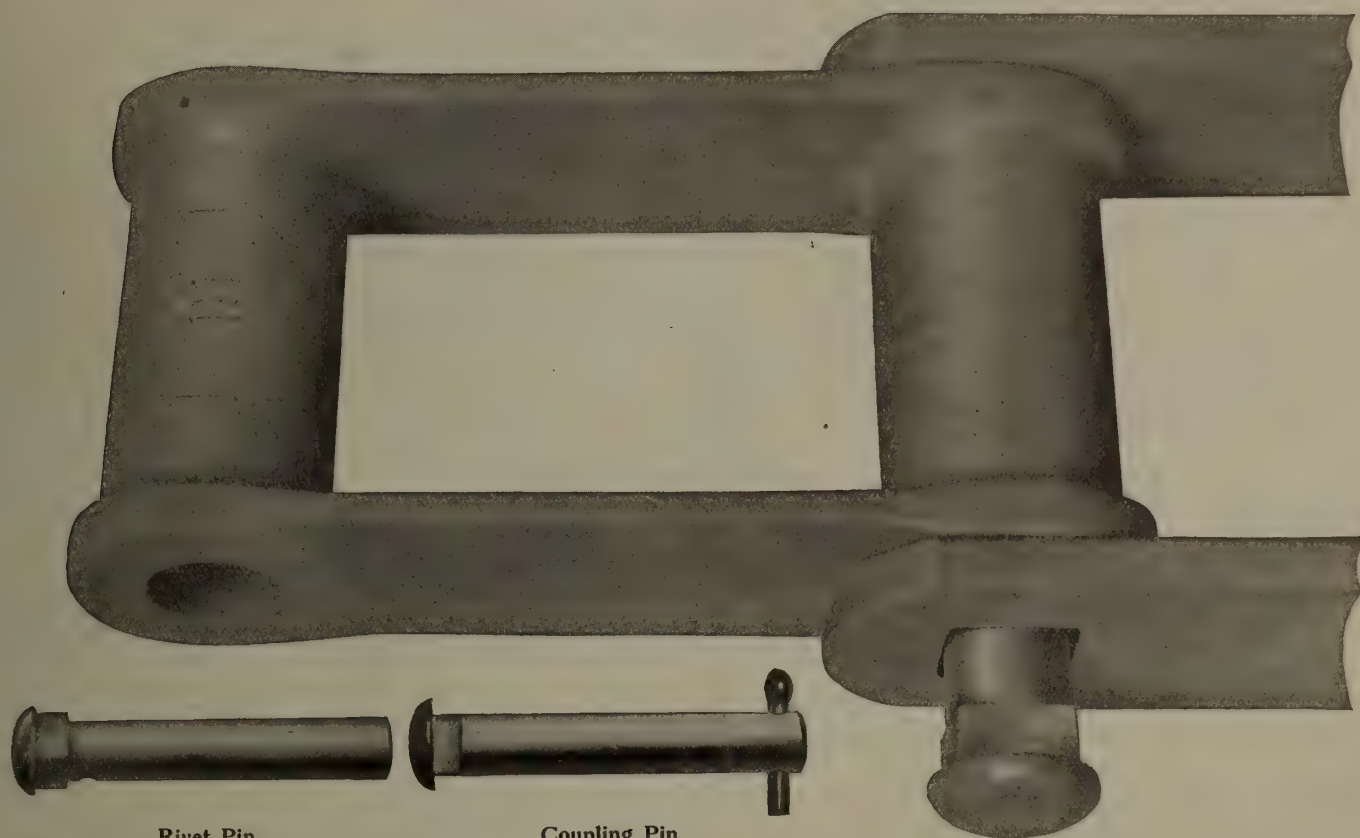
Newsy Happenings in the West

James Whalen, President of the Port Arthur Shipping Company, recently paid a visit to Vancouver, where he was the guest of his brothers. In company with George Seaman, manager of the Empire Pulp and Paper Company at Swanson Bay he made an inspection of the pulp plants and evinced special interest in the new mill at Port Alice, which will be open for operation in July next. Mr. Seaman, who is manager of the Swanson Bay plant, located 112 miles south of Prince Rupert, said that the company is busily turning out airplane spruce. About 100,000 feet of spruce per day is going through, of which from 10,000 to 15,000 feet is intended for airplane work. Six hundred employees are on the Swanson Bay payroll, and the town which has sprung up to accommodate the employees has already been given the title "the spotless town of British Columbia," because it is a model of convenience, cleanliness and comfort. In the paper mills approximately forty tons of pulp is being turned out each day, being shipped for the greater part to the Orient and the United States.

With the lifting of the ban prohibiting the construction of wooden ships on the coast for other than the Imperial or Canadian Governments the principal drawback to the development of shipbuilding in British Columbia has been removed. Efforts were made by the wooden shipbuilding interests to have this construction embargo raised immediately it became known that no more wooden steamships would be placed on the coast through the Imperial Munitions Board for the British Government, and in view of the representations made, the authorities at Ottawa, it is understood, have now notified the shipbuilding interests that the embargo has been suspended, thus permitting the coast yards to go ahead and contract with allied or neutral countries for the construction of wooden tonnage.

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Rivet Pin

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Here are Some Advantages of the Jeffrey Square Shank Pin Construction:

The hard, smooth steel pins with the SQUARE SHANKS fit into perfectly SQUARE HOLES. The bearing surface is the FULL WIDTH of the pin. There is no rocking motion in the side bar.

The solid cast link is made of high-grade malleable iron, both for strength and durability. The long barrel provides extra wearing surface on the pin and the sprocket wheel.

Steel Side Bars are of high carbon steel—and interchangeable.

The Square Shank Pins are made as rivet or coupling pins.

The Jeffrey Square Shank "Hercules" Chain is a most economical and substantial chain for service in handling gritty materials and for heavy duty Elevators and Conveyers.

"Hercules" Chains may be used over standard detachable chain sprocket wheels as follows:—

102-B on 95-J	132 on 122
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Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
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Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy	Quarts (8 Doses each) Doz.	23.00
Johnson's Horse Colic Remedy	Pints (4 Doses each) Doz.	12.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb Tins	each 2.25 Doz.	24.00
¼ lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders, 1 lb. Pkgs.	Doz.	4.80
Johnson's Horse Worm Powders,	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
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(For Drying and Healing Sores, Proud Flesh, etc.)	Per Doz.	8.00

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Accounting Essentials for the Trade

How to Secure an Accurate Determination of Cost of
Mill Products—The Necessity of Details

By C. H. Scovell, Boston, Mass.

Every business man or manufacturer agrees that he needs some accounting. For example, the custom is universal of keeping accounts for sales to customers and collections, and for amounts due on payrolls and purchase invoices. To emphasize these external accounts corresponds with the human instincts to collect what is due and to pay only for value received.

The next step in accounting on which there is substantial agreement as to general principles, but not as to details or methods, may be described as accounting for property owned. In your business that means for standing timber and land values, for all that you own in logging and sawmill equipment, and your inventories of logs and lumber. It is essential for any business to know what property is owned from which the debts or liabilities of the business may be paid. It is the annual or semi-annual reckoning of this kind that tells you whether your business is solvent, and by comparison with a similar statement six months or one year previous (including a reckoning of dividends, if any have been paid), whether you are making money. Just now an accurate statement of assets is of special importance in calculating invested capital in connection with the so-called excess profits taxes.

This accounting for property cannot go into much detail, however, without taking account of the costs of conversion, from raw material to finished product. This is the domain of cost accounting, and here, unfortunately, there is no agreement among lumber manufacturers, although some other groups of manufacturers have made considerable progress on this important matter.

For the joint consideration of a group of manufacturers, and especially for co-operative action, attention must, indeed, be fixed on the essentials for the industry. As to details, there might be disputes or misunderstandings, although details are frequently of great importance to the success of an individual operation.

Stumpage Cost

Accounting for the manufacture of lumber, unlike the accounting for most other manufacturing, is beset with difficulties as to the cost of raw material. Mr. Kellogg, in his excellent little manual on the lumber industry, says that "how standing timber shall be entered in the cost record is the source of more discussion than any other phase of operation."

Unfortunately there are two more or less opposed views in regard to stumpage that get expression in lumber operating, and, therefore, in lumber accounting. The attention of a manufacturer is naturally fixed on the cost of stumpage as it is consumed in lumber operations. This cost may be a current purchase price, or it may be the final reckoning of a long holding of timber. If timber has been long held there is naturally a comparison of the cost-to-date with the actual or possible prices for current purchases. There is then the debate as to how the cost of carrying timber holding should be reckoned.

The viewpoint of the holder of timberland necessarily regards the sawmill chiefly as the best method of disposing of stumpage. Even this point of view cannot ignore the cost to carry timber holdings.

I am surprised that most of the printed matter now available should be so vague and uncertain on these important matters. It seems to be the problem of raw material cost for lumber operations is different in degree only, and not different in principle from the problem of any other raw material that is bought long in advance of its expected use, and might perhaps be bought cheaper in a spot market, if, indeed, it is obtainable, when the day for consumption arrives.

It is not open to debate that there is a cost to carry raw material for taxes, all the risks of damage or loss, and interest on the investment. The misunderstandings and differences of opinion arise through the confusion of cost and value. If this is once cleared away I believe the two opposing views can be readily reconciled.

The stumpage has cost a very definite sum—on a certain date, a purchase price, if recently bought, or if purchased long ago. This cost may be more or less than the current market price. If the stumpage is worth more than it cost there is a profit from the timber deal, otherwise not. But the timber deal of long ago was made in anticipation of a sawmill operation, and it may be that the sawmill was possible only when a large timber tract was secured. In other words, it may be that the timber-holding and the sawmill operations are not considered separately in practice, or in the minds of the owners and operators.

Use of Market Price

On many individual operations it does not make any particular difference whether the business of purchasing and selling timber is regarded separately from the operation of a sawmill. It does make a difference, however, when a mill is operating partly with purchased logs and partly with its own stumpage.

It also makes some difference when a mill is operating with sev-

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6	"	8/4	No. 1 Common
8	"	8/4	No. 2 "
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eral different lots of stumpage. There is a decided gain for many operators, no disadvantage for anyone, and a great gain for the common good of the industry of the current market price of stumpage, or its fair equivalent, is taken as the charge for stumpage consumed.

The purchased land may have a value after the timber has been cut off. When this is the case the cost of stumpage may be reduced, and the timber operator becomes a real estate operator.

On a lumbering operation conducted under these circumstances it may be advisable to take account of the increasing value of the uncut land. This is a problem similar to that which arises in connection with the increasing value of stumpage. If increased values of either kind are taken up in the accounts they should be clearly designated as not available for immediate distribution.

Operating Costs

Having determined on a plan for charging stumpage we naturally come to a consideration of actual lumber manufacturing costs. Fortunately for the purpose of a uniform counting plan the manufacture of lumber proceeds through a few well-defined subdivisions, namely:

Logging, transportation, sawmill operating, planing mill, by-products manufacture, selling and shipping.

The expenditures for these few main divisions should be kept separate, and the totals in these groups should be still further divided as may be necessary or desirable on individual operations.

Logging expense includes road-making, camp-building, and all expenses in the woods up to and including loading logs on cars, or perhaps on some operations, delivery to the landings from which the logs are subsequently to be hauled by teams.

A subdivision of logging expense that may well be taken account of, especially on large operations, is the building of branch railroads or permanent camps. These costs are properly chargeable over relatively long periods of operation, and should in the meantime be carried as a temporary asset under a general classification of "deferred charges to operations."

Transportation, as the second main group of operating expense, covers all the costs of moving logs from the woods landings to the mill pond. Transportation, when done by the lumber company, requires a considerable investment in equipment, and the cost, when accurately determined, must include depreciation at a fair rate, as well as interest on investment, taxes, repairs, and all other transportation charges.

On large operations there is an opportunity for considerable judgment as to the classification of trackage between main line and branches. It is assumed that the branches will be torn up, and all the costs required to lay them down should be applied against the logging operations which have been done with them. A main line track necessarily has a longer life and may ultimately be converted into a regular carrier or be dismantled like the branch lines above referred to. It is the distinction between the two classes of trackage which requires the exercise of careful judgment.

Sawmill operating, as the third main group of operating expenses, includes all costs of manufacturing from unloading logs into the pond to the placing of the lumber in piles. There is considerable more opportunity for the discriminating subdivision of sawmill costs than in any other group of lumber manufacture. Different kinds of operations will require, or at least can use, different kinds of information to good advantage.

If a planing mill is operated, certainly if it is working on a variety of hardwoods and making different kinds of trim and finish, it should have its costs distinctly set off from sawmill operating.

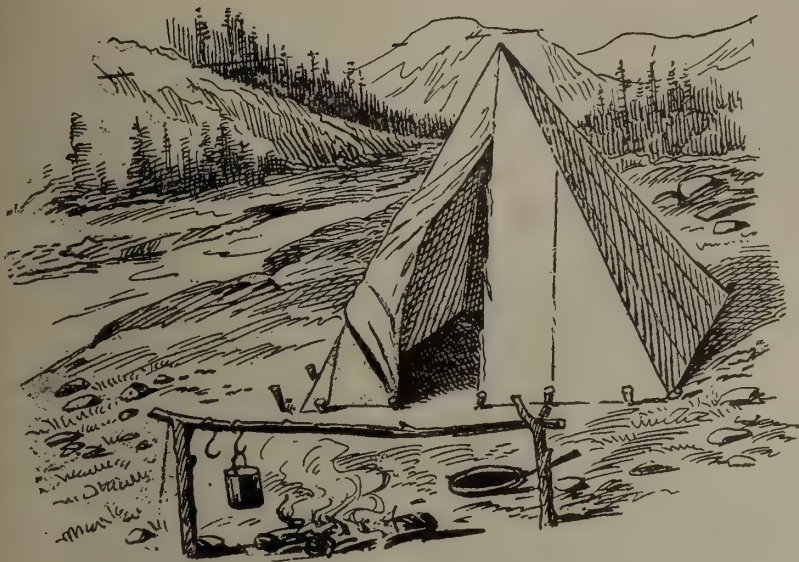
Shipping, as the fourth main group of operating expenses, includes all the costs of moving lumber from piles to cars preparatory to shipment. The subdivision of expenses beyond the actual sawmill will depend a great deal on the way the business is run, and whether a dry kiln or a planing mill is operated.

Overhead Costs

The most important problem in cost accounting for lumber manufacturing, as in any other cost accounting, is the analysis and distribution of overhead costs. In the lumber industry particularly it is important to recognize clearly the different groups of investment, chiefly (1) stumpage or timber lands; (2) transportation equipment; (3) sawmill building and equipment.

Mention has already been made of the importance of keeping an accurate record of the stumpage or timber investment for the purpose of reckoning its cost to date and of the investment in transportation equipment for the purpose of reckoning accurately the operating costs and depreciation. The sawmill also represents a substantial investment on which the depreciation should be reckoned. In this connection it should be pointed out that there is an additional reason as a practical matter to reckon interest on the investment in sawmill equipment, in the case of a business which has already reckoned interest on its investment in other kinds of assets.

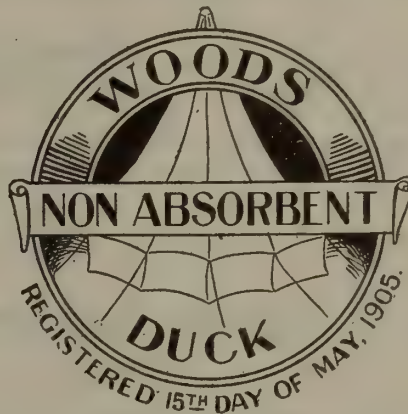
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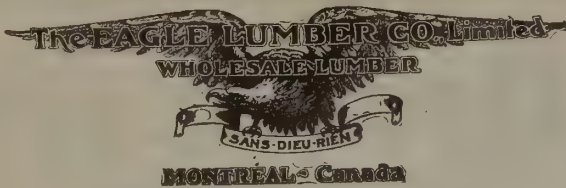
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EDGINGS

Ontario

The partnership of Mitchell & Graham, planing mill operators, at Rodney, Ont., has been dissolved.

The offices of the Collins Inlet Lumber Company have been removed from 311 Kent Building to 1109 Temple Building, Toronto.

It is probable that a shipbuilding plant may be established at Port Arthur by the Globe Shipbuilding Company, of Superior, Wis., one of the Davidson-Smith companies.

The offices of the Union Lumber Company, Dominion Bank Building, Toronto, have been extended and now occupy double the former space. The officers of the company have most commodious private offices, which have been attractively furnished.

D. H. Gillies Company, 288 Adelaide Street, London, Ont., who are erecting a sawmill to take the place of the one which was recently destroyed by fire have awarded the contract to James Moran & Sons, 937 Maitland Street. The building will be one storey, frame construction, concrete foundation, and composition roofing. The boiler, engine and equipment have been purchased.

Controllor John O'Neill says that the housing situation in Toronto threatens to become serious unless there is some attempt made to meet the demand for small dwellings of the description required for people unable to pay large rents. He hints at the possibility of the city being compelled to go into the building business after other means have been tried to induce builders to cope with the situation.

Fire, believed to have been due to a careless smoker, attacked the lumber yards of McLachlin Brothers, at Arnprior recently, and destroyed 100 piles, estimated to contain 2,000,000 feet of rough lumber, before it was brought under control by the company's fire brigade, assisted by the town firemen and a detachment from the Gillies Bros. at Braeside. The loss is estimated at between \$75,000 and \$100,000, fully covered by insurance.

Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines, recently returned from an extended visit to the Kapuskasing soldier settlement in Northern Ontario. He is well pleased with the progress which the plan has made since it was launched about a year ago. The men at work in the clearing-camps and the Monteith Training Farm were visited. The returned veterans were found to be happy and well pleased with their lot in the hinterland of Ontario.

A large wooden freighter, built by the Great Lakes Dredging Company, was recently launched at Fort William. The work on the boat started in September last and it is 264 feet long, 43 feet beam and 23 feet moulded depth. The freighter has a capacity of 2,800 tons and is equipped with wireless. The hull is all wood. The ship will ply in salt water, trading between British ports. As soon as this vessel is completed the construction of a second ocean-going freighter of similar dimensions will be begun.

W. K. Jackson, President of the New Ontario Colonization Company, Jacksonboro, Ont., who get out large quantities of pulp wood, reports that the car situation is greatly improved and shipments are now going forward more freely. He is of the opinion that pulp wood will be in real demand before next winter. Very little will be taken out during the summer owing to the scarcity of labor, while the help problem for next winter is far from bright. Mr. Jackson does not believe that the pulp mills, who get out a large portion of their own wood, secured during the past season more than sixty-five per cent. of their requirements. The winter season was very short, cutting off the supply and leaving more or less in the woods that could not be hauled out to the streams or railways because of the early break up.

Eastern Canada

Rain recently put out the forest fires in Hants County, Nova Scotia.

The lumber mill and woodworking plant belonging to J. C. Hayes, Bath, N.B., was recently completely destroyed by fire.

Fire recently broke out in the shipyards of J. Coughlin and Sons, at False Creek, B.C., and did damage to the extent of over a million dollars.

S. H. White & Company, Sussex, N.B., recently lost their sawmill, etc., at Forest Glen, N.B., by fire. The loss is estimated at \$20,000, and is covered by insurance.

The sawmill and contents belonging to David Sheppard, Bear River, P.E.I., was recently destroyed by fire. The loss amounts to about \$1,000, and there is no insurance.

A charter has been granted to the Argyle Shipbuilding Company, with headquarters at Yarmouth, N.S. The capital stock of the organization is forty-five thousand dollars.

The Riordon Pulp & Paper Company, 355 Beaver Hall Square, Montreal, P.Q., are making favorable progress with their sulphite mill, power development, plans, etc., at Temiskaming, Ont.

On the Parrshoro Shore within a radius of about forty miles, eight large schooners are under construction. This is the largest number of vessels being built at the same time in that locality for more than a score of years.

A portion of the lumber piled in the yard of the Jas. Shearer Company, Limited, wholesale lumber dealers and box manufacturers, Montreal, was destroyed and damaged by a fire which started in the yards of the George Hall Coal Company, Wellington Basin.

It is reported that a number of Yarmouthians are interesting themselves in a new shipbuilding company to operate in Tusket. It will be known as the Argyle Shipbuilding Company, and will probably open in the yards at the point which, years ago, were occupied by the Hatfields.

The Quebec-Saguenay Pulp Company, Limited, has been incorporated with a capital stock of \$779,990, to carry on the business of manufacturers and dealers in lumber, timber, logs, pulpwood and pulp; to acquire timber limits,

water powers, river and driving rights, etc.; to build and maintain lumber, pulp and paper mills; to operate power plants and distribute the power in the district of Quebec and Chicoutimi. The principal place of business is St. Amédée-de-Peribonka, P.Q.

The mills of the Bathurst Lumber Company at West Bathurst and East Bathurst, N.B., recently began sawing for the season. Recent rains have helped the log drives and reports from all the streams show that timber is moving satisfactorily.

Forest fires that have been raging in Cumberland County have for the most part been checked. The "new forest," consisting of 30,000 Norway pine seedlings, planted by Senator Curry some years ago at Athol, escaped all injury from the ignition that has just swept that section of the country.

The Board of Examiners of Cullers of the Province of Quebec will hold examinations as under:—Hull, July 2nd; Matane, July 30th; Chicoutimi, August 13th; and Quebec, September 2. Intending candidates should communicate with Mr. Elz.-Miville Dechene, Deputy Minister of Lands and Forests, Quebec.

With a capital stock of \$20,000, Laurence & Robitaille, Ltd., Montreal, have been incorporated, to acquire the business of Laurence & Robitaille, for the sum of \$20,000. Power is given to carry on in all branches the business of manufacturing and producing lumber, rough timber, pulpwood and pulp, doors and sashes; and to acquire and operate sawmills.

Tenders are being received for the erection of a sulphite mill and power house at Temiskaming, P.Q., by the Riordon Pulp & Paper Company, 355 Beaver Hall Square, Montreal. Contract will be let shortly. The manager of the manufacturing is C. B. Thorne, Hawkesbury, Ont., whose address will be Temiskaming, P.Q., after June 10th.

News comes from St. Pamphile, L'Islet County, that a young man, Alexander Nicholas, while attempting to ride a log down the Riviere Noire, from a log camp at Seven Islands, Maine, escaped drowning to meet a series of thrilling adventures. Rescued from the water, he lost his way in the bush and wandered for two days. A search party rescued him when he was almost dead from exhaustion and hunger.

A brush fire at Oxford Junction, N.S., caused a loss of \$50,000 to the lumbermen of Nova Scotia. The brush fire escaped from control and ignited a huge lumber pile containing three million feet of miscellaneous timber. The Oxford fire department succeeded in keeping the fire from destroying 1,500,000 feet, working at the scene of the conflagration for twelve hours. The piled lumber is an accumulation of the past two years, and is owned by B. A. Dunfield, of Halifax, and Wilbur Thompson, C. O. Black and Miner McElmon, of Oxford.

Western Canada

The Empire Lumber Company, Limited, has increased its capital stock from \$300,000 to \$500,000.

The Union Box & Shook Mills, Limited, Pembroke, Ont., recently suffered a serious loss by fire. The loss is estimated at about \$150,000, and the insurance at \$80,000.

The shingle mills belonging to Pearson & Company, Burnaby, B.C., Burrard Inlet, were recently destroyed by fire. The owners will rebuild as soon as the loss is adjusted.

Plans are in progress for the erection of a saw and shingle mill at Hope, B.C., by Lings & Roddie, of Rosedale, B.C. The company have purchased a site of 552 acres, on which the mill will be erected.

While working at the rollway at the Elk Lumber Company's camp near Olson, B.C., John Klimuk, engaged in the operation of rolling logs into the river, was crushed to death when the log pile gave way and 15 to 20 logs crushed down.

The Mountain Sawmills, Limited, have been incorporated, with head office at Kamloops, B.C., and capital stock of \$50,000, to carry on business as timber and lumber merchants, and to manufacture and deal in timber and wood of every kind.

The first of a series of shipments of British Columbia fir to the United States was sent from Kingston in large quantities by the Clayton Boat and Shipbuilding Corporation, of Clayton, N.Y., will be used in the manufacture of wooden barges for the emergency fleet of the United States marine service.

Damage to the extent of \$15,000 was caused recently when fire destroyed two dry kilns and about five thousand dollars' worth of the bevel siding in the yards of the Ontario Lumber Company, whose mill is situated on the North Arm of the Fraser River, South Vancouver. The mill was saved with difficulty.

Sealed tenders are being received by the Minister of Lands for British Columbia until June 24, 1918, for the purchase of License X236, to cut 2,481,000 feet of fir, cedar and hemlock on an area adjoining S.T.L. 41359, Lasqueti Island, New Westminster District. Two years will be allowed for the removal of the timber.

Valuable lumber and a considerable portion of the expensive dry kiln of the Acme Timber Mills, Limited, were destroyed by fire which started in the interior of the kiln recently. The plant is located on the north arm of the Fraser River and was formerly known as the Dominion Mills. James Broadford is the manager of the plant, which has recently been cutting considerable spruce for the Imperial Government. The damage done by the fire was about twenty thousand dollars.

For the first time in the history of the lumber industry of British Columbia young women are now employed in the plant of the Port Hammond Lumber Company, Port Hammond, B.C. They are being given a trial in competition with men under exactly similar working conditions. Scarcity of male help has induced the firm to try out female labor, which is being used in clearing away dressed lumber, such as flooring, from the planing machines, tying it in bundles and placing them on live rollers to be handled by male workers at the dry kilns.

The Pearson shingle mills, located close to Burrard Inlet, were completely destroyed by fire recently, only the office and the cook house being left intact. The mill, which was located on the C. P. R. about two miles east of Hastings Station, was formerly operated by Gay and Taylor, and about six months ago was taken over by the Pearson Company, a Seattle concern. The daily output of shingles was about one hundred and fifty thousand. The mill was electrically driven but a small steam plant was kept running for kiln purposes and the burner, a spark from which started the blaze. About sixty men were employed in the mill.

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No balks, break-downs or dislocation of parts—IT WORKS ALWAYS. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

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H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



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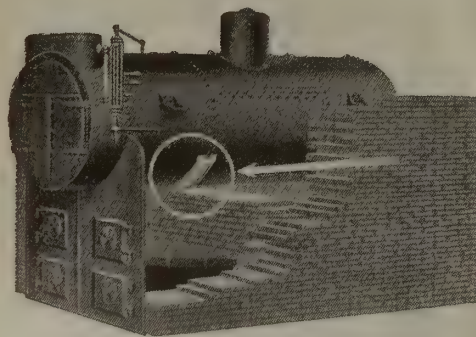
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Against Fire Cracks, Mud Cracks, and Leaks

Protection

AFTER INSTALLING

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Tested, Tried, Proven True

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Canadian Patent, No. 177295, May 29th, 1917

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The merit of a product is attested by the demand.
The volume of demand is evidenced by the size of the works.
And when the works, steadily increasing, year after year
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Standard 2 Drum Engine for skidding or loading. Made in 7 sizes, from 10 to 50 horse-power. One of them is the right size for your work.

Use Machinery in Place of Men

Men will be harder than ever to get this year, and more costly to hire, owing to the conscription regulations. **Hoisting and Haulage Machinery** will not only take the place of men to a large extent, but **will handle your logs at greater speed, and at a lower cost.**

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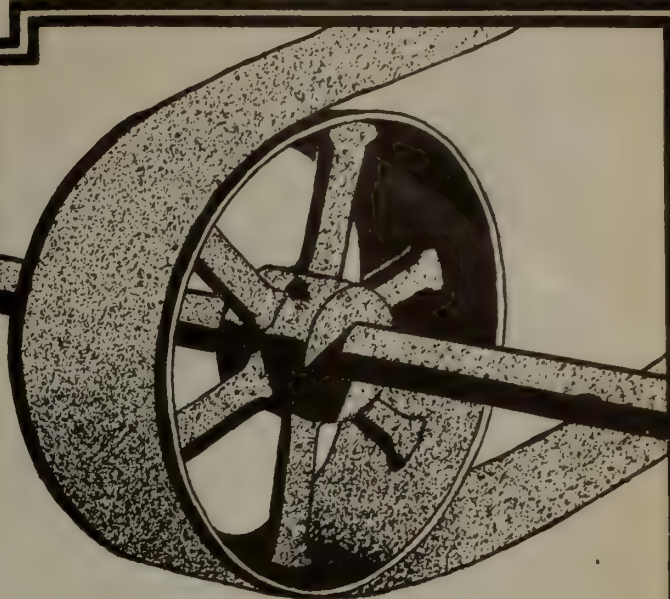
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Our long experience enables us to give the right machinery, of the right quality, and at the right price.

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This brand is especially well suited to the wet places in a saw or pulp mill and will run true as long as it is in service. When you are overhauling your mill equip it with "Goodhue Belts" and you will never regret it. They are honestly made of solid leather—every inch a good belt and they won't stretch.

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Drives a Drift Bolt in 25 Seconds

YES! The CC 25 Drift-Bolt Driver will drive a five foot drift-bolt $1\frac{3}{8}$ in. diameter $\frac{1}{16}$ in. drift in less than half a minute.

And the Tool is Strong

Canadian Ingersoll-Rand air tools are simple and strong; in the CC 25 Drift-bolt Driver you get all-steel construction, simplicity in valve design, powerful air feed, and automatic lubrication.

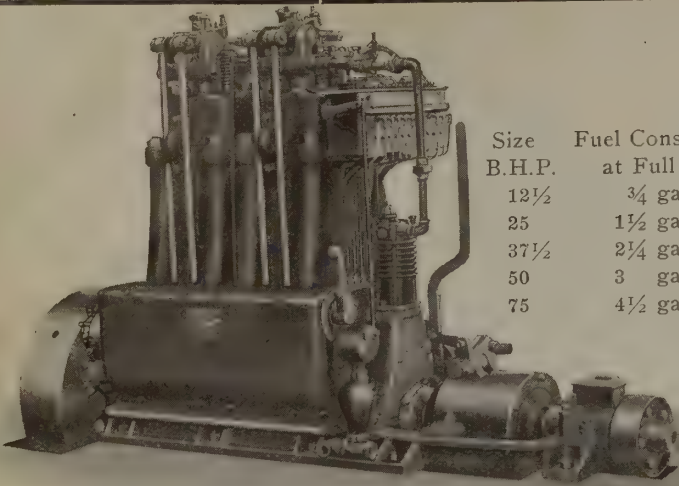
The same tool is quickly adapted for down driving by removing the air feed and fitting the cross handle.

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Size B.H.P.	Fuel Consumed at Full Load
12½	¾ gals. oil
25	1½ gals. oil
37½	2¼ gals. oil
50	3 gals. oil
75	4½ gals. oil

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Operate Perfectly on Cheap Fuel Oils

No carburetor, batteries or magneto.

No preheating, blow torch or hot surface.

Simple, economical, sturdy. This engine can be run indefinitely at slow speed and then immediately speeded up to maximum power. Just the type needed for continuous towing, rafting and general manouvering. Starts instantly.

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Pure wool, Waterproof Mackinaw Coats, Pants and Shirts,
the kind you have been looking for.

Repellant Brand Army Duck Tents



The best duck that money can buy.
We can equip your van complete.

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Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.

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"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 316 pages, illustrated. Price \$4.

Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Canada Lumberman

347 Adelaide Street West

TORONTO

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

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**Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.**



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

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705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.



Announcement

We are pleased to announce that we are now manufacturing and marketing this exceedingly efficient and useful electric hand barker. It has an almost limitless range of adaptability. It is always ready for quick application to any part to be rossed or trimmed.

Although this Hand Barker was first developed for taking off the small patches of bark sometimes left on wood after passing through a barking drum, it has proved to be exceedingly handy and useful for other purposes as well. We find that it covers a very broad field in the lumber, pulp, paper, and even in construction industries.



As shown above, it is suspended from any convenient point overhead and balanced by a weight. No matter how high or low the work may be, it is a simple matter for the operator to bring the cutting head to whatever position he chooses. The barker is easily handled with one hand. No matter how large the log or how small the pieces of wood, if it is desired to trim off some bark, knots, or high spots, it makes no difference to this handy electric barker.

The shaft connecting the cutter head and motor is mounted in ball bearings. The motor is amply powerful, being capable of developing 3/4 h.p. The length of the barker is about 2 ft. Total weight about 50 lbs.

Any other details you may wish will be furnished on request. Tell us the purpose for which you wish to use one or more of these barkers.

American Barking Drum Co.

440 South Dearborn Street
CHICAGO, ILL.



CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$56 00	\$59 00
1 1/2 and 1 1/2 x 4/7 Good Strips	57 00	61 00
2 x 4/7 Good Strips	57 00	59 00
1 x 8 and up Good Sides	61 00	63 00
1 1/2 and 1 1/2 x 8 and wider Good		

Sides	79 00	81 00
2 x 8 and wider Good Sides	81 00	82 00
1 in. No. 1, 2 and 3 Cuts	49 00	51 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	57 00	60 00
2 in. No. 1, 2 and 3 Cuts	59 00	61 00
1 x 4 and 5 Mill Run	45 00	48 00
1 x 6 Mill Run	47 00	50 00
1 x 7, 9 and 11 Mill Run	45 00	48 00
1 x 8 Mill Run	47 00	50 00
1 x 10 Mill Run	50 00	52 00
1 x 12 Mill Run	51 00	53 00
5/4 and 6/4 x 4 Mill Run	46 00	48 00
5/4 and 6/4 x 5 Mill Run	46 00	48 00
2 x 4 Mill Run	44 00	46 00
2 x 6 Mill Run	47 00	49 00
2 x 8 Mill Run	47 00	49 00
2 x 10 Mill Run	51 00	52 00
2 x 12 Mill Run	51 00	53 00
1 in. Mill Run Shorts	36 00	38 00

Red Pine:		
1 x 4 and 5 Mill Run	38 00	41 00
1 x 6 Mill Run	40 00	43 00
1 x 8 Mill Run	40 00	43 00
1 x 10 Mill Run	44 00	47 00
2 x 4 Mill Run	38 00	40 00
2 x 6 Mill Run	42 00	44 00
2 x 8 Mill Run	42 00	44 00
2 x 10 Mill Run	44 00	47 00
1 in. Clear and Clear Face	45 00	48 00
2 in. Clear and Clear Face	45 00	48 00

Spruce:		
1 x 4 Mill Run	39 00	41 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
Mill Culls	32 00	34 00
Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	30 00	31 00
1 x 6 in. x 9 to 16 ft.	33 00	34 00
1 x 8 in. x 9 to 16 ft.	35 00	36 00
1 x 10 and 12 in. x 9 to 16 ft.	35 00	37 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	33 00	34 00
2 x 4 to 12, 10 and 16 ft.	34 00	35 00
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00
2 x 4 to 12 in., 18 ft.	35 00	36 00
2 x 4 to 12 in., 20 ft.	36 00	37 00
1 in. No. 2, 6 ft. to 16 ft.	25 00	27 00
2 in. No. 2, 4-in. and up in		
width, 6 to 16 ft.	27 00	29 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 00	
6x10, 8x10, 10x14, 12x14, 14x14	52 50	
6x12, 8x12	53 00	
14x16, 16x16	53 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain	60 50	
Fir flooring, 1 x 4, edge grain	60 50	
Fir flooring, 1 x 4, flat grain	43 50	
No. 1 and 2, 1-in. clear Fir rough	48 00	64 00
(Depending upon widths).		
No. 1 and 2, 1 1/2 and 1 1/2 in., clear Fir rough	57 50	61 50
No. 1 and 2, 2-in. clear Fir rough	50 50	57 50
1 x 5 and 1 x 6 Fir casing	60 50	
1 x 8 and 1 x 10 Fir base	62 50	
1 1/2 and 1 1/2 x 8 x 10 x 12 E. G. stepping	71 25	
1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping	61 25	
1-in. clear Fir, d. 4 sides	48 00	56 00
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00
XX B. C. cedar shingles	3 30	
XXX 6 butts to 2 in.	4 25	
XXXXXX 5 butts to 2 in.	5 00	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$80.00	\$63.00	\$45.00
5/4 & 6/4	85.00	68.00	50.00
8/4	115.00	80.00	50.00
10/4 & 12/4	135.00	105.00	65.00
16/4	150.00	125.00	65.00
Ash, Brown			
4/4	70.00	50.00	40.00
6/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00

Birch, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	65 66	42 45	32 35
5/4 and 6/4	72 75	55 60	38 40
8/4	75 77	56 62	40 42
10/4 and 12/4	85 90	70 75	50 55
16/4	90 92	75 78	60 65
Basswood, dry weight 2500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$75.00	\$60.00	\$40.00
5/4 & 6/4	75.00	55.00	45.00
8/4	76.00	58.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$54.00	\$42.00	\$35.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00	28.00
12/4	70.00	57.00	45.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$57.00	\$60.00	\$47.00	\$42.00
5/4 & 6/4	65.00		55.00	
8/4	65.00		55.00	

Gum, Sap

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$49.00	\$42.00	\$35.00	\$28.00
5/4 & 6/4	52.00		45.00	
8/4	52.00		45.00	

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$65.00	\$45.00	\$30.00	\$25.00
6/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$35.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	65.00	50.00	42.00	32.00
12/4	80.00	62.00	52.00	35.00
16/4	115.00	100.00	60.00	35.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$35.00
No. 2 and better	42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$80.00	\$55.00	\$40.00	\$30.00
5/4 & 6/4	87.00	60.00		
8/4	95.00	65.00		
10/4	120.00	90.00		
12/4	120.00	90.00		
16/4	120.00	90.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$110.00	\$75.00		
5/4 and 6/4	125.00	90.00		
8/4	130.00	95.00		

Red Oak, quarter cut.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$95.00	\$65.00		
5/4 & 6/4	100.00	70.00		
8/4	105.00	75.00		

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 1/2-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/2-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 1/2-in.	58 00	
2-in.	53 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings	47 00	50 00
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00

Pine, 1-in. x 4-in. s.c. strips	44 00	
Pine, 1-in. x 5-in. s.c. strips	44 00	
Pine, 1-in. x 6-in. s.c. strips	46 00	
Pine, 1-in. x 7-in. s.c. strips	46 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	

Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 1/2 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts, 1 x 5	38 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6'-11', 1"x10"	45 00	

Pine box boards:		
1"x4" and up, 6'-11'	36 00	
1"x3", 12'-16'	36 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up	35 00	
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	33 00	
O. culls r & w p	25 00	

Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/2-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1"x7" and up	34 00	

Mill run Spruce:		
1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16'	34 00	
1"x9"-10" and up, 12'-16'	40 00	42 00
1 1/2"x7" 8-9" and up, 12'-16'	40 00	42 00
1 1/2"x10" and up, 12'-16'	46 00	
1 1/2" & 2" x 12" and up, 12'-16'	46 00	

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25

White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

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First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

Spruce Deals		
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

Oak		
According to average and quality	85	95
55 ft. cube		

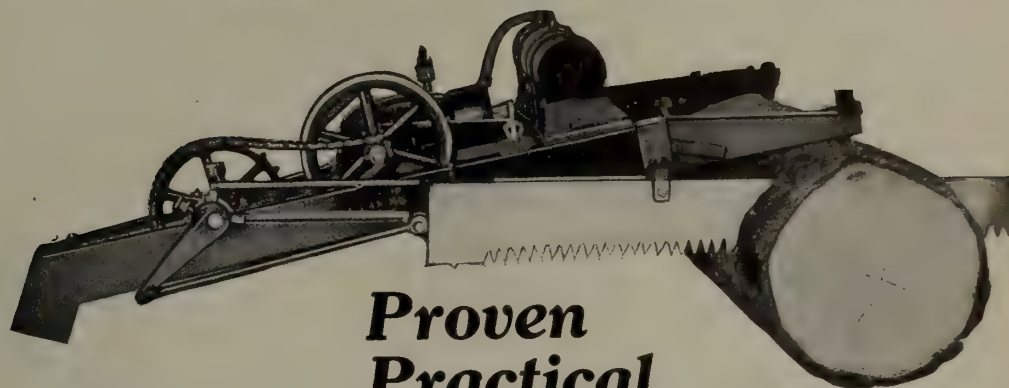
Elm		
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85

Ash		
13 inches and up, according to average and quality, per cu. ft.	25	30
Average 16 inch	30	40

Birch		
14 inch, average	32	35
15 inch, average	40	45
16 inch, average	45	50
18 inch, average	50	55

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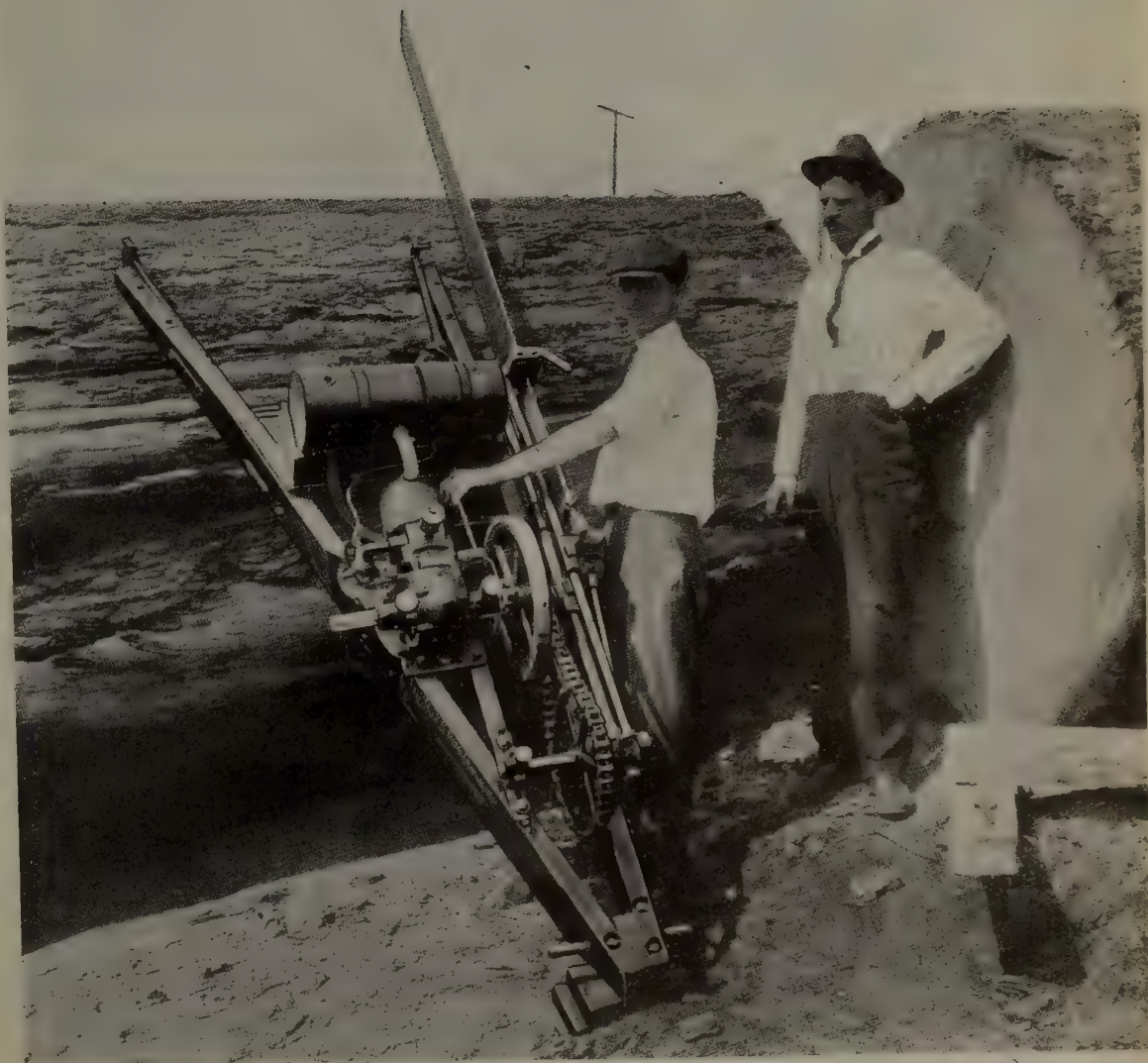
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No. 2 1 x 8 & 9 in.	42 00	44 00	Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
No. 2 1 x 10 in.	48 00		Red Cedar Perfections, 5 butts to 2½	5 07
No. 2 1 x 12 in.	52 00		Washington 16-in. 5 butts to 2-in. extra red cedar	4 50
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Spruce, 10 in. dimension	53 00			
Spruce, 9 in. dimension	46 00			
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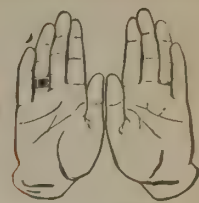
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Some belt manufacturers offer to sell their product on the basis of "Heavy-Poundage in a Friction-Pull" Test. To obtain the latter result it is not necessary to secure such an expensive Rubber Friction as is used in "Gibraltar RedSpecial." This fact alone ought to be a pretty good gauge of the value of the "friction-pull" test.

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This Belt Section illustrates a Heavy "Poundage-Pull" Friction. To secure this result the Friction Grain is short and stiff. Elasticity and Flexibility have been sacrificed to secure such a result.

Note the Long Grain Rubber Friction

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Perrin & Co., W. R.

PULLEYS AND SHAFTINGCan. Bond Hanger and Coupling Co.
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hamilton Company, William
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**Canadian Allis-Chalmers, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Jenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**ROPE**

Waterous Engine Works Company

RUBBER GOODSAtlas Asbestos Company
Gutta Percha & Rubber Company**SAWS**Atkins & Company, E. C.
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Campbell-MacLaurin Lumber Co.
Canadian Western Lumber Company.
Foss Lumber Company
Fraser Limited.
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Godfrey Company, L. N.
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Heeney, Percy E.
Long Lumber Company.
Mason, Gordon & Co.
McGibbon Lumber Company.
McLennan Lumber Company.
Miller Company, Ltd., W. H.
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Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.
West Coast Lumbermen's Assoc.

(Continued on page 68)

*The Babbitt Metal that's at the Front in Efficiency
and Economy***HARRIS
HEAVY
PRESSURE****THE ARISTOCRAT OF BABBITT METALS****SHIVES LUMBER CO., LTD., Campbellton, N.B.,
Canada**Messrs. The Canada Metal Co., Ltd.,
Toronto.

Dear Sirs:

Replying to your inquiry regarding our experience with Harris Heavy Pressure Metal, would say we have been using this metal for about five years in main bearings and cranks of Wickes' gangs and steam engines, also edgers, etc., in place of more expensive metals that we formerly used for these bearings.

We are pleased to be able to say that the Harris Heavy Pressure has in every case given us good satisfaction, being a nice metal to pour without shrinking or cracking, and wearing well. So long as this metal retains its present standard of excellence we will have no hesitation in using it for the most severe conditions we have for babbitt metal.

Yours
JOHN M. MACLEAN,
Superintendent.**WRITE FOR COMPLETE LIST OF BABBITT METALS****THE CANADA METAL COMPANY, Limited****Head Office and Factory TORONTO Fraser Avenue****Branch Factories—****HAMILTON****MONTREAL****WINNIPEG****VANCOUVER**

—economy to-day is a deed of patriotism

—and is extensively engaging the attention of manufacturers everywhere. There are hundreds of lumber mills in Canada with an unproductive scrap-heap. The sawdust and waste wood lying around these mills can be turned into a great asset by installing Wood Distilling and other Chemical Plant. We have specialized in the building of chemical plants; and have installations in all parts of the world—plants with a big guarantee behind them!

DISTILLATION PLANTS: Slabs, Limbs, etc.

ALCOHOL PLANTS: Sawdust, Shavings, etc.

PULP MILL EQUIPMENT: Soda, etc.

OXALIC ACID PLANTS: Sawdust, etc.

WASTE SULPHITE LIQUOR

FERMENTING PLANTS: Alcohol.

Let us hear from you.

Blair, Campbell & McLean
Limited
GLASGOW, SCOTLAND

Established 1838 -

Cables—Blazon, Glasgow—ABC—5th Edition.

Morgan Machine Company

ROCHESTER, N. Y.

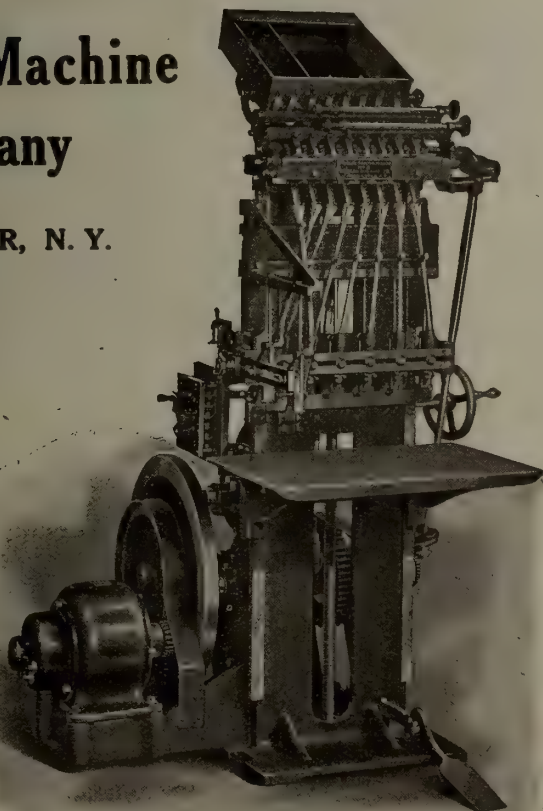
Manufacturers
of—

**Nailing
Machines,**

**Lock Cor-
ner Box
Machinery,**

**Box Board
Matchers,**

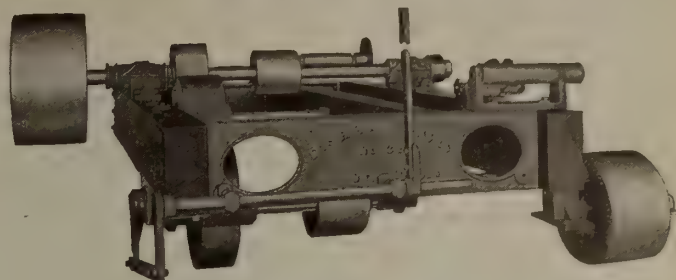
**Box Board
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Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
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Your New Saw Mill



Will give you the best service and the longest service with the least expense for upkeep—If it is a Fisher & Davis Mill.

Catalog of Saw Mills, Edgers, Planers, etc., is yours for the asking. Ask to-day!

FISHER & DAVIS MFG. CO. St. Louis, Mo.

Don't Blame the

FIRE BRICK

if it fails to give satisfaction. More likely than not you have been using the wrong kind for your particular purpose. A firebrick intended for use in a small hand-fired boiler may not give the same result if used under high pressure boiler with mechanical stoker.

So when sending us your enquiries be sure to specify for what purpose these brick are to be used.

You are sure then of a high quality brick, that is absolutely the best for your purpose.

We Manufacture the Following Well Known Brands

**"Elkco Special," "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Catalogue is yours for the asking.

Elk Fire Brick Co. of Canada, Limited

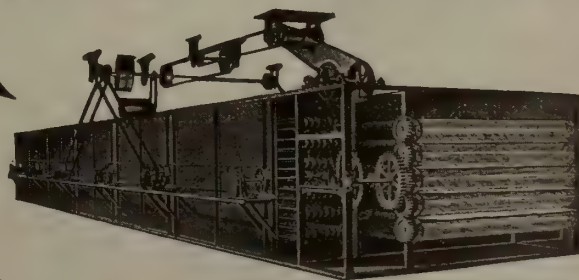
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Representatives for Maritime Provinces:

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Dries enormous amount of veneer perfectly flat and pliable at minimum cost, without checks or splits

Send for catalog and list of users

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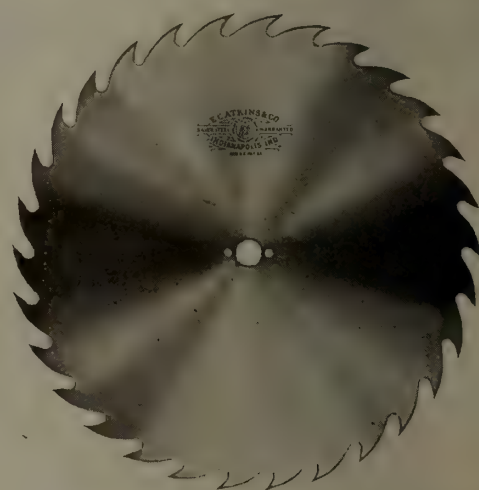
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ALWAYS AHEAD!

The most advanced improvements in Saw manufacture have placed us far ahead in the manufacture of Saws for all uses.

Our Band and Circular Saws are worthy examples. They cut more timber—do it with less power and require less repair to be kept in perfect condition.



Economy in mill operation has proved their value. Put them through competitive tests with other Saws.

The Sterling quality of

Atkins Sterling Steel Saws

will overcome your difficulties.



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Factory—HAMILTON, ONT.

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Equipment for Immediate Shipment

LOCOMOTIVES—Standard Gauge
2—50 ton Saddle tanks, cylinders 18x22.
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26—Standard gauge 20-ft. long, double trucks, air brakes, 20-in. wheels, wooden bunks.
5—80,000 Flat Cars (May delivery).

SAW MILL MACHINERY
1—right hand Allis-Chalmers Band Mill, 9-ft. wheels.
1—ditto 3 block carriage, 40 in., fitted Payette patent set works.
1—Wicks oscillating Gang Saw, 20-in. stroke, 37 saws wide.
1—left hand edger, 54 in., 4 stationary saws, one moveable.
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Rails, Motors, Derricks, Hoisting Engines, Locomotive Cranes, Mill Machinery, Boilers, etc.

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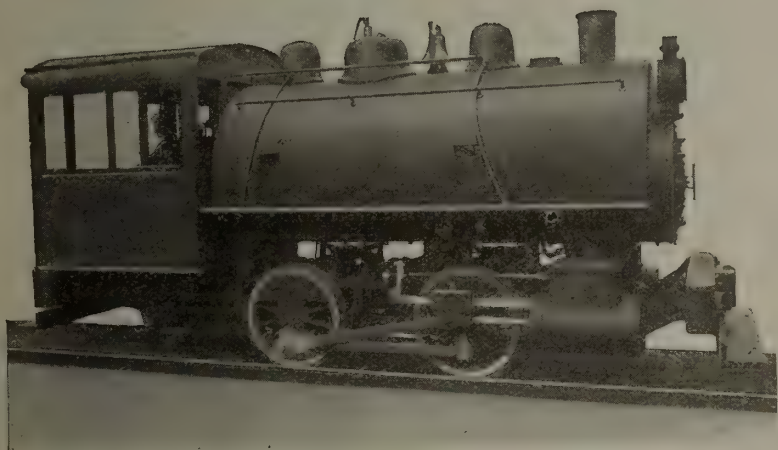
Government Contractors and
the largest Manufacturers
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Lumbermen's Tents, Bed Ticks, Grey Blankets, Nose
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Write for Catalogue.

Prompt shipments.

IMMEDIATE DELIVERY



We have one 10" x 16"
Saddle Tank Locomotive
which is available for
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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD AND IRON RAILS



A 62-ton
Climax
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Designed
Especially for
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Climax Locomotives are successfully operated on steep grades and sharp curves. Any weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."
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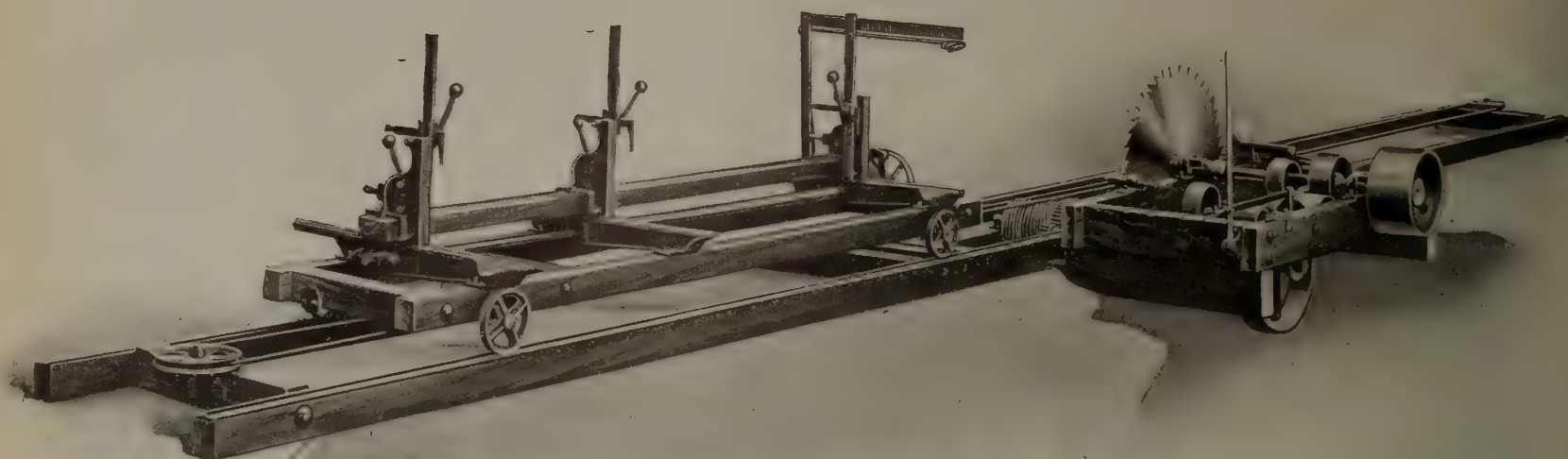
The Peter Hay Knife Co., Limited GALT, ONTARIO



MANUFACTURING WOODWORKING

Machine Knives, Circular Cutters
and Mortise Chisel

The E. Long Manufacturing Co., Ltd.



IN STOCK:

No. 1 Log Jack with foot wheel and idlers

No. 7 Log Jack with foot wheel and idlers

10 inch by 36 ft. Steam Feed

10 inch by 42 ft. Steam Feed—Either feed can be furnished with vertical or horizontal valves. Double acting set works in No. 1, 2 and 3 sizes.

We have one second hand plain slide valve engine, right hand, side crank, 9 x 13, suitable for a small saw mill plant.

The Stuart Machinery Co., Ltd., Winnipeg
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and Edmonton

**The E. Long
Mfg. Co., Ltd.
Orillia
Canada**

We make equipment and machinery of all kinds for the lumber industry. Send for catalogue and list of machinery in stock ready to ship immediately.

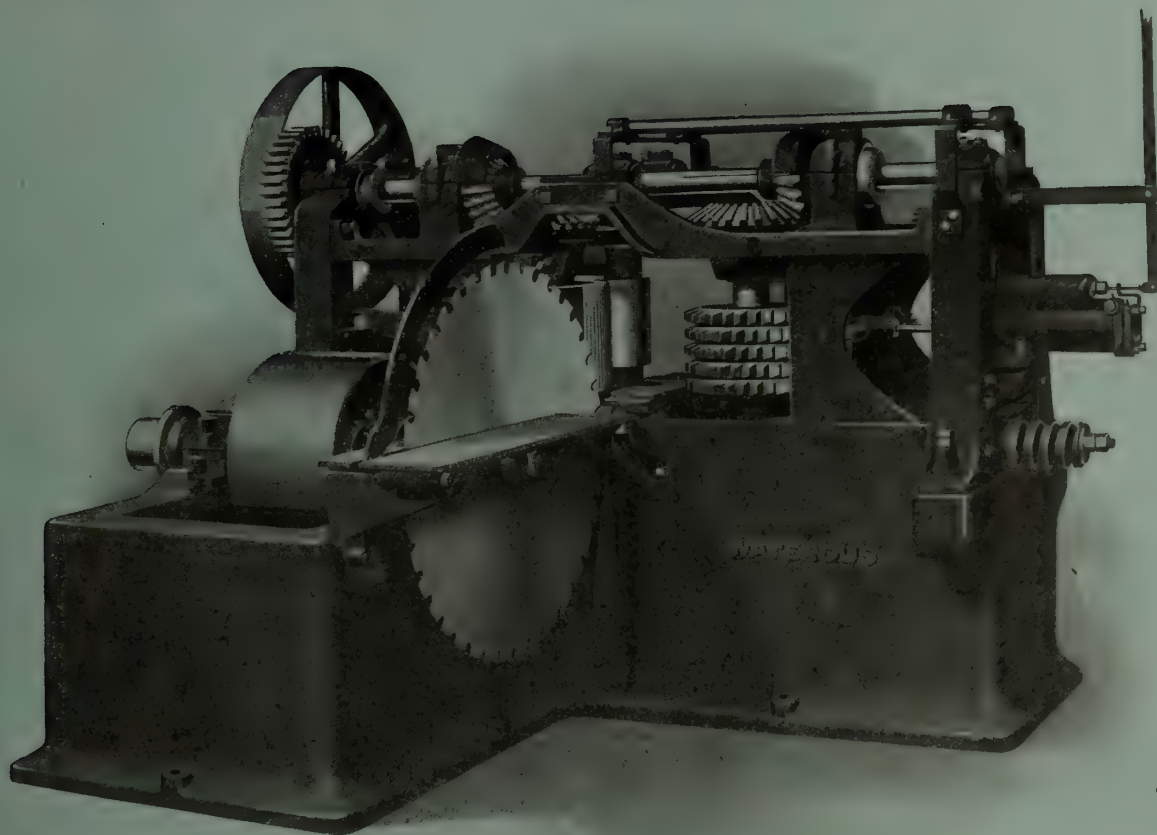
Portable Saw Mill

THE No. 5 Portable Saw Mill shown above is adapted to the use of individual or company wanting to work up a small pocket of timber or for use in an out-of-the-way location. It is compact and sturdy and will do splendid work under unfavorable conditions. There are scores of similar outfits in the country today giving satisfaction and making money.

One outfit with Right hand Saw Frame and Carriage—set of track timbers same as illustrated above, shipped immediately to any address.



Sawmill Machinery



The Waterous Circular Resaw

This machine is specially designed for handling rough, knotty slabs or thick lumber indiscriminately. It is very heavy and substantial, and will give satisfactory service under the severest duty.

Besides being able to stand more hard usage than a Band Re-Saw, its first cost is considerably less, as is also the cost of maintenance. When used on slabs, the extra sawdust—in excess of that cut by a band re-saw—coming, as it does, out of the slab or waste portion, is unimportant, and thus the machine is practically as economical as a Band Re-Saw for this purpose.

One of our customers who uses a four-log gang, a circular, and one of these Waterous Re-Saws, states that the latter regularly handles 600 logs, each 16 feet in length, per day of eleven hours, besides all the slabs, which contain at least one board 3 inches wide and 6 feet long each, from 500 other logs. The 600 logs referred to are first sized by the circular into 6-inch squares by running them through to make two thick slabs and two thin ones, and then sent to the re-saw. If the log will not size to 6 inches square, the circular splits it into two thick slabs and sends the two slabs on to the re-saw. The timber that our customer is cutting is hard spruce, and is so hard that he informs us that he is obliged to change saws four times during the daily run of eleven hours.

Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

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For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 90c per lb.; West of Fort William, \$1.00, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00

**worth of mixed metal
sold annually.**

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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

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**Not altogether what we
say but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

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Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

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Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

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It's a Pink
anyway, you
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THE CYCLONE SAW MILL BLOWER

SAVES ONE MAN'S WORK

REDUCE YOUR LABOR WORRIES by installing a Cyclone Saw Mill Blower. Proper sizes for any make of mill, portable or stationary. Is guaranteed to get all the dust, all the time. Guaranteed against breakage. Carries dust 50 to 100 feet in any direction desired.

Won't clog, choke or gum.

PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

The Ramey Mfg. Co.,
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New **RAILS** Relaying
12 to 80 pounds per yard.

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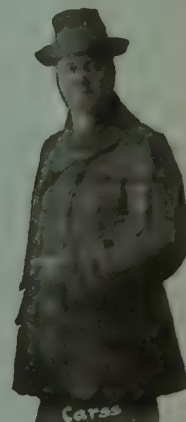
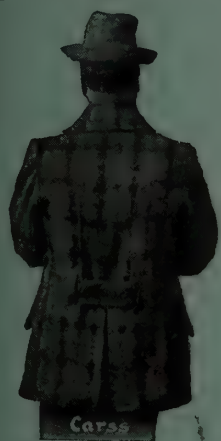
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We make a specialty of supplying the Lumber Trade. For many years we have given this business special attention and we are in a position to give you Quality Clothing that cannot be excelled for men working in the Camp, and for general outdoor labor. Carss Mackinaw Clothing is the best in the long run. Send for information, prices and samples.

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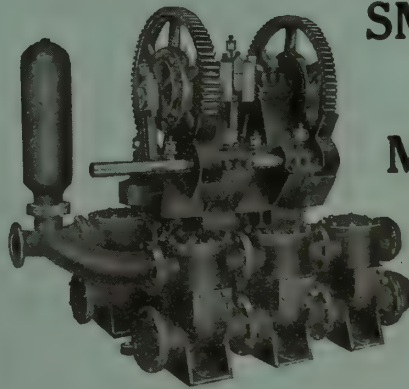


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*Waterproof and Stretchless.
The best belt for sawmills.*

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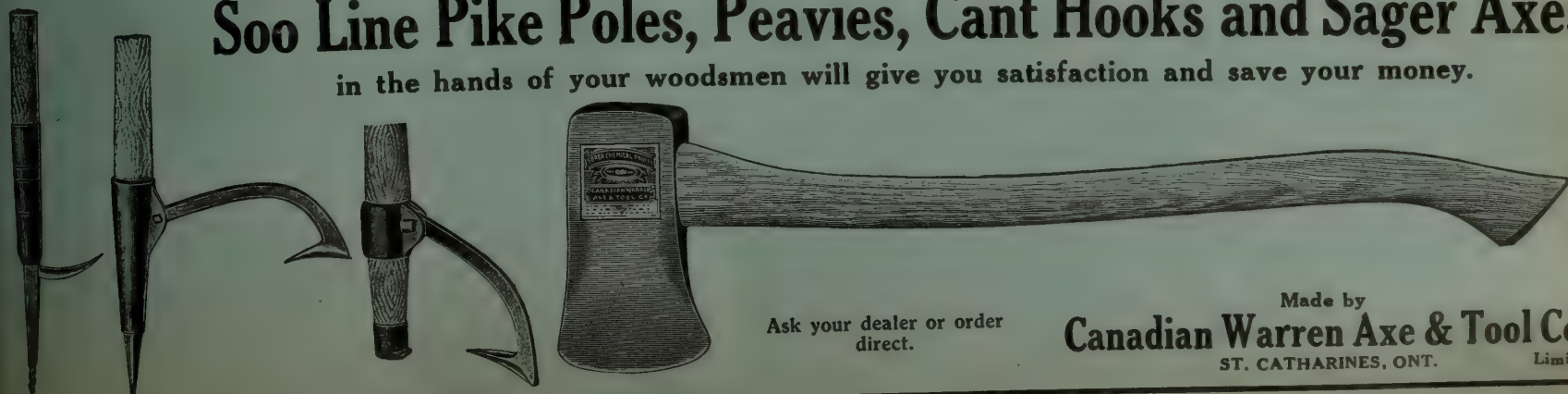
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Maximum Service

Minimum Number
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HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
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Made by
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YESTERDAY labor was the cheapest thing on the market. To-day it is scarce and commands enormous wages. Conserve it.

MANUFACTURERS must conserve their man-power. The problem of the transient can be solved. Make his environment attractive.

CONSERVATION of man power is as important as repairing of machinery. It is not a man's fault if he gets "fed up" with his job. All he needs is a change of mental diet.

AFIFTY-TWO weeks' Y. M. C. A. program will keep your men and boys in line, in tune, invigorated. Look after their leisure hours and the work hours will look after themselves.

The Y. M. C. A. has solved many labor problems

Get our Proposition

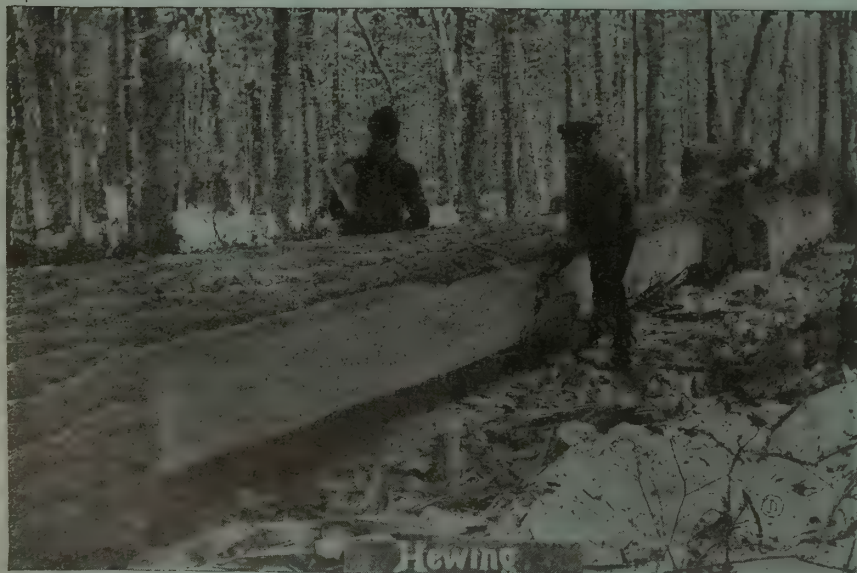
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National Council of Y. M. C. A's of Canada

120 Bay Street, TORONTO

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,

Minister of Lands, Forests and Mines.

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Hemlock

We offer the following Dry Stock for immediate shipment:

100 M 1 x 4 and up 8/16 Merchantable Spruce
 60 M 1 1/4 x 4 x 10/16 Merchantable Spruce
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 20 M 2 x 6 x 8/16 Merchantable Spruce
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 9 M 2 x 9/10 x 8/16 Merchantable Spruce
 20 M 2 x 4 x 8/16 Mill Cull Spruce
 10 M 2 x 5 and up x 8/16 Mill Cull Spruce
 5 M 3 x 3 and up x 8 16 Mill Cull Spruce
 256 M 1 x 8 x 10/16 Merchantable Hemlock
 42 M 1 x 9 x 10/16 Merchantable Hemlock
 50 M 1 x 10 x 10/16 Merchantable Hemlock
 33 M 2 x 6/13 x 10/16 Merchantable Hemlock
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 9 M 1 x 4 and up x 12/16 Merchantable Hemlock
 800 M 1 1/2—4 ft. Merchantable Spruce Lath

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough and Dressed

Timbers in Transit

5 cars 12 x 12 x 22 to 40.
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 5 cars timbers mixed sizes.

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2 cars 1 x 4 Hemlock Flooring.
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 1 car 1 x 4 Fir Flooring.
 2 cars 1 x 4 Fir Flooring, No. 3.
 1 car 1 x 3 Edge Grain Flooring.

We have the following B. C. Stock to offer for immediate shipment:

3,500,000 ft. Timber, sawn to your specification.
 100,000 ft. Ship Decking.
 100,000 ft. long Timbers, 40 to 80 ft.

Wire us your enquiries.

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SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

**Logging By Rail Enables Us To Run
Our Plant the Year Round**

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited
Fassett, Que.



Want to Buy

6 cars Hemlock Timbers, 6 x 6, 6 x 8, 8 x 8, 8 x 10, 10 x 10, 10 x 12, 12 x 12.
200,000 ft. 4/4 No. 3 Com. Birch.

Want to Sell

200,000 ft. 2 x 6 Merchantable Hemlock, Dry.
200,000 ft. 2 x 8 Merchantable Hemlock, Dry.
100,000 ft. 2 x 10 Merchantable Hemlock, Dry.
2 cars 1 x 5 Mill Run Jack Pine.
2 cars 1 x 9 Mill Run Jack Pine.
2 cars 1 x 10 Mill Run Jack Pine.
1 car 1 x 12 Mill Run Jack Pine.
2 cars 2 x 8 Mill Run Jack Pine.

WRITE FOR PRICES

The Long Lumber Company
Hamilton
Ontario



Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
**B. C. Fir, Cedar and
B. C. Hemlock Products**

TWO LARGE MODERN
MILLS AT YOUR SERVICE

**Fir Finish
Fir Flooring
Fir Timbers**

**"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES**

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

TORONTO, ONT.

Representative---C. J. BROOKS

"T & G QUALITY" BRAND
SHINGLES



"T & G STANDARD" BRAND
SHINGLES

Special Prices to the Trade

on the following DRY STOCK

132,000 ft. 3 x 10 White Pine Mill Run
55,000 ft. 3 x 12 White Pine Mill Run
100,000 ft. 5/4 x 4 Spruce, Mill Run

275,000 ft. 3 x 7 Spruce, Mill Run
175,000 ft. 2 x 6 Spruce, Mill Run
and many other items.

5 cars B. C. Cedar Shingles in transit.

TERRY & GORDON, HEAD OFFICE: TORONTO, ONT.

Eastern Agents:
F. H. STEARNS & CO.
306 Transportation Bldg.,
Montreal, P. Q.

Phones Main 5266 and Uptown 2431

Ontario Representatives of
THE BRITISH COLUMBIA MILLS TIMBER & TRADING CO.
of Vancouver, B. C.

Vancouver, B. C., Branch
F. W. GORDON
408 Metropolitan Bldg.

MR. RETAILER —

If you are in the market for Pine Squares, or Oak, please communicate with me at once, as I have started cutting a bush of ninety acres of virgin forest.

I have the following B. C. Shingles in transit:—

Car 65348—

70 M. 6/2 in. x 16 in. Federal XX, \$3.50

188 M. 6/2 in. x 16 in. Federal XXX, 4.40

Car 64330—

258 1/2 M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 56280—

258 1/2 M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 210328—

217 M. 5/2 in. x 16 in. Federal XXXX, 5.35

The above prices are F.O.B. Cars 82c rate. Please wire orders collect. Shingles are all guaranteed.

PERCY E. HEENEY, Wholesale Lumber
207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

Northern-Southern Hardwoods —PINE—

I specialize in

Plain Oak and Quartered Oak, Chestnut and
Poplar and Southern Pine Finish

CAN SHIP MIXED CARS AND SAW LUMBER
TO ORDER.

Let me have your inquiries when in the market.

SAM D. SMITH

910 Kent Building

TORONTO, Ont.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

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Wholesale Lumber Dealers
and Selling Agents for

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Mills at

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**White Pine
Red Pine
Spruce
Lumber and Lath**

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in **Birch and Maple**
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
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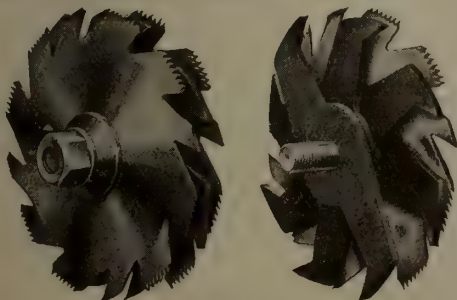
Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

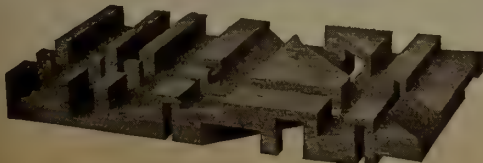
Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huther Bros. Dado Heads.

Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

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MFG. COMPANY, Inc.**

1103 University Ave.
ROCHESTER, N. Y.

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.
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Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

Southern Pine
**YARD STOCK
TIMBERS**
CREOSOTED POSTS and POLES



Southern Pine
**CAR MATERIAL
GUM LUMBER**
SALINE RIVER WHITE OAK

"FORKED LEAF" BRAND
OAK FLOORING

KILN-DRIED FINISH

"FORKED LEAF" BRAND
OAK FLOORING

The best of Finish Lumber is none too good when a perfect, pleasing interior is desired. Make permanent, satisfied customers by supplying them with the best of Kiln-Dried Finish.

Long-Bell Brand Lumber

"The Kind That Makes Good"

Our Finish is bright, Kiln-Dried stock of *uniform* high quality and superior manufacture. The best of virgin timber, modern equipment, and expert supervision guarantee a perfect product.

THE LONG-BELL LUMBER COMPANY

R. A. Long Bldg.,

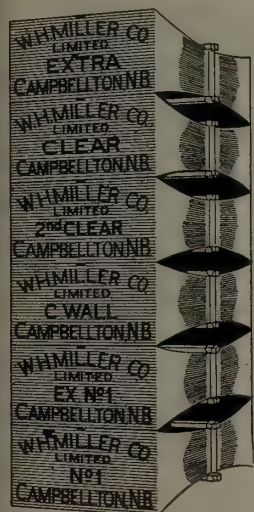
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We Specialize in—

New Brunswick White Cedar Shingles

We also manufacture
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Shipments by Rail and Water.

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Lumber - Lath - Shingles
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Railway Ties - - Piles

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

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165 Cornelison Ave., Jersey City, U. S. A.

California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

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Dry Stock—Hemlock

Phone or wire us for quotations on high grade Hemlock. Our facilities are the best in Ontario for this product, and our drying yards are well stocked. All stock matched or sized, if required.

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The Victoria Harbor Lumber Co., Ltd.

—Manufacturers of—

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Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively

Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

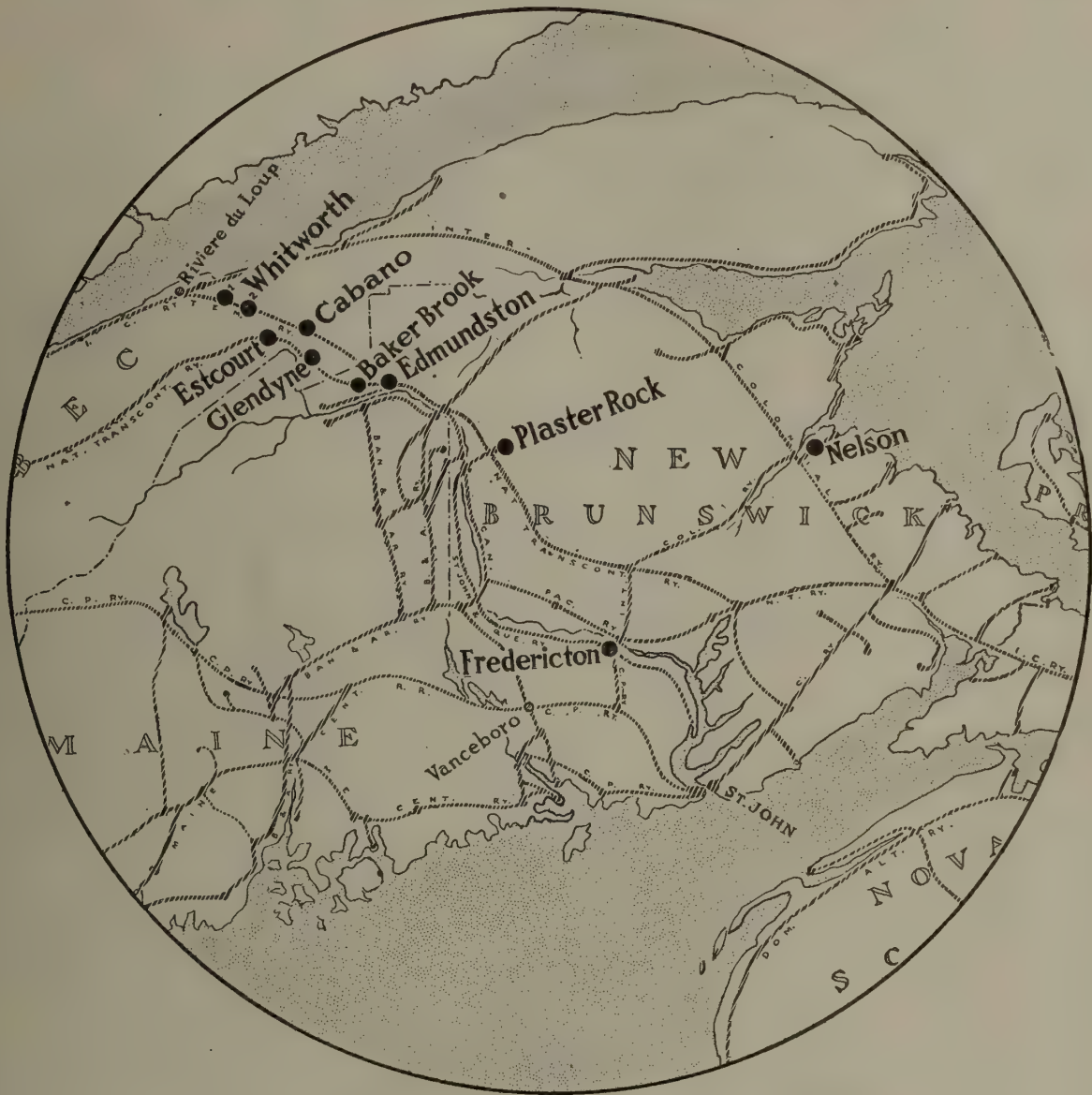
Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

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Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
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Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
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Glendyne, Que.	" "	N. T. R.
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ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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Co. Limited**

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James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.

New Glasgow, N. S.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	26 M. ft. 1 x 4 and 100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

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95 King St. East TORONTO

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings

James WEBSTER & Bro.

Limited

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SPECIALTIES

Sawed Hemlock
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Lath and Shingles

North Tonawanda, N. Y.

LUMBER

BIRCH

Car each:

4/4, 6/4, 8/4 and 10/4
for immediate shipment

SPRUCE

10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

10 cars 2 x 6" "

8 cars 2 x 8/12" "

3 cars 3 x 5 to 7" "

1 car 3 x 8/12" "

A few cars in transit

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

Practical Timber Estimates

by
EXPERT TIMBER MEN

James W. Sewall
OLD TOWN. - MAINE

We are buyers of Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

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GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

FARNWORTH & JARDINE

Cable Address: Farnworth, Liverpool
WOOD BROKERS
and MEASURERS

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

I am in the market for:

50,000 ft. Hardwood, No. 2 and
3 Common.

4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.

1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.

1 to 2 in. Basswood, log run.
Dimension Spruce and Hemlock
Factory Flooring.

1 in. and 2 in. log run Ash.

I HAVE TO SELL

Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros.

Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
- 2—Waterous log loaders, 3 arms, 10 in. cylinders.
- 1—Waterous log loader, 3 arms, 10-in. cylinders.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger for 20-inch saws, lever shifter.
- 1—Payette double edger for 18-in. saws, lever shifter.
- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
- 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
- 1—Payette edger for box and short stock.
- 1—Rogers twin circular or tie maker.
- 1—Payette lath bolter and lath machine.
- 1—Pair lath trimmers.
- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
- Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.
- 1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

- 2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
- 1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
- Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
- 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Baldwin retoucher for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

- Rails and frogs for yard.
- Booms and boom chains, 1/2, 3/4 & 1.
- Winches and other mill supplies.
- Small shunting locomotive.
- Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.

Limited

Penetang or Toronto, Ont.

"Well Bought is Half Sold"

A Few Items of Especially Desirable White Pine

25M 1 x 3 and up 6' and up First Clear

16M 1 x 3 and up 6' and up Can. Dsg. & Btr.

10M 1 x 8 and up 12' and up Good Sides

80M 1 x 8 and up 6' and up Can. Dsg. & Btr.

12M 5/4 x 4/7 12' and up Good Strips

20M 5/4 x 8 and up 12' and up D. Selects
and Btr.

80M 5/4 x 9 12' and up Can. Dsg. & Btr.

11M 6/4 x 4 and up 6' and up Good Sides

70M 6/4 x 3 and up 6' and up Can. Dsg.
and Btr.

8M 2 x 4 and up 6' and up Good Sides

100M 2 x 8 and up 12' and up Can. Dsg.
and Btr.

ALL DRY

GOOD TO BUY

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
VENEERS Limited

Orillia, Canada

Canada Lumberman,
Toronto

Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

DUNFIELD & CO.

LIMITED

HALIFAX, N. S.

**Nova Scotia's Largest Lumber
Exporting House**

Exporters and Dealers in

**Nova Scotia and New Brunswick
Spruce, Pine, Hemlock
Hardwood**

in 1 in., 2 in. and 3 in., rough and dressed
Also Spruce Laths

Special attention given to rail shipments of special
sizes. We guarantee our grading of Birch, Beech
and Maple. Write or telegraph us for quotations.

Head Office: 8 Prince Street, Halifax, N. S.
Branch Office: 8 Market Sq., St. John, N. B.

Buy

FIRE BRICK

On a Quality Basis

Use as much care in its selection as you would in
choosing the lumber that goes into your products.

No brick gives the best results for every purpose.
The brick you would use for your refuse burner may
not give you the best results for your Dutch Oven.

We Manufacture the Following Well Known Brands

**"Elkco Special," "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

When sending us your inquiries, specify for what
purpose you need the brick.

We Make a Specialty of

**REFUSE BURNERS, BOILER SET-
TINGS, KILNS, DUTCH OVENS, ETC.**

Catalog sent upon request.

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK and CLAY

Sun Life Bldg., Hamilton, Canada

Representatives for Maritime Provinces:

RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada

On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

**Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.**

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.									
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.	
1st and 2nds ..	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft	
No. 1 Com. ..	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft	
No. 2 Com. ..		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft	
CYPRESS.									
1st and 2nds ..		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft	
Selects ..		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft	
No. 1 Shop ..		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft	
HARD MAPLE.									
1st and 2nds ..	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft	
No. 1 Com. ..	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft	
No. 2 Com. ..		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft	
SOFT MAPLE.									
1st and 2nds ..	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft	
No. 1 Com. ..	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft	
No. 2 Com. ..		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft		
PLAIN RED OAK.									
1st and 2nds ..	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft	
No. 1 Com. ..	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft	
No. 2 Com. ..		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft	
PLAIN WHITE OAK.									
1st and 2nds ..	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft	
No. 1 Com. ..	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft	
No. 2 Com. ..		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1 1/2 in.		200,000 ft. 2 in.		70,000 ft. 2 1/2 in.		100,000 ft. 3 in.		45,000 ft. 4 in.	
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We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

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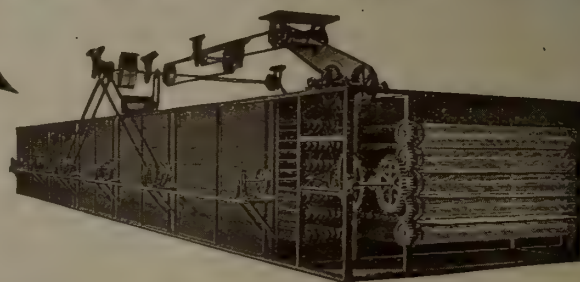
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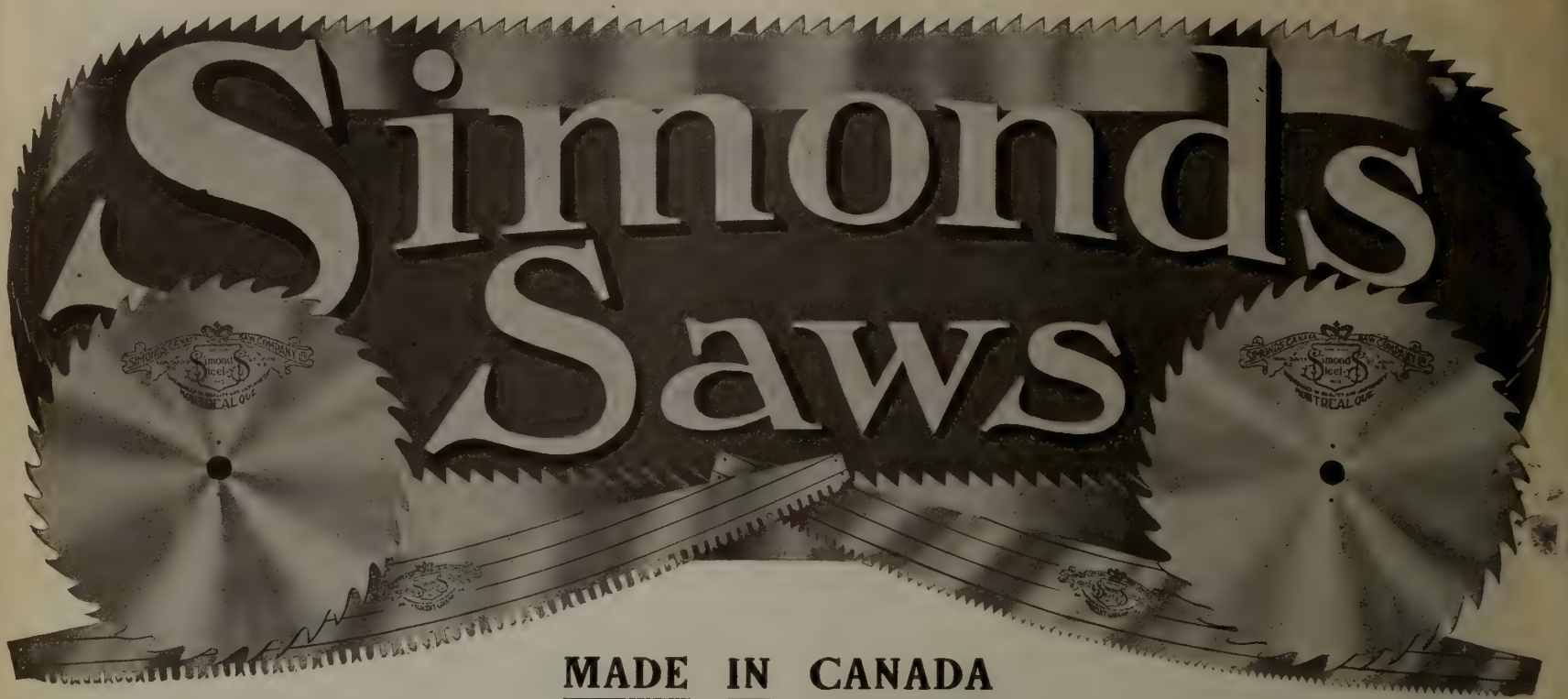
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Canada Lumberman

and Woodworker

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Vol. 38

Toronto, June 15, 1918

No. 12

Will Lumber Maintain the Prices Which it is Commanding?

Will the price of lumber come down, will present quotations be maintained or will they go still higher? The speculative is always interesting, and everywhere men are canvassing the potentialities of certain trades and industries and their status after the war, preparing for the solution of post-bellum problems and taking stock of the future.

What will occur during the period of readjustment, how will new situations be met, and how long before the abnormal conditions created in the commercial and industrial world will become normal? It is well to look to the dawn of peace, take some thought of the morrow and be prepared to meet contingencies as they arise and to order things, as far as it is humanly possible, that there may be no jolts in business or lapses in production and operation. New avenues of development will open in many lines and greater demands will have to be met. Will all commodities which have gone up in price ever return to their former level; will the scale of living costs be materially reduced; will wages automatically drop or labor become so plentiful that competition in the industrial ranks will alter the excessive demands which are being made today? These and other queries of a like nature naturally loom up in the consideration of present-day propositions, and the question arises, what effect will they have on the production and price of the products of the forest?

Varying opinions are heard. Those who have given some study to present conditions gravely remark that one of these days the bottom will drop out of everything, and when quotations start to decline there will be no such a thing as gradual recession. It will be a quick fall to the bottom and in the upheaval everyone will seek to take any prospective loss quickly. They point to the fact that many members of the trade have done remarkably well in the past by buying up stocks, holding them and taking a chance, with the resultant effect of a nice clean-up. On the other hand, they assert that the confidence

which these optimists had in the future is waning, that there is not the disposition to assume financial responsibility or indulge in speculation as is evidenced in the circumstance that fewer cuts for the season have been sold in Canada up to the present than is usual at this period of the year. Not a few wholesalers, who are regarded as barometers of the market, are holding aloof in the belief and hope that values will recede, and the confidently assert that manufacturers must inevitably be prepared to assume a larger share of the obligations, monetary and otherwise, than they have in the past. This is a brief outline of one side of the story.

The other picture presented is that the figure at which lumber of all kinds sold before the war will never be reverted to, that costs of production are ascending all the while, labor is scarce and inefficient and the outlay for supplies has gone up from seventy-five to one hundred per cent., and more in some cases. The wages of lumberjacks have been doubled since the outbreak of hostilities in Europe, and maintenance has increased enormously. Where are the men for the bush to be secured during the coming season, is a question that is not being very definitely answered, owing to the drain that has been made on the available ranks by reason of the enlistments in forestry and construction battalions; immigration is practically wiped out, and there is no indication that supplies for the logging camp will get back to normal. The amount of timber taken out is steadily decreasing and will so continue. After the war there is a general belief that the export trade will be greater than it ever was, in the palmiest days; that much Canadian lumber will be required for the rebuilding of Continental Europe, devastated by the ravages of the war, and that even with augmented shipping facilities, requisitions will be heavier than Canadian and American mills can ever hope to supply. The timber resources of Great Britain and France have been drained tremendously by the exigencies of the conflict, and home production in these countries will never be able to satisfy the requirements.

Where are the nations in the east to look for their supply except to the American continent, and, as the natural law of supply and demand has always and will ever govern prices, there is no sane ground to support the contention that prices will fall, but that, on the contrary, they will be retained and perhaps strengthened. In the process of readjustment export business will be the great outlet to give stability and permanence to the lumbering industry as a whole in the years that are to come.

Removing the Cause of Friction in all Contracts

Prevention is better than cure. Any system which obviates misunderstandings and bickerings is assuredly one which should be encouraged. Verbal agreements do not count for much when some debatable issue arises or certain matters are taken for granted, which on investigation develop opposite viewpoints. The old method of having everything "down in black and white," as rural people often term written documents, is not such a fantastic one after all. It has protected the rights and privileges of either one party or the other when steps were taken to secure some unjust advantage or turn a sharp corner in regard to a transaction or pending negotiations.

In the lumber business how often have sales been upset by some small and unexpected affair cropping up on which no agreement could be amicably reached. The consignor would contend that such and such was the case, while a diametrically opposite view or claim would be made by the consignee. There are disputes about grading, measurement, deliveries, quantities, demurrage, freight rates, etc. Owing to the frequent changes in tariffs which are taking place on Canadian and American roads, the latter offers a fruitful field for contention and strife.

At a recent meeting of the Wholesale Lumber Dealers' Association in Toronto, the question was brought up of the advisability of the members using in connection with all accepted orders a clause to the effect that the price at which the order is accepted is based upon existing freight rates, and that any additional rates or any extra charges or taxation imposed by the government must be assumed

by the buyer. Here is the clause which one firm inserts as a part of all orders, and also on each slip acknowledging the order and sent to the customer. "These prices are based upon the present existing freight rates, and if the rates are advanced before shipment, the buyer is to pay the increase. Any expense caused by government tax or regulation to be paid by buyer in addition to contract price."

This eliminates all contention, as everything is made clear and explicit on a problem which too frequently has been a source of annoyance and friction.

It may be pointed out that on the sales slips, or more properly speaking, contracts, in addition to the usual blank lines for purchaser's name, the point to be shipped to, the date of shipment and the route, as well as a blank space for F.O.B., there is another blank for the terms from date of invoice, and the following lines are added: "If delivered price is given discount allowed only after freight has been deducted." "This order is taken subject to prior sale and acceptance by head office." There are also lines for the buyer's signature, as well as that of the salesman.

In the form of acknowledgement the name of the customer, the salesman, and the order number are given, and after the particulars are filled in there are the words "Ship to" "When" "Ship Via" "F.O.B." In every case, of course, the clause referred to above in regard to advanced freight rates, government tax or regulation is plainly printed. These simple and legible contract forms and the acknowledgement slips are so definite and distinct that there is little opportunity open for quibble or argument on vexatious points which might otherwise arise.

Are Lumber Dealers Fully Awake to Their Opportunities?

The personal question often comes, "Are we awake to our opportunities?" and as we look about us and take a retrospective view of our life, we find it hard, oftentimes to answer the question. However, the question does us good, for we square our shoulders, and declare we will be awake to our opportunities in the future, if we have not been in the past. The prospective view is bright and we try to live up to it and improve every moment in some way to our advantage, says C. A. Bowen, secretary of the National Retail Lumber Dealers' Association.

And so the same question comes to us, as regards the retail lumber dealers of this country, and we are inclined to answer it in the negative. As we review the progress of the business over several past years, under the direction of the present generation, it seems to us there are so many things they have failed in and so many advantages that they have missed, and so little improvement made commensurate with general upward business tendencies that we feel sure they have not been awake to their opportunities, but have been asleep to their own advancement.

What has been the trouble? Have they been drugged by certain excesses previously indulged in, or have they been careless, indolent and indifferent to the progress around them and to their many timely, convenient and favorable occasions? We do not pretend to know, or to solve the problem, but we believe that the question is coming home to the individual dealers rapidly and that the dealers are all coming to the same conclusion; that they have not been awake, but will be from now on. They are looking to their bookkeeping as never before. They are looking to advertising as never before. They are looking to their overhead and handling costs as never before. They are looking after their customers and giving service as never before. They are learning their own business and telling it to the public as never before. They are thinking more of general appearance of their yards, stocks, offices and display rooms and putting these in attractive shape as never before, and they are watching the markets as never before.

The future **must** be different than the past. They **must** be merchants, from this time forth. They **must** know conditions. They **must** be wide awake. They are squaring their shoulders and we believe they are going to improve every moment and live up to their opportunities.

And then how about the associations. Are we awake? Are we in position to help our members to be alive to their opportunities? Do we overlook opportunities for active service to our members? Let us take a retrospective view and then square our shoulders, take a quick-step and "go over the top," in our important work.

As for our particular association, we are not boasting when we say we have squared our shoulders and have been going forward rapidly and alertly. We realize we have made some mistakes and missed some opportunity, but we are awake for good and if we miss anything from now on, it will be because we have been sandbagged.

Protection of the Woods is Practical Community Business

"Mobilizing the Forests for Peace or War" would have aroused little attention a decade ago. The curiosity of a few might be excited, but others would pass the title up as that of a dreamer. Business men had no time to listen to such academic or theoretical theses, but they do so to-day and with keen delight and active minds. Recently Mr. Robson Black, secretary of the Canadian Forestry Association, spoke to many of the leading exponents of commercial and industrial life in Ottawa. Some facts which he drove home have set new channels of thought moving. Among the cold, hard epigrams presented were that the forest in itself was a poor advertiser, and to-day in Europe, where crop-growing space is at a high premium and heavy populations are crying for elbow-room, a productive forest is valued the more highly as pioneer days recede and industrial and agricultural activities become more highly specialized. After referring to the diletante attitude toward the science of permanent forest production, which characterized practically the whole British Empire for a hundred years past, the secretary of the Canadian Forestry Association said the lesson for Canada was so obvious that during the next few years, unless the country invites a "head-on collision," the forest policies must be taken out of the back kitchen and given a place in public deliberations, not second, even, to that of agriculture. The most remarkable fact in the long history of the Canadian wood-using industries is that lavish attention has been given to the building of modern mills particularly those for pulp and paper, and the perfecting of industrial processes, while, at the same time, absurdly little thought or attention has been devoted to the forest, upon which all investments and processes absolutely depend. The day had gone by in Canada when any man with a dollar invested in a lumber or pulp mill could regard the forest back of his mill as self-perpetuating. The timber possessions of Ontario, and east to the Atlantic, are in a condition of deterioration, which nothing can remedy except rigid fire prevention, more economical logging methods and closer utilization. These reforms will be forced upon Canadians by hard-fisted circumstance.

The forest is the index finger to the future of Canadian foreign trade, but it is a double index finger, and points the eyes of all Canadians to the productive forest, the easiest legacy Canadians will ever lay their hands upon, and, at the same time, the most easily destructible of all national property.

The fact was strongly emphasized that forest conservation was not primarily a lumberman's concern, but community business in the most practical sense. The care and improvement of forests was, in its very nature, a long-time proposition in which no private corporation of necessity could be expected to play the leading part. The state was the responsible trustee for the country's forest possessions, and the measure of alertness exhibited by the state in its forest conservation policies was to be found almost invariably in the attitude of the man-on-the-street toward the natural resources of his country.

J. H. Scott of Bridgeport, Ohio, has described a simple method for quickly computing the selling price of lumber, especially in small lots. For example, if a dealer figures such small lots at \$30.00 a thousand, he can tell the price of any piece of 2-inch stuff by taking one-half of the width and multiplying it by the length; a 2x4-12 will figure 24 cents. Inch stuff is computed by dividing the width by four and multiplying by the length. To get the number of feet divide the price by three.

The Service Wholesaler Lumberman Gives

He is an Important Factor in Manufacture, Distribution and Sale, who Keeps Many Mills out of Difficulties and Gives Customers the Lines They Desire

In the economic problems of manufacture, sale and distribution of which we hear so much to-day, the question now and then arises in the mind of some theorist and reformer, what about the wholesaler? Is he necessary, does he serve a useful purpose, can he not be dispensed with, and how does he justify his existence? For some years there has now and then been a spasmodic effort on the part of certain associations and private individuals to eliminate the wholesaler. He has been charged with pretty nearly all the offences in the trade calendar, and at times has been dubbed a parasite, a hanger-on, a middleman, a fifth wheel to the coach, and a necessary evil generally.

Of course, there are abuses and misfits in every trade, persons masquerading under certain guises who would not reflect credit on any organization or body. There is the scalper, the commission man, the touter, the free lance, and the butter-in, but they are not wholesalers in the best and truest meaning of the word. Any lumberman who has capital invested, and business interests which he has to protect and safeguard, and undertakes in a legitimate way the buying and selling of the products of the forests and the output of two or more mills, is entitled to a place in the scheme of things and is rendering a service which should yield him a return for his labor and a dividend on his investment. He is not an unnecessary factor, but by his business methods, comprehensive knowledge of the trade in its various ramifications and the undertakings which he assumes, should have a just reward.

It has been charged that the wholesaler is growing wealthy, that he is a one-man institution, an individualist, and, therefore, not entitled to as much consideration as the employer of labor or the man who retails the product direct and maintains a yard and distributing facilities for the benefit of the community. It is alleged in other quarters that the wholesaler produces nothing and yet he has been cleaning up the bulk of the profits on lumber operations during the past few years.

Earns all the Rewards that He Gets.

So far as the accusations of wealth are concerned the lumber men in the Dominion, who have scored a fortune in the ranks of the wholesaler can be counted on the fingers of the hands. The charge that the legitimate and responsible wholesaler is a profiteer, purely and simply, is scarcely worth passing comment. The allegation is both malicious and misleading.

It can be said that if it were not for the kindly offices, financial encouragement, expert knowledge and able service rendered by the wholesaler there would not be as wide a distribution, as extended a market, as fluent sales facilities, and as many mills operating and thousands of hands employed as there are at the present time. The little fellow would long ago have ceased to be, the business naturally centralized and merged and competition measurably reduced, with prices prevailing that would not be justified by the trend of circumstances.

The purpose, plan and work of the wholesaler are admirably set forth in a timely article which recently appeared in the "American Lumberman," by L. L. Shertzer, a prominent wholesaler operating in the South. He asks certain pertinent questions and then proceeds to answer them in a logical and virile manner. The queries and the replies follow:

First. Why does a manufacturer want to sell direct to the consumer?

Second. Am I, as a wholesaler, an unnecessary factor in the business, and performing no economic service?

Third. Am I rendering service to the manufacturer?

Fourth. Am I rendering service to the consumer, and do I increase the cost to him?

Where the Grass is Ever Green.

First: I think he wants to sell direct to the consumer for about the same reason the cow, at the risk of an eye and a skinned neck, wants to poke its head through a barbed wire fence to get a nibble of the grass in the other field. "The grass looks greener in the other fellow's field." Mr. Millman has not weighed the conditions, some of which are: The consumer wants to buy delivered f.o.b. his factory. The millman generally wants to sell his mill. The freight problem, constantly increasing in intricacy, is between them. The actual selling, the selection of customers, which is one of the most important

items, is determined more from experience than ability; the additional accounting and the additional credit risk are all to be considered. He has a distorted idea of the profit the wholesaler makes and thinks he makes it easier than he does. But he, the millman, in selling direct to the trade, does not count on dividing with the consumer but on getting all the additional profit himself. I want to show that if he performs the additional service necessary to get it he is entitled to it, but that it will cost him the legitimate wholesaler's profit to obtain it and he will save himself time and work by selling f.o.b. mill to the first-class wholesale trade; and in the last analysis will get more, or at least as much out of his stock.

Second: Am I, as a wholesaler, an unnecessary factor in the business? I decided I must be a factor in the system, else by the very nature of things I would long since have been eliminated. If the legitimate wholesaler has no place, then our whole merchandising process is wrong. Observe I use the term "legitimate" wholesaler. I mean by that that I must have sufficient capital in my business to discount my bills, carry my accounts, and do business right. I must not be confused with the commission man who simply furnishes the order and sends it to the mill to ship and carry the account. He is a salesman and is entitled to a sales commission. In my field as a wholesaler I am a factor in our business credit system and in so far as I carry the accounts and aid in financing I am banker for both the sawmill and the consuming factory.

Marketing Lumber is Scientific Business.

Third. Am I rendering service to the millman? If the manufacturer of lumber prepares his product for the market in a scientific manner, devoting his attention to getting the very best out of his log in grade and scale, considering by-products and the utilization of waste, he will find ample scope for both his ability and capital. He generally finds them both insufficient. In addition to manufacture, the marketing of lumber is in itself a scientific and far-reaching business. The manufacturer can not perfect a sales organization that reaches the consumer without an expense equal to, or greater than, the operating expenses of the wholesaler. This additional investment and organization should earn additional profit, which the millman is entitled to because of additional service.

I decided that whether or not I can be of service to the millman depends upon his experience, organization, financial strength and point of view. If he is one of the big boys with an expert accounting department, traffic manager, an experienced sales manager and credit man, and a salesman on the road for each car per day he manufactures, with ample capital to carry it all, I can not help him any because he has already added to his manufacturing organization a selling service equal to mine. It then becomes a question of experience and ability, of salesmanship and service, as to who gets the business.

I think it costs him more to sell a car than it does me because he sells his own stock only, which is more or less limited. By the time he figures his selling expense, extra credit risk, and the infinite number of things that enter into getting to the man who cuts up the stock, especially if he counts the worry of it, he has earned all he gets, just as the wholesaler does. He has not earned more than a reasonable wholesaler would make in handling his stock.

Handling Stock on 10 Per Cent. Mill Cost.

It costs an average of 8 per cent. of the f.o.b. mill price to sell lumber through salesmen to the consuming trade; so the manufacturer who goes after the consuming trade is up against an additional cost of 8 per cent. Almost any reasonable wholesaler will handle his stock for not exceeding 10 per cent. of the f.o.b. mill cost—discount the invoices, assume the credit risk, and loan the railroad, without interest, the \$3,000 or \$4,000 any large business has to carry in freight claims.

I can render service to that large number of moderate sized and all the small producers whose output does not justify a selling organization, and who want mill inspection and settlement. I can render a larger service to many deserving firms who need capital to carry their stock. If it were not for me they could not run. I am to them a bank—a lumberman's bank, understanding their business and needs, in many instances, better than they do themselves. Some of the larger manufacturers say it would be better if they did not run. But this is a moot question. I have heard some of the smaller ones say that after a big one gets over \$1,000,000 he should be made to stop and give some

of the little fellows a chance, for what can a man do with over \$1,000,000, except to satisfy money lust? So there you are.

Except in cases mentioned, therefore, I think it pays the producer to sell to the responsible and reasonable wholesaler. He will handle the stock and take chances on a profit at a margin no greater than what it will cost the millman to get the business direct, by the time he takes into account all the conditions. If the mill wants to sell f.o.b. and the consumer buys delivered, then the wholesaler fills this need, and in proportion to his investment and sales service is entitled to profit.

It must be remembered I am defending the position, if it needs defence, of the reasonable and responsible wholesaler. I have no patience with the boys who expect the mill to deliver the stock and they pay for it after the customer pays them; nor the class that consider the manufacturers simply a field to be exploited. They think they should have an average of \$5 a thousand and be guaranteed that they get it. They are parasites—the kind that get the millman and wholesaler at odds. The purpose of this article is to bring about a better understanding between the mills and that class of wholesalers who are satisfied with a reasonable margin and who expect to render service in proportion to their profit.

If my promise is right and I can show the millman that it is, I can render him service. If I can not show it to him it is either the fault of my logic or the density of his reasoning machinery. To convince him of it is sometimes difficult, because he does not keep analytical records, and can not appreciate my ability to secure him as much f.o.b. in the final analysis as he could get, and yet at the same time make a reasonable living for myself. To be of service to him, however, I must show him that I am not trying to make it all on one car, nor to get rich by his account alone. If he has an exaggerated idea of my profits as a wholesaler, I should be willing to throw my cards on the table occasionally, and I will leave a standing proposition with him that I will handle his lumber for 10 per cent. I must show him that our interests are mutual; that if I take him on as one of my shippers I protect his interests and pay the limit I can afford; and I will go fifty-fifty with him all the time, standing by him in a depression and he to stand by me in a boom.

I must show him that I will place his product in its logical territory and to the right class of trade. Unless he is an old hand at the game, he might not know there are consumers and consumers. He might pick out his consuming trade in Evansville or St. Louis when his stock would move much more advantageously to the south or east. He might be selling interior, with an exceptional export product. He might ship a car of his South Carolina, Alabama or Louisiana oak, or possibly a car of poplar, with a little sprinkle of magnolia in it, to one of those boys up in Philadelphia or New York who are still finicky about getting "soft" stock and he has overlooked the word "soft" in their order, or, having noticed it, thought it was unimportant! They would soon show him how appreciative they are of dealing direct with him! Or he might sell a car of tupelo and ship about half black gum, thinking that they did not know the difference and it would pass. What would he do when he received one of those classic "collect" messages some of our consuming and yard friends have been known to send (and I fear all of them have not yet been sent), something like the following: "Car shipped as tupelo over 50 per cent black gum. Can not use. Wire disposition." Would he call on me to help him out? Possibly so. I would not tell him that I had a rule not to handle rejected cars, but would wire the agent to reassign the car (embargoes permitting!) to a firm I knew did not object to black gum, and everything would be lovely.

Keeping Things Running Smooth With Mill.

Now I take it I should not call myself a high class and responsible wholesaler unless I could avoid all this, keeping my mill connections out of hot water and giving my customer the class of stock he desired. By "responsible wholesaler" I mean one versed in the art of scientific distribution; and there is no question but what that kind can render the millman service. If I quit my wholesale business and handle only my own lumber, I would sell the wholesaler and use the time I saved by getting a better grade out of my logs in the scientific utilization of waste, and in making myself the best sawmill man in the community. I might keep one or two pet consuming customers, but no wholesaler begrudges his millmen that.

Fourth: Am I rendering service to the consumer, and do I increase the cost to him? It is a well-known fact that the large mills with their own selling organizations going after the consuming trade are the highest priced firms in the market. This is due to the fact that their selling cost is greater in proportion than that of the wholesaler, the account being restricted to their own production. They have not the same spread to absorb the selling cost. And again, if they find their prices are such that the wholesaler can come in and squeeze out a little margin, they generally boost them to where he can not.

I figured on supplying a factory with its requirements for a year. The buyer, thinking only of my position as a wholesaler, stated he

thought he could save by placing his contract direct with the mill. I told him I would take it on a competitive basis, provided he figured with a mill that could or would undertake the whole contract as I was doing. I gave him the names of five large mills to consult direct, besides those he had. I secured the contract at the average prices quoted by these mills. In so doing, did I not save my customer further buying expense for the year, and assure him of his supply at an average price? And did I not secure for my mill connections the top of the market less the selling cost along the lines I have outlined?

Wholesaler Does Not Boost the Price.

My observation may be biased by my position, but I lay down the proposition that the wholesaler does not boost the price, and if anybody works on a cost-plus basis it is he. The plus is much less in proportion to his investment, service and risk than that of almost any other business. He is more frequently caught short supplying a contract to his factory than he is finding himself long on his sawmill purchases on an advancing market. As a general proposition he has the highest percentage of any department of business in standing by his ethics in filling his contracts on both ends of his business, because his assets are satisfied customers and mill connections.

If I can show my customer that as a wholesaler I do not increase the price to him, but rather insure him his supply at an average price; that by taking his business in large blocks I decrease his buying expense and enable him to figure a year ahead on his cost; that, whether I do it from policy or necessity, my business life depends upon giving him a square deal, am I not rendering him a service? I render him a further service by giving him the class of stock he needs on the most advantageous rate. For on the proposition that I put the millman's stock where it is most acceptable, I must perforce give the customer stock that is most desirable.

I have decided I can be of service to both these boys if they permit.

Railway Freight Increases Adjusted

Mr. A. E. Clark, chairman of the Wholesale Lumber Dealers' Association, Incorporated, and Mr. Gordon C. Edwards, representing the Canadian Lumbermen's Association, called upon Sir Henry Drayton, chairman of the Railway Commissioners for Canada, recently, and discussed further with him the situation in connection with the increased freight rate on shipments from Canada to the United States. After seeing Sir Henry Drayton they proceeded to Montreal and interviewed representatives of the Canadian Pacific Railway and the Grand Trunk Railway. The result of their endeavors is that the railway companies have agreed that the freight rates on shipments of lumber to United States points shall be the same, so far as the United States' end of the haul is concerned, as shipments from United States points into Canada.

The 25 per cent. increase upon United States freight rates which is to become effective on June 25 will, therefore, prevail in connection with the United States end of shipments from Canada. Had it not been for the efforts of the lumbermen in this connection it is more than probable that the 25 per cent. increase would have been added on top of the 15 per cent. increase which the Canadian railways had put into effect both on domestic and on United States traffic. According to the new arrangement the increase will be only upon the old rate plus the 15 per cent. increase with its maximum of one cent per hundred pounds.

It is learned unofficially, but quite authoritatively, that the Board of Railway Commissioners for Canada will put an order into effect along the lines reported above. This order, however, cannot become effective until thirty days after it has been issued. In the meantime, to offset the advantage which the railway companies took of the lumbermen recently by extending their 15 cent. increase to United States traffic, the 15 per cent. increase will prevail instead of the 25 per cent. increase permitted by the latest United States order. Thus, while Canadian shippers will be paying under the 15 per cent. tariff, they will escape the 25 per cent. increase until thirty days after an order has been issued by the Canadian Board.

When the new international order issued by the Board of Railway Commissioners for Canada becomes effective it will follow the lines of the United States order permitting an increase of 25 per cent. with a maximum of five cents per hundred pounds.

Burning Green Wood in Logging

It has fallen to the lot of a Canadian inventor to solve the problem of burning wood in logging operations, both in yards and locomotives, and make it impossible to cause forest fires from this source. It is a portable machine (not a spark arrester). The nose of the machine is introduced into the fire door opening of existing steam boilers, and operations start at once. Six stationary plants are already built in British Columbia carrying out the same principle—burning green wood.

Why Open Book Accounts Should be Abolished

They Represent Credit Which is Tied Up While Adoption of the Trade Acceptance Method Enables Capital Covered by Account to be Kept Working

The use of the trade acceptance is meeting with increasing favor and its advantages are so obvious and its application so simple and effective that it would seem as if little new material could be presented on the question.

Education, however, is a slow process with some. The Missouri spirit of "show me," while commendable in many respects is occasionally a barrier to progress and enlightened mercantile and industrial methods. There are always a few who, even after they are "shown," still adhere to the former order of things. They are loath to undertake or adopt any new system, clinging to the time-worn tradition that what has answered in the past is still good enough, particularly during the present period, when conditions, commercial and financial, are so abnormal. The war has, however, upset many cherished associations and turned topsy-turvy practices which have been ingrained for generations. The bulk of the business of the world will still continue to be done on credit or paper, but there is a vast difference in the kinds of credit that may be used or extended and in the classification of the obligations assumed.

Ushering in Better Order of Things

Shorter methods, more negotiable instruments, more elastic and more complete relations have been rendered necessary by the operation and expansion of business and the efficient administration of commercial affairs. One of the things destined to go by the board is the open book account. It has served its day and generation and can no longer be defended on the plea of convenience, economy, necessity or safety.

In the last issue of the "Canada Lumberman" considerable space was devoted to the explanation of the trade acceptance, and its numerous benefits to buyer and seller set forth. Many lumber organizations in the United States are adopting the trade acceptance, which has been received with enthusiasm. The Wholesale Lumber Dealers' Association of Toronto, has also looked with favor upon the plan and a number of reputable and progressive firms have incorporated it in their business and made it part and parcel of all their transactions with customers. It is now certain that as a result of this body taking the question up, the trade acceptance will become in the near future fairly general in its use in the east. It is desired that the retailers should follow the good example set by employing the trade acceptance for even small accounts and by insisting upon its use or the payment of interest upon open book accounts.

Paving the Way by Educative Means

Much literature has been issued by the American Trade Acceptance Council, embracing committees of the Chamber of Commerce of the United States, the American Bankers' Association and the National Association of Credit Men. Many banks and others have supplemented this publicity by brochures of one kind and another to direct public thought upon questions relating to national prosperity. It is pointed out that there still exists a surprising lack of knowledge regarding the trade acceptance system and in the belief that the substitution of trade acceptance for open book accounts will be of vast and immediate benefit to all business interests and materially develop the credit resources of the country, the work of instruction and education goes on encouragingly.

One of the most convincing and forceful booklets on trade acceptances out of the many which have come into the hands of the "Canada Lumberman" is that prepared by R. H. Treman, deputy governor of the Federal Reserve Bank of New York. He ably points out that those who settle by trade acceptance put themselves into a class of preferred buyers the same as those who discount for cash as against those who, declining to use trade acceptances, insist upon a long open book account. Mr. Treman then emphasizes that the trade acceptance is a check against overbuying, which is most desirable in these days of high prices and slow moving stocks, by reason of limited building operations. He adds that giving trade acceptances strengthens business standing and that, among the national business vices, are those of trying to do business on inadequate credit and giving too long credit. Trade acceptances are what bankers call two name paper, i.e., drawer and acceptor, and as such are considered more desirable paper for bank investment than single name paper, i.e., promissory note with no endorser.

Continuing, the writer ably sums up matters by saying: Book accounts may be of high grade and absolutely good but they are not

readily convertible into cash. The sale and distribution of merchandise is a most important part of our business system and the accounts created thereby should be liquid and not tied up. To reduce costs, to inaugurate economies, to make more efficient business methods are for the public good,—and the retailer, by giving trade acceptances, relieves the seller, that is, the manufacturer or jobber, from the burden of acting as his banker, a service which the seller has been practically forced into rendering and at considerable expense for the necessary capital.

What Long Extended Credits Mean

The retailer, finding it easy to secure long time credit, not realizing that he is paying dearly in prices of goods for this credit, falls easily into the habit of extending unreasonable lines of credit to his own customers, thus in turn training them to have not definite time for payment. **These long extended credits mean slow collections, bad debts and great economic wastes.** This practice puts a burden on the retailer of limited capital whereas by using the trade acceptance with those from whom he buys the retailer can also inaugurate the same system with his own customers especially on sales of fairly large amounts, thus putting his own accounts into paper which can be readily sold to his banker. The use of the trade acceptance will

(CITY OF DRAWER)		(DATE)	191	No.
ON		(DATE OF MATURITY)	PAY TO THE ORDER OF OURSELVES	
ACCEPTE		OF BANK	(DOLLARS \$)	
			THE OBLIGATION OF THE ACCEPTOR HEREOF ARISES OUT OF THE PURCHASE OF GOODS FROM THE DRAWER. THE DRAVEE MAY ACCEPT THIS BILL PAYABLE AT ANY BANK, BANKER OR TRUST COMPANY IN THE UNITED STATES WHICH HE MAY DESIGNATE.	
TO		PAYABLE AT	LOCATION OF BANK	BY
(NAME OF DRAWER)				
(STREET ADDRESS)		DATE	BY	(SIGNATURE OF DRAWER)
(CITY OF DRAWER)				

A regular form of trade acceptance.

make better merchants, more conservative and less dangerous to competitors who derive a limited reasonable profit from their sales.

The retailer will have a stronger sense of responsibility towards his obligations if he agrees to definite periods of payment and knowing the exact dates the trade acceptance becomes due, he can arrange to meet these obligations.

The buyer should not hesitate to give a trade acceptance in payment of an honest debt as he assists the seller the same as if he pays cash and he can feel that in this way he is "doing his bit" in making the nation's credit position sounder.

The use of the trade acceptance establishes quickly the correctness of the account as between buyer and seller, obviates the tendency to friction over differences, not reported until the account is due, reduces the expense of collection and lessens the cost of conducting business. To carry on the open book account system, sellers strain their own credit in order to extend credit to the buyer for an indefinite time, frequently without interest, security or even any evidence of the sale, a custom which often results in loss by non-payment of the account.

The buyer should be willing to give the seller a trade acceptance which is a negotiable acknowledgment of the debt no less readily and with no more hesitation than he would give his banker a promissory note for money loaned to him by the bank.

Will Improve Status of Small Man

The use of the trade acceptance will put the smaller retailer, especially those with limited capital, in a better position to compete with those who have larger capital. The trade acceptance is scientific and will work a great improvement on our whole merchandising system and tend to make the untrained and unsystematic tradesman of less menace to his competitor who does business on sound methods.

Many a retailer who has difficulty in securing sufficient capital depends upon competing jobbers to extend him long credits for which

he pays by higher prices, whereas by making a few changes in his business methods, using the trade acceptance with his own trade, his cash resources can be materially improved and in many cases the trade acceptance given to him by his own customers could be turned over to the jobber or manufacturer from whom he buys.

There is no more difficulty in using the trade acceptance than in using the so-called farmers' notes or lien notes. Business would be much bettered if the methods of taking notes for long periods were abolished and the trade acceptance substituted also by turning over to

the banker the loans which many of the merchants have themselves been making to their customers.

Under the open book account the conditions as to credit are undefined and uncertain, whereas by the use of the trade acceptance credits would be defined and certain, and thus there is provided the most approved and economic method of transacting business.

The use of the trade acceptance will tend to simplify bookkeeping and will obviate the need of long book accounts and borrowing to enable the retailer to extend long credits to his customers.

Compensation Board Will Apply Merit Rating *Employers with Bad Accident Experience will be Required Under New System to* *Pay More Than the Preferred Rates—Rates Finally Fixed for 1918*

It is scarcely correct to say that the rate on sawmills has been raised from \$1.10 in 1917 to \$1.50 in 1918, or that logging operations have been raised from 90 cents to \$1.20, writes the Chairman of the Workmen's Compensation Act for Ontario, to the "Canada Lumberman."

The \$1.10 on sawmills and the 90 cents on logging operations for 1917 are preferred rates, the \$1.50 and \$1.20 for 1918 are provisional rates. Employers with a bad accident experience will be required, under the system of merit rating, to pay more than the \$1.10 and 90 cents (the precise manner of applying the merit rating has not yet been determined).

At the end of the present year the 1918 rate will again be considered, and if the circumstances justify it will be reduced as the rates originally fixed for 1917 were reduced. The sawmill rate originally fixed for 1917 was \$1.80 and for logging \$1.80. The 1917 preferred rates are abnormally low even in comparison with the very low rates generally prevailing in Ontario as compared with those in other places. One reason for this is that the balance carried over from 1916 was much larger than anticipated, by reason of the fact that the employers' actual payrolls for 1916 exceeded their estimates to a much greater extent than was expected.

It is to be expected, however, that the rate finally fixed for 1918 will exceed the rates charged for 1917. One reason for this, as above mentioned, was the unexpectedly large surplus from the year 1916. Another reason is that for 1918 there is a full year's medical aid to be provided for as against only half a year's medical aid in 1917. The Board also prefers to fix the provisional at what appears to be a reasonably safe figure and reduce it at the end of the year if the experience justifies.

In the table of rates book for 1918, which will be mailed to any employer requesting it, there is an explanation of the difference between the 1917 and 1918 rates. It is as follows:—

The figures for 1917 show an exceedingly satisfactory condition from the employers' point of view. Very extensive retroactive reduction of the 1917 rates, as fixed at the beginning of the year, is being made in most of the important classes of industry. This is partly by reason of the experience for 1917 being good, partly by reason of there being a balance from the prior years, and partly by reason of the adoption of merit rating, the reduced rate being in reality a preferred rate. Employers with a bad accident experience will later, as soon as their accident experience for the year has been finally ascertained, be required to pay an additional percentage.

The rates provisionally fixed for 1918 are in general higher than the 1917 preferred rates. Some addition was necessary because a full year's Medical Aid is to be provided for in 1918 while only a half year's Medical Aid had to be provided in 1917. Other differences are explained by what is stated in the preceding paragraph. If found to be more than sufficient, the 1918 rates will be retroactively reduced at the end of the year, as has been done in the case of the 1917 rates.

The Method of Rating Explained

For assessment and compensation purposes under the Act the industries covered are divided into 34 classes or groups. Each class stands upon its own footing and carries its own burden, except that a very small general fund, one per cent. per year, known as the Disaster Reserve, is set aside to assist in meeting any extraordinary call that may arise in any class.

Separate accounts are kept of all assessments received and all compensation awarded for each of these classes. Each

of the 34 classes of industry is thus in effect a mutual insurance association of the employers in that class.

The rates for each class are fixed and the assessments made much in the same way as a municipality devies its taxes. They are governed by the requirements. The rates fixed for the year are intended to cover the burden for that year. At the beginning of the year an estimate of his probable payroll is obtained from each employer and he is assessed provisionally upon that estimate. At the end of the year the actual amount of payroll is obtained and the assessment is adjusted accordingly.

In fixing the rate the experience for previous years is used as a guide. The amount of compensation and the amount of assessments in the class for the preceding year are ascertained, an estimate being made of the amount still remaining to be paid for accidents which by reason of continuing disability or for lack of reports have not been finally disposed of before the end of the year, and compensation being also made of the extent to which the actual payroll statements received from employers at the end of the year will exceed the estimates given by them at the beginning of the year. In this way the total expenditure and the total income of the class for the year are arrived at as nearly as possible, and the sufficiency of the rate charged determined.

If it is seen that the rate charged has produced sufficient money, or if the surplus or deficit is small, the same rate will be continued for the current year. If there is any considerable difference, the rate will be increased or decreased accordingly; and if the difference is large, the rate will also be altered retroactively for the prior year.

It is to be remembered always that any surplus to the credit of the class remains in the class funds, and this is also taken into consideration in fixing the rate.

Where there are different lines of industry in the same class, each bearing a separate rate, the experience in each separate line of industry is also considered, and if the situation calls for it the proportionate ratings as between the different lines of industry in the class are altered. As, however, each class in the schedule is an insurance group, all lines of industry in the class must share to some extent the good or ill fortune of the class as a whole, and the rating for each separate line of industry cannot be made to depend upon the experience in that line of industry alone; the experience of the class as a whole must be considered. This is especially the case where the amount of payroll in any line of industry is small. To charge that line of industry with its own cost might place a very excessive burden upon its employers for one year, while perhaps relieving them almost wholly from assessment another year. This would destroy the underlying principle of insurance which is the basis of the system.

The way to keep the rate low is to avoid accidents. This will now be a matter of special individual concern to each employer, inasmuch as under the system of merit rating which is being adopted the employer who has a bad accident experience will pay a higher rate of assessment than the employer whose accident experience is good.

The report of the Board for 1917 is expected soon from the printer. This gives the class figures and other information for 1917 and also 1916, and the Board will be glad to mail a copy to anyone desiring it.

Taking Lumber Orders by Means of Motor Car

It Enables the Salesman to Cover the Ground Quickly and Thoroughly—More Calls are Made and Larger Number of Towns Visited

By "Speed Limit"

Selling the products of the forest by automobile would a decade ago have been regarded as an innovation of the freak type, but time brings in its wake numerous changes. While motor trucks have been used for the delivery of lumber and building material for a number of years, it is only of comparatively recent date that salesmen for lumber have made their rounds in a "jitney." There may be nothing very new in a traveller having taken an occasional trip out over his territory in a motor car, but to use this conveyance day in and day out for several months in the year for business purposes is a record which few other lines can surpass. The automobile is taking its place among the activities of ordinary life, not only in a social sense, but as a means of daily communication.

It was some three years ago that I conceived the idea of covering Western Ontario with a small car. Gasoline was then only fifteen cents a gallon and one could get about for less than a cent a mile. Today the fuel for my machine costs me 35 cents a gallon, and the mileage in some instances is not quite as great as in the earlier days, the expenditure for gasoline averaging around a cent and a half a mile. But even then there is an infinite source of satisfaction in moving from town to town in a motor car, calling upon retail lumber dealers, and taking carload orders.

What are the advantages of such a method? In the first place there are no trains to wait for. Owing to the lessening of such facilities by the railroads many valuable hours are lost by a salesman having to hang around a town, where after completing his calls there is nothing to do. He cannot get out until very late at night or early the next morning and if a train goes too early in the day he has to hurry unduly through his business. His work is thus not characterized by that thoroughness and concentration which it is when he has nothing to worry about in the way of moving on to the next place. When his calls are completed the salesman is ready to start and his means is right at hand.

Another obvious advantage is that many of the smaller places can be visited, centres where even the railways, steam or electric do not run. When passing along by means of motor car every burg which has a lumber dealer is paid a visit. I think my record was in getting to eight towns with my car and calling upon thirteen customers in one day. Usually I cover about 300 miles a week and visit probably an average of twenty-five to forty centres. Of course, an automobile can only be employed where population is rather compact and the roads, at least, passable. Possibly not all the provinces are suitable for selling lumber by this means as the distances to be covered are too great, the towns being too far apart.

Making the Calls Without Loss of Time.

Not only is a great deal of time gained by being able to leave when one is ready, but frequently on going to a city or town, one finds that Mr. J— is out of his office and will not be back for an hour. It is easy to proceed to see Mr. K—, and if he is not in, one can slip over to Mr. L's place of business. The traveller generally manages to catch one of the three in, and by the time he has sold him a carload or two, he can make his way back to the others in his runabout without loss of time and thus business is closed up much more quickly than it otherwise would be.

A number of retail lumbermen also do contracting and when one calls he finds the man is some distance away, overseeing a job. To walk that far causes the loss of a lot of time and yet to neglect seeing the dealer would be shortsighted. With a car one can get into immediate touch with the contracting dealer no matter where he happens to be working. Another instance where a roadster comes in decidedly handy is that a yard man will say "Yes, I need so many thousand feet of such stock, but I will have to see the foreman on the job first; I will let you know by mail." If one has a buzz waggon he can say, "jump right in here now and we will go over and interview the foreman at once and close up this little matter." Nine times out of ten the retailer will readily comply and thus many an extra order is booked which would possibly never be secured. If one goes to an office and finds that Mr. T— is out and will not be back for a couple of hours and there is only one other buyer in the town, and he, at the other end, the roadman is in a dilemma unless he has a car. He does not know whether to wait or to move on. With a motor at his disposal he covers the ground quickly, sees the other fellow and returns in time to catch the first man.

To sum up, the main advantages that I see in travelling the coun-

try with a flivver is that there is no loss of precious moments, and many more towns can be reached than by rail. The expense of this method of selling, even when the wear and depreciation of a car is taken into consideration, is less than by rail, while the territory that one gets over is much wider and work can be more thoroughly and expeditiously done. The roads are in a fair condition, generally speaking, and after the calls of the day are over, another centre can be reached in the evening owing to the longer hours of daylight afforded by the daylight saving plan which went into effect recently.

There is only one regret that the salesman has, and that is when he is convicted and fined for speeding—as he frequently is if he gives full vent to his desire to get over the turf quickly when he strikes a smooth piece of thoroughfare—he cannot charge up the assessment to his travelling expenses, but has to meet the levy out of his personal means. The exaction is generally too heavy to be smuggled under any separate item in an expense sheet or added to a sale's order in these days of ascending prices. The ideal condition from the salesman's standpoint will be reached when the firm pays his fine every time that he scorches. Of course, he is violating the traffic regulations in the interest of his company and not for the mere thrill and excitement of a swift dash. It is simply his desire to get there and land big business that prompts him, at times, to throw discretion to the winds, take a chance—and incidentally, with county constables everywhere alert—a conviction.

Renfrew Firm Won in Lumber Suit

Judgment was given by Mr. Justice Sutherland at Osgoode Hall, Toronto, recently, in the action against John H. Eyer, of Toronto, brought by Ferguson and McFadden, lumber dealers, of Renfrew, to recover \$61,998.87, and interest on a cheque for lumber alleged to be purchased by the defendant. The lumber was burned by a fire in the plaintiff's yards and insurance on the loss was paid by the insurance company to the plaintiff, no transference of the policy having been made to the defendant. In delivering judgment, Mr. Justice Sutherland said: I am of opinion that the agreement of the 14th of June, 1910, was the contract entered into between the parties under which their rights are to be determined, and I am also of the opinion that the property in the lumber in payment whereof a cheque was sent by the defendant had at the time of the fire passed to him and thereafter the lumber was at his risk as to loss by fire. The sending of the cheque when it was known by defendant that the lumber was not f.o.b. cars Tomiko indicates that such was defendant's own understanding. With some hesitation I have come to the conclusion that plaintiffs have shown that there was no want of such reasonable care on their part of the lumber in question as a prudent man would exercise with reference to his own property and that they have negatived the charge of negligence preferred against them by defendant. The plaintiffs will therefore have judgment for the amount of the cheque sued on, namely, \$61,998.97, with appropriate interest and costs, and the counter-claim will as to both them and the company defendants by way of counter-claim be dismissed with costs.

Will Investigate the Housing Problem

A sub-committee of the Resources Committee has been appointed by the Ontario Government to investigate the housing conditions in the province, Sir John Willison is the Chairman, and among the other members are Rev. Peter Bryce, Capt. S. H. Marini, H. H. Williams, H. V. S. Jones, J. H. McKnight, G. Frank Beer, Ald. J. Gibbons, Thomas Roden, M. J. Haney, H. C. Scholfield, and E. J. S. Duncan, all of Toronto. In a recent announcement regarding the appointment, Sir William Hearst, Premier of Ontario, said: "The subject is essentially a municipal one, and some municipalities have already active committees dealing with the question. Therefore, for the present, no representatives from outside cities and towns have been appointed on the committee. It is expected that the committee will get in touch with municipal councils and other organizations interested in the subject throughout the province, and that they will give to these bodies all information and assistance in their power, and should it be felt wise later on that representatives from municipal councils or other organizations in the province could be added with advantage to the work of the committee, this will be done."

How Retail Association Got "Over the Top"

The Southwestern Ontario Organization is Doing an Important Work and has Aroused much Enthusiasm and Harmony Among its Members

One of the aggressive organizations of retail lumbermen is that of the men engaged in the industry in the Southwestern part of Ontario. The Association is known as the Southwestern Ontario Lumber Dealers' Association and was formed in the spring of 1914. The principal promoters were Chas. Hubbell, of Thamesville, past president of the association, B. F. Clarke, Glencoe, the present energetic secretary and his partner, Allan McPherson.

The object at the time was to promote a better feeling among the dealers in their own locality and to become better acquainted with one another. The organization had a modest beginning and the men who took such active steps in its formation had no idea of anything at the time beyond forming a little local body. They found, however, that each new member who joined wanted to get his nearest neighbor into the companionship and co-operation of the small band and thus the boundaries widened and the membership became greater. The association later fixed its territory so that it took in the southwestern peninsula from London to Windsor, including both of these cities. The aim of the association has always been to hold at least one meeting every three months, and since the Ontario Retail Lumber Dealers' Association was formed the territory of the Southwestern Ontario Retail Lumber Dealers has been extended farther east, taking in the districts around Aylmer, St. Mary's, etc.

The officers are:—

President—W. J. Taylor, Ridgetown.

Vice-President—W. A. Hadley, Chatham.

Secretary-Treasurer—B. F. Clarke, Glencoe.

Executive—D. J. McEachren, Alvinston; A. W. Osborne, Sandwich; John McGibbon, Sarnia; William Saunders, Dutton; C. M. Smith, Aylmer, and Geo. H. Belton, London.

The annual membership fee is five dollars. The first president of the association was F. H. Laird, of Dresden, and the second, Chas. Hubbell, of Thamesville, who retired at the recent annual meeting, being succeeded by W. J. Taylor, of Ridgetown.

Until last year all the meetings of the Association were held at the Hotel Sanita, Chatham, but in 1917 the Windsor dealers invited the gathering to that city, and this year the convention was held in Sarnia at the special solicitation of the retail trade there. The Association endeavors to make the annual session the big event of the year.

The Purpose and Plan Outlined

The official bulletin of the Association sets forth why every retail dealer should become a member. In the introductory pages of a neat little booklet the following inspiring and forceful talk appears.

Because this Association directly benefits every retail lumber dealer in Ontario all should support it and share the labor and expense. Note some of the important benefits derived from this Association:

1. Mutual information concerning unfair trade by wholesale dealers, manufacturers and mail order houses who violate all rules of fair trade.

2. Exchange of information and ideas for mutual benefit, to the end that each member may have at hand such knowledge of conditions as will best enable him to improve his business methods and to meet unfair trade according to his best judgment.

3. The interchange of ideas—

Why not avoid an expensive mistake by hearing of someone else's experience?

Why employ antiquated, costly methods, when someone can tell you a simple, cheap, up-to-date improvement?

4. The Mechanics' Lien Law.

The best safeguard known against financial unscrupulousness, a sure collector for a just debt when rightly used. A moral incentive to pay, among delinquents.

5. Legal Order Blanks.

Furnished free to members. Helpful in avoiding errors. A legal contract in case of dispute. A simple method of arbitration and a protection against the unscrupulousness of either party thereto.

6. The Social Side.

The getting together of those in your line of business. The spirit of brotherhood which engenders friendly rivalry instead of brutal antagonism, and which, through its understanding sympathy, smooths so many of the otherwise rough spots in business.

Now read these over again. Think about them. Thoroughly

digest them. The briefest possible outline is given above. Enlarge upon it. Consider the unlimited possibilities for the improvement of our business by the strengthening and upbuilding of this Association. Join us and work with us.

The constitution also sets forth in succinct form what the organization stands for, the rights it recognizes and the benefits it affords, and says in part:

"We realize the convenience, if not the necessity, of the retail lumber dealer to every community, and are interested in the promotion of the general welfare and perpetuation of the retail lumber business.

"We recognize the absolute right of every person, partnership or corporation to establish and maintain as many retail yards as they or any of them see fit.

"We recognize the right of the manufacturer and wholesale dealer in lumber products to sell in whatever market, to whatever purchaser, and at whatever price they may see fit, but we believe that sales by wholesalers and manufacturers to consumers has a direct tendency to destroy the retail trade. This fact is so well recognized and regarded as contrary to trade ethics that such sales are, for the most part, made in secret or under cover, and, therefore, we should be better informed of the nature and extent of such sales than we can be by individual effort.

"We also recognize the mutual advantage to be derived through association and exchange of ideas in matters concerning our business, such as standardization of grade and size, and other things which would also be of great benefit to the public.

Shipbuilding Active in Nova Scotia

Timber Which Has Not Had an Axe in it for Thirty Years is Now Being Worked to Advantage

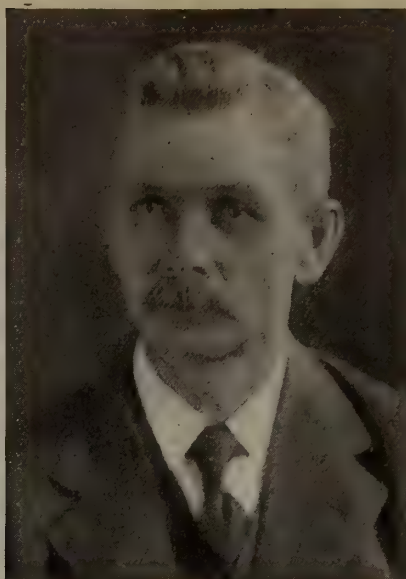
Wooden shipbuilding, which has had such a wonderful revival since the war began, is not yet showing any signs of declining. On the contrary, it appears to be developing faster than ever before, and will probably reach even greater expansion. Vessels are being constructed where none has been built for at least twenty years, and the number turned off will only be limited by the scarcity of workmen. It is safe to say that there are fifty per cent more vessels on the stocks now in Nova Scotia than there were at the beginning of the year, while in the meantime a number of fishing craft and some schooners of larger size have been launched. The activity in the shipyards naturally makes a marked change elsewhere. Many men are now employed in getting out and transporting ship-timber, and timber land that has not had an axe in it for thirty years is now being actively worked.

The war has completely changed the conditions of lumber shipments in this province. Until two years ago a large part of our lumber was cut into deals for shipment to Europe, but no lumber goes over now. Some lumber is still exported to the United States, but there is little demand there for deals. One Parrsboro dealer has already shipped something over three million feet of spruce lumber this season, but it consisted chiefly of plank and scantling with a few deals included. Another dealer has shipped a considerable quantity of hardwood lumber by rail to American ports and to cities in Ontario. He is also shipping spruce lumber to the United States by schooner, his output being chiefly boards and scantling. A few cargoes of spruce laths have been sent to American ports by other shippers. Much more lumber would have been exported but for the difficulty of obtaining bottoms. Most of the lumber that has been shipped this season has been carried in American schooners ranging from twenty-five to fifty years. Some of them, no doubt, were laid up before the war, but they are all making money now. The trade, however, is beginning to feel the effect of the visit of the U-boats, and unless they are speedily captured or driven off they may cause considerable interruption.

Forest Fire Protection efficiency will likely be given another boost in Quebec province next year by the installation of an air patrol. Mr. Ellwood Wilson, reforestation expert of the Laurentide Company, at Grand'Mere, recently stated that it was hoped two hydroplanes would be in commission next spring watching for forest fires and equipped with wireless apparatus to get a message to the earth. The appropriation for the new machines is in the neighbourhood of \$25,000. Mr. Wilson thought the machines would be secured at the end of this year.



W. J. Taylor, Ridgetown,
President.



Chas. Hubbell, Thamesville,
Retiring President.



W. A. Hadley, Chatham,
Vice-President



B. F. Clarke, Glencoe,
Secretary.



C. M. Smith, Aylmer,
Director.



Geo. H. Belton, London,
Director.



A. W. Osborne, Sandwich,
Director.



Wm. Saunders, Dutton,
Director.



John McGibbon, Sarnia,
Director.

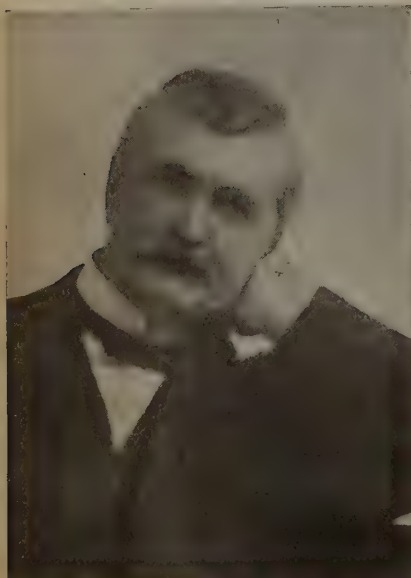


D. J. McEachern, Alvinston,
Director.

THE OFFICERS OF
THE SOUTHWESTERN ONTARIO RETAIL LUMBER DEALERS' ASSOCIATION

Sixty Years Service With One Firm

Wm. Power, Veteran Lumberman of Quebec, is One of the Outstanding Figures in Canadian Industry



Wm. Power, Quebec, P. Q.

Mr. William Power, of Quebec, is celebrating the 60th anniversary of his connection with the well-known lumber firm of W. & J. Sharples, of which organization he has been President for many years.

Mr. Power was born in Quebec on Feb. 21, 1847, and is the son of the late William Power, in his lifetime one of the managers of the firm of W. J. Sharples, and Bridget (Fitzgerald) Power. He was educated in the public schools and Quebec Commercial Academy, and entered the service of W. & J. Sharples after graduating from the latter scholastic institution. From the very first he attracted the attention of his employers by the steadiness of his character, and close application to business, and in a short time won their esteem and confidence, hence

his promotion was rapid, and in 1906 became a partner in the firm. He is now president of the firm, and also one of the principal owners of Riviere Ouelle Pulp & Lumber Co., as well as President of the Lafontaine Lumber Co. Mr. Power is also the owner of large timber limit lands, and one of the most respected lumber merchants in the city of Quebec.

An ex-president of the Sillery Municipal Council he was during the tercentenary celebration a member of the special committee. He also held the offices of President of the Canadian Forestry Association of Canada, Director of the Canadian Lumbermen's Association and President of the Timber Limits Association of the Province of Quebec.

Mr. Power, on July 4, 1881, married Miss Winnifred Susan Rockett, daughter of the late James Rockett, in his lifetime a well-known prominent Quebec lumber merchant. He has five sons and two daughters, one of his sons being W. Gerard Power of River Ouelle, Que., President of the Canadian Lumbermen's Association.

Mr. Power is a member of the Garrison Club, and Club Canadien, likewise of the Literary and Historical Society of Quebec, and of the Geographical, Recreation, Student of Agriculture, and a Liberal in politics. He was elected a member of the House of Commons for Quebec West, in a bye-election by acclamation in 1902, and at the general election of 1904. He was defeated in 1908 general election, and in the general election of 1911 was again elected. Mr. Power is also a member of the Quebec Board of Trade, and in 1902 and 1908 held the office of President. He is still hale and hearty in health, and conducting a very extensive business with branches in the United Kingdom and the United States. Numerous friends hope that he may be spared many more years to enjoy a life of happiness, prosperity and usefulness.

Breezy Budget from the Maritimes

Serious forest fires devastated the lumber woods of the provinces of New Brunswick and Nova Scotia. During the last week magnificent stretches of timber have been swept away in the path of the greatest enemy of the lumber operator and only a wet spell will save hundreds of thousands of dollars' worth of lumber.

An advice received on June 6 was to the effect that the whole central section of Campobello Island was being swept by a serious forest fire, causing damage to the timber lands. The blaze started in the southern section of the Island on June 5 and continued along its path of destruction right down the centre of the timber lands.

A report to the Crown Lands office in Fredericton, N.B., from one of the officials of the Department of Lands and Mines, said that a recent forest fire did damage to the amount of \$15,000 to partially manufactured lumber near Kedgewick. The blaze started in a huge pile of pulpwood, of which thousands of cords were destroyed.

A forest fire at Maltaix Siding on the Intercolonial Railway in New Brunswick has destroyed \$30,000 worth of timber. The fire is believed to have been of incendiary origin. Another large forest fire raged on the Sinclair limits on the Sevogie River, in Westmoreland County, N.B., recently.

Thomas Blundell, of Dalhousie, N.B., a well-known lumberman with George Moffat & Company, in their extensive operations in Restigouche County and with the Dalhousie Lumber Company, Limited, died recently after a brief illness.

Andrew Lamb, one of the oldest and most highly esteemed residents of St. Andrews, N.B., passed away recently at the advanced age of ninety-one years. He was born in Ayre, Scotland, and came to this country when a boy. After a trip to the diamond fields in South Africa in 1877, with his son, Mr. Lamb returned to St. Andrews and became interested in the lumber trade.

Robert Logie, Sr., one of the most highly respected and best known citizens of the Miramichi, who had been connected with the lumber industry practically all his life, died recently after a lengthy illness. He was with the J. B. Snowball concern for upwards of forty years and manager of their important Tracadie branch.

The St. John River Log Driving Company are now under way with their rafting operations at the Douglas boom, Fredericton. The Nashwaak Pulp and Paper Company are also getting under way at the mouth of the Nashwaak. Late reports from the river were to the effect that the Corporation drive was making good progress. Another drive was reported starting from Grand Falls.

Personal Paragraphs of Interest

C. McCrea, manager of the Alberta Lumber Company, Vancouver, was a recent caller upon the trade in Toronto.

F. T. Verrall of McBean & Verrall, Toronto, returned recently from a business trip through the Maritime provinces.

C. O. Maus of the Hyde Lumber Co., South Bend, Ind., was in Toronto and other cities recently, calling upon the trade.

D. McLaren, President of the Union Lumber Co., Toronto, and Mrs. McLaren, are spending the present month in California.

J. E. Littlefield of Bangor, Me., was a recent visitor to Fredericton, N.B. He is now engaged in getting out ship timbers and operates two camps in New Brunswick.

Mr. Frank Hillock, a lifelong and highly respected resident of Toronto, and a prominent lumber merchant, died recently, aged 67 years. He started to learn his trade as a carpenter at an early age. Later he entered the lumber business and then formed a partnership with Alderman John Kent as Hillock & Kent. After the death of the latter, Mr. Hillock continued the business on Albert street, from Chestnut to Elizabeth streets, Toronto. Mr. Hillock was a well-known member of Wilson Masonic Lodge and of the York Pioneers. He was also identified with the Irish Protestant Benevolent Society. Forty-seven years ago he married Margaret Wilkinson. Besides his wife he is survived by five sons and three daughters: The sons are John and Chris., of John Hillock Co., Ltd.; William, Frank and George, associated with him in business.

More Lumber Falls Prey to Flames

Much-needed showers during the latter part of May did good service in extinguishing forest fires in Nova Scotia, particularly in the northern counties. Unfortunately, the rainfall was very small, and the high winds that prevailed soon made the woods very dry again. In Lunenburg County on June 3rd a fire started from the smokestack of a sawmill at Waterloo and spread very rapidly. A pile of lumber, valued at about \$4,000, was burned and at least three dwelling houses were destroyed. On the same day a fire broke out in Queens County near Liverpool, and destroyed everything in its path, including several houses. Another fire started about the same time in the same vicinity and destroyed at least five houses, besides much other property. Most of the men in this section are away on fishing voyages, but, as both fires were comparatively near Liverpool, a number of volunteers went out from that town by automobile to help fight the flames.

On a small branch railway in Northern New Brunswick, last month, a large pile of lumber caught fire and was totally destroyed. The lumber was valued at \$30,000. It surely seems unwise to put very large quantities of lumber in one pile or in adjacent piles, especially where there is no protection against fire.

Lumbering Operations in Rossland District

Lumbering conditions in the north are very active at present, according to Mr. Joseph Deschamps, a veteran lumberman, of Rossland, who recently visited Vancouver.

The labor shortage and essential need of securing a grade of labor inferior to that of the white men hampers the operators to some extent, but at that they are "plugging away" to effect the largest possible production of finished lumber, employing the best labor they can obtain and making the best out of bad conditions.

Mr. Deschamps made a hit with his associates and throughout his district at the outbreak of war when he told every eligible man of his crews in the mills and woods that they might as well draw their time and enlist. In this manner he contributed some really valuable men to the service, finding himself hampered for labor as a result.

New Secretary for Northern District

A. J. Young, of North Bay, Ont., Who Succeeds J. A. Laberge, Has Three Sons Doing Their Bit



A. J. Young, North Bay, Ont.

A. J. Young, of the Young Lumber Company, North Bay and Toronto, the new secretary of the Northern District of the Ontario Retail Lumber Dealers' Association, succeeding J. A. Laberge, of Sudbury, who recently resigned, owing to ill health and the pressure of other duties, is, with his Mr. Young believes that these are varied interests, a very busy man. times when everyone should do his bit, and has consented to assume the duties of the position, and do all in his power to advance the interest and welfare of the retail lumbermen. He has always been an ardent supporter of trade organizations, but preferred to be a worker in the ranks rather than in office.

The Northern District Secretary has been identified with the lumber business ever since he was fourteen years old. In the early eighties he secured his first job as a road cutter and camp clerk, with Barnet and Mackie, of Pembroke, and for two years was engaged with them on their limits west of Pembroke and west of Mattawa. He learned to handle the axe, the cant hook and the peavie and helped get the timber out to the streams and start it on its journey to the mills. The next three years were spent in the service of that company at Cache Bay, Mr. Young being accountant and culler. In 1886, Barnet and Mackie sold their Sturgeon River limits to J. R. Booth, of Ottawa, and Mr. Young entered the employ of the veteran lumberman and limit holder of the Capital, with whom he remained for eighteen years. He was accountant at Cache Bay until 1891, and then became Mr. Booth's branch agent until 1904. Under his direction, from twenty to twenty-five million feet of white and red pine logs were cut every year on the Sturgeon River limits. In 1904, seeing an excellent opening for a wholesale grocery establishment in North Bay, Mr. Young entered that line, and founded a flourishing business under the name of A. J. Young, Limited, afterwards the Young Company, Limited, which he managed until 1907, when he retired, although he still retains a substantial interest in the firm, which is now known as National Grocers, Limited, with branches at North Bay, Sudbury and Sault Ste. Marie.

He also became identified with Cobalt properties, and is keenly interested in mining. In 1907 he organized, for the concentration of low grade silver ore at Cobalt, the Northern Customs Concentrators, and in 1913, along with others, took over the Wabi Iron Works, Limited, who operated a foundry and machine shop at New Liskeard. Last year an amalgamation was effected with the Boving Hydraulic and Engineering Company, of Lindsay, and Electric Steel and Metals, of Welland. The new organization is now known as Electric Steel and Engineering, Limited, of which Mr. Young is vice-president.

Three years ago the Northern Planing Mills, of North Bay, went into liquidation and the property was purchased by Mr. Young, who formed the Young Lumber Company. A large wholesale and retail business is done, while the mills turn out sash, doors and all kinds of interior trim and woodwork. Mr. Young is a large shareholder in the Auld Lumber Company, who possess timber limits in the township of Auld and have a sawmill at Latchford, Ont. He also owns an interest in the R. S. Potter Lumber Company, Limited, of Matheson, Ont., who took out a large quantity of railway ties last winter and about a million feet of logs. A new sawmill is being put in operation cutting principally jack pine.

Mr. Young has four boys, three of whom are doing their bit for King and County. Lieut. Russell Booth Young, the oldest, who was associated with his father in the lumber business at North Bay, enlisted with the 228th Battalion, C.E.F., and went overseas as a Lieutenant, the corps later being merged in the 6th Battalion, Canadian Railway Troops. He has been in France since March, 1917.

Lieut. John Francis Young, who was a third year student in mining at the School of Practical Science, Toronto, joined as a gunner in the 25th Battery, C. F. A., in March, 1915. He left for England in August of the same year and in December, 1915, secured a commission in the Royal Garrison Artillery, going to France in July, 1916, as second Lieutenant. He took part in the battles of the Somme and was promoted to a Lieutenancy, and is at present in England

taking a Battery Commander's course in the Royal Garrison Artillery.

Alfred Harold Young, the third son, signed up in March, 1915, as a gunner in the 47th Battery, and left for England in September of the same year. He secured a commission in the Royal Field Artillery in May, 1917, and crossing to France in January last came through the recent heavy fighting unscathed so far as known. He was previously a student at the University School, Toronto. Mr. Young's fourth son, Alana Edward, is not yet nineteen years of age, and it is probable that in a few months he will follow in the footsteps of his brothers by donning the King's uniform.

New Brunswick Lumbermen Get Together

A live and progressive organization of the lumbermen of New Brunswick has been effected and is the culmination of a movement which has been on foot for some time. A well attended gathering took place in St. John recently, when the matter was given greater impetus. It is felt that the unity, harmony and upbuild of the trade will be much stimulated by the get-together movement and spirit and the interest of all concerned will be fostered and strengthened.

Closer co-operation with the Crown Lands Department will result while the prevention of forest fires is one of the main objects sought. It is felt that the new organization will look after legislation affecting the lumber interests of the province and will watch carefully all that pertains to the weal and welfare of lumbermen in general.

At the recent gathering W. B. Snowball, of Chatham, presided, and there were present: F. C. Beateay, of St. John; Donald Fraser, of Plaster Rock; Daniel Richards, of Campbellton, and W. McLellan, of Fredericton, and others. It was pointed out that New Brunswick was the only province in Canada where lumbering was extensively carried on without a lumbermen's association of some kind, and while there had been at one time a Limit Holders' Association, this had not fulfilled its functions as was expected, and was finally disbanded.

The new association will include in its membership all those directly interested in the lumbering industry who desire to become identified with it. The meeting felt that a secretary should be found who would be fitted not only to give technical advice to the members of the association, but as well, keep in touch with all proposed legislation affecting the lumber industry introduced in the legislature.

Many of the larger lumber interests of the province employ expert foresters, and it was thought by those present that these men by their knowledge of the forest limits of the province might assist materially, if linked together in an association, in the prevention of disastrous forest fires.

It was suggested that a membership fee of \$10 be fixed upon and an additional fee of \$10 per million feet of lumber cut or ten cents per mile; this matter was, however, not finally settled upon. On motion it was decided to form an association to be known as the New Brunswick Lumbermen's Association. Mr. McLellan presented to the meeting a draft of a proposed constitution. It was decided to hold the next meeting of the association in Fredericton on August 1, at which details of the formation and operation of the organization would be decided upon and officers elected for the ensuing year. It was pointed out that about this date all the lumbermen in the province would visit the capital in order to pay their stumpage dues and it was therefore an opportune time to get the lumbermen together. The association aims to keep its members in close touch with the market situation so that the smaller operator will benefit by the experience of the larger concerns with a view to complete co-operation in the industry.

Will Erect New Mill and Box Factory

Another step has been taken in the development of Queensborough as the industrial section of New Westminster by the decision of the British Columbia Manufacturing Company to locate their new plant there. This company, which at present operates a box factory, has leased from the B. C. government a portion of the old provincial jail farm, on the water-front a short distance west of the present plant, and will there erect immediately a modern sawmill and box factory. The machinery has all been purchased and the work of building the new plant will commence at once.

The company finds the local box market insufficient to take the output of the large cutting capacity they intend erecting and so will equip the new mill to cut timbers for shipbuilding and railway construction as well as box lumber.

The new plant will be manned as far as possible, with returned soldiers, it being the intention of the company to co-operate to the fullest extent with vocational department of the Military Service in this work.

The mill equipment will consist of a nine-foot band mill, 14 x 32 Wickes gang saw, and all the latest accessories to saw milling and box manufacturing for economical operating.

Each Must Meet Her Own Problems

A. C. Manbert, of Toronto, Speaks of the Future Relations Between United States and the Dominion

In connection with our recent editorial, "One People in Purpose and Spirit," which referred to the remarks of retiring President M. E. Preisch, Buffalo, at the annual banquet of the National Wholesale Lumber Dealers' Association in New York in March, we have received the following communication from A. C. Manbert, of the Canadian General Lumber Company, Limited, Toronto, for years identified with the late firm of Graves, Manbert, George & Company, of Buffalo, says the New York Lumber Trade Journal.

Editor, The New York Lumber Trade Journal:

I have read with interest the editorial in your issue of May 1, "One people in purpose and spirit." The spirit of Mr. Preisch's suggestion is admirable and delightfully stated, but when he says, "We shall awaken to the fact that we are all Americans and decide to cast in our lot together and be one people," I am not quite certain if he means just what he seems to say.

I have had business relations in Canada for a number of years. I have lived here continuously for the past ten years. If I were conscious of any difference between living here and in the States that idea long ago passed away; in fact, I do not think I have ever felt any difference. When I first came here I was, of course, conscious of the strangeness of a new environment, but that was not unlike the experience in various parts of the States in which I have lived. As it is, I have come to feel so thoroughly at home and in sympathy with the Canadian viewpoint that I may be said to be a man of two countries instead of one. The ideas and aspirations of the most of Canadians that I have met are, as Mr. Preisch says, identical with those of the States, and we are, in truth, a kindred people. There is every reason, therefore, that we should co-operate and understand each other. Business relationships have laid a foundation for getting together, and made it to our interest to understand each other. The events of the past two years have taken us beyond this position of self-interest and inspired us with quickened sympathy and appreciation. We have found that we have more in common than we before knew. It is eminently desirable that we should apprehend this fact and strive for increased dignity of friendship. "Fair words butter no parsnips," and are of little use unless exemplified in actions; actions which shall exalt our individual relationships and the relationships of our separate governments in their international arrangements. Trade is the interpreter of this attitude, and anything which we can do to make trade freer and arbitrary restrictions upon commerce less will do more than volumes of glittering generalities on the subject of friendship. To my mind, if it be profitable and desirable for New York to trade with Pennsylvania and Pennsylvania with Ohio without impeding barriers, it should also be equally profitable for Ontario to trade with all three on the same conditions. I do not wish to discuss political economy, but merely state this proposition as a basis of approach. This line of thought, I fancy, is what Mr. Preisch meant. I do not anticipate that he means actual amalgamation. That would, of necessity, mean the annexation of Canada, and I am quite sure that a good many people here are not ready to be annexed. We are now fighting against the German idea on territorial rearrangement, and for the integrity of existing national conditions. The United States has her own problems within her own borders—Canada has hers that are peculiar to her population and history. My plea would be that each country meet her own problems, and in meeting them develop a dignity of attitude and a generous appreciation of her neighbor's rights, so that wherever their joint interests might touch they would be viewed and developed on the basis of fair and free purpose. Give us this, and annexation or amalgamation will not matter. If it comes it will issue out of the crying need for it; because it will be "in the nature of things" and not a measure of policy.

A. C. MANBERT.

Toronto, Can., May 20, 1918.

Some points brought out by Mr. Manbert are certainly worthy of consideration in so important a national matter. We think that in some respects he did not catch the true intent of some of our editorial remarks, which perhaps is our fault. As we caught Mr. Preisch's ideas we did not gather that amalgamation would mean the annexation of Canada, but that because of the mutual and constantly increasing interests and needs of each other we should become closer partners. Furthermore, because of the very long boundary line of

Canada, practically on the same line of latitude, she could find a much cheaper outlet for her product on lines running south and likewise could supply her needs for many things along these same shorter routes. As Mr. Preisch well points out, each country has its own problems to work out, but this is true to a greater or less extent of each state comprising the United States Union. We know that Mr. Preisch is not so much concerned just how the matter may be worked out, but his chief thought is that if both countries would devote themselves to the question of closer relations and do so in the right spirit, the matter can be worked out to a happy and successful solution, which will be of great and lasting benefit to both countries.

Famous Frame Building Will Be Preserved

"David's Temple," which was built early last century near Sharon in York County, Ontario, has been purchased by the York Pioneer and Historical Society and will be used as a museum for historic relics. It was erected under the inspiration of the late David Wilson, who was head of a religious sect known as the "Davidites," who worshipped in the unique sanctuary for many years. The structure is entirely of wood and finished in very fine white pine, which is the admiration of all sightseers. Many years ago remarkable religious ceremonies were celebrated in the Temple by the "Children of Peace," but for a long period the edifice has been unused and sadly neglected. It required six years to build the Temple, work being started in 1825, and it contains nearly three thousand panes of glass in the windows and spires and has a symbolic meaning attached to all its parts. The Temple is a three-storey building, 75 feet in height, surmounted by a gilded ball, on which is inscribed the word "Peace." The first or ground storey, which is the auditorium, is sixty feet square. The second or middle storey is a music gallery where a band of musicians rendered selections of music while the congregation were entering the building. The third storey is a dome, from which there is an open space to the ground floor. In the centre on the first floor stands a small finely finished structure, built by the late John Doan, called the Altar, and which occupied 365 days in building, and like the Temple, is square and contains the Holy Bible. It stands on twelve gilded pillars, representing the twelve apostles, and is emblematical of the religion of Christ. On the four corners of each storey of the Temple, a spire is placed, making twelve in all, and when illuminated is symbolical of the twelve apostles going out into the world to preach the salvation of Christ to the people.

The building was intended to be used fifteen times during the year, never at any time for Sunday worship, viz.: service on the last Saturday of each month, when the members made contributions for charitable purposes. It has generally been supposed that this occupied 7 years in building, after King Solomon's Temple, but such was not the case, as it was begun in 1825, and the first service was held in it October 29, 1831, making the period of erection six years. It was painted white with green facings.

Sturdy Lass Knew How to Drive Logs

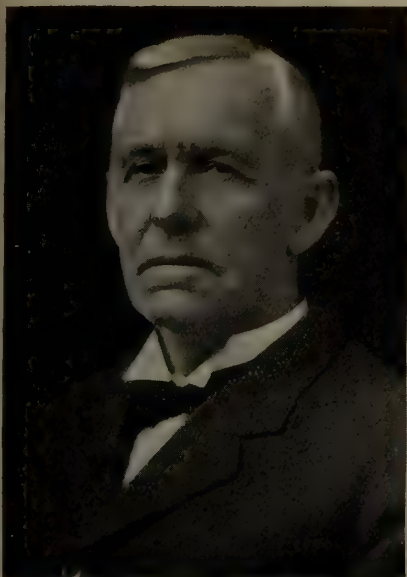
"Venus" Cote, a sturdy lass living at Rimouski, Que., was arrested recently because she posed as a man, had her hair cut in military style, and went as far as donning man's attire and working in the log driving bee for the Chaleur Bay Pulp Company at Restigouche. "Venus" was in jail at Rimouski, but she escaped. After a widespread search for her through the bush and open country, a posse of Sheriff's Deputies and volunteers located her, half starved, in a barn at Ste. Angele de Morici, and she was brought back to Rimouski, where she will serve her term on a charge of vagrancy and of impersonating a man. She is 23 years old. She says she drove logs all spring in men's clothing, and was not detected till she was given away by a comrade on a spree, when the gang struck the civilized world after the log-driving season.

What B. C. Industries are Doing

The value of the output of timber products in British Columbia alone during 1917 was over \$40,000,000. For 1918 it has been conservatively estimated that this amount will be exceeded by at least \$5,000,000. In British Columbia, where by far the greatest portion of the lumbering industry is centred, there are upwards of 350 saw-mills, each with a daily capacity ranging from 40,000 feet to 300,000 feet, whose output last year exceeded 1,250,000,000 feet; about 115 shingle mills, with an estimated output in 1917 of 2,278,000,000 red cedar shingles, valued at \$7,609,854; over 1,100 active logging operators with an output for the same period of 1,660,000,000 board feet of timber; some 36 sash and door factories; 46 mills making boxes and box materials; 7 mills manufacturing cooperage stock; 5 pulp and paper mills; 6 mills making veneers; and 48 mills producing poles, posts and piles.

Will Next Year Celebrate Jubilee

John Piggott & Sons are Pioneer Retail Lumbermen Who Have Specialized on Fine Interior Woodwork



John Piggott, Windsor, Ont.

and dressed material from John Piggott & Sons, who have also supplied a number of the finest public buildings in Western Canada with all their interior finish. They are known as the pioneers of the lumber business in Western Ontario, and their reputation for prompt deliveries and the best of workmanship is excellent. In Chatham they employ an average of thirty-one hands, and in Windsor during last year, their average was forty-six.

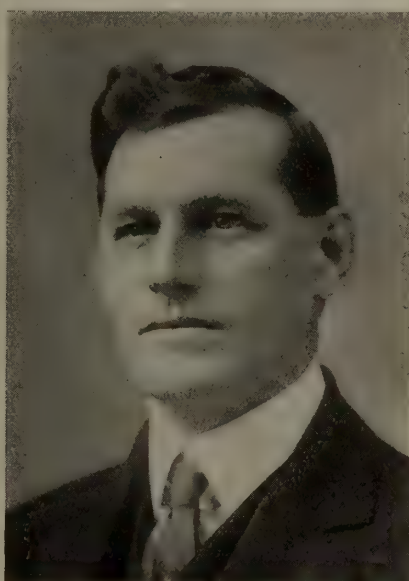
The firm enjoy the satisfaction of having a good trade. While there has been a falling off of their sales as compared with last year, on account of the European war, they are satisfied with the year's business. They own their own wharf at Chatham, for receiving lumber,

Handling everything in the lumber line and making a specialty for a number of years of fine interior woodwork, has been the policy of John Piggott & Sons, who operate two of the most modern planing mills in Western Ontario. These are located in Windsor and Chatham. Each has a dry kiln in connection and also ample power to meet all emergencies. The firm carry a stock of pine, hemlock, cedar posts, lath, Georgia pine, yellow pine, Norway, B. C. cedar, fir and shingles, oak, plain and quarter-cut, walnut, birch and mahogany; in fact any kind of material that is required for the smallest mechanic's cottage to the most palatial mansion that is erected.

Some builders of the most expensive structures in Western Ontario have secured all the rough



Walter T. Piggott, Windsor, Ont.



Percy G. Piggott, Chatham, Ont.

posts and shingles by water, and in Windsor they have their own water-frontage.

The business was established in Chatham in 1869, by John Piggott, who is now residing in Windsor, Ont., but is not taking any active part in the management. He was born in Oxfordshire, England, and came to this country with his parents, when he was five years old, and located in Woodstock, Ont., where his father, the late Thomas Piggott, was a contractor. When John Piggott worked with him in the early days, his principal occupation was matching flooring by hand, which is quite different to-day. Mr. Piggott took an active part in military affairs at that time and he was instrumental in organizing the Woodstock Fusiliers of which he was a chartered member.

After leaving Woodstock the family settled on a farm two-and-one half miles west of Thedford, in the County of Lambton, where they together hewed the timber to get space to erect a log house in which to live. They cleared this farm, while at odd times they worked at contracting. In 1869 John Piggott moved to Chatham and started in the lumber line, with two men, a teamster, a helper and himself as the staff.

Walter T. Piggott assumed the management of the business in 1892, and since 1911 he has been devoting all his time to the Windsor end, which was purchased from W. G. Nutson in 1894, the firm taking over his entire Windsor holdings in the lumber and planing mill line. At the same time Percy G. Piggott took over the management of the Chatham factory.

The planing mill business, like every other, has its setbacks. The Windsor planing mill was burned twice, once in 1896 and the second time in 1916. While the firm carried ample fire insurance, their indirect loss, caused by the destruction of their plant, was quite an item, and is one that the average planing mill man does not consider in the operation of his business.

John Piggott & Sons have a competent staff in charge of the different departments. They take pleasure in welcoming fellow lumbermen when they call and are pleased to show them through their yard and plant, as they pride themselves on keeping their stock in the best shape.

Mr. John Piggott, the pioneer, is now seventy-five years old, and the accompanying photographs are those of himself Percy G. Piggott, and Walter T. Piggott, who constitute the firm.

Newsy Happenings from the Capital

A procession of accidents and unlooked for happenings within a period of one month, which probably constitute a record for lumbermen in Canada, befell Grant Davidson, partner and director of James Davidsons' Sons, Ottawa, and his family during May and early June. First his young son, attempting to get a ride on a wagon sustained a fractured collar bone. Next, Mrs. Davidson was taken ill and underwent hospital treatment for symptoms of pleurisy. On Friday, May 30th, Grant P. Davidson, in attempting to pull a board from a truck was injured in the abdomen and was confined to St. Luke's Hospital for about one week. During almost the same period Keith Davidson, partner of James Davidson's Sons returned to France, and Lieut. Gerald Davidson, a cousin of the owners of James Davidson's Sons, was awarded the Military Cross.

The recent placing of currants and raisins on the restricted list by Order-in-Council at Ottawa will have its effect on many lumbering camps, with the likelihood that raisin pies and pastry containing currants will disappear. Such lumbering camps and some lumbering companies who order tons of them annually will have to find substitutes in dried apples or something else. According to Mr. Frank Hawkins, secretary of Canadian Lumbermen's Association, it is the intention of the lumbering interests to see that the food regulations are lived up to and observed. Notices of the regulations and the food law will be posed in lumbering camps.

A good deal of uncertainty prevailed in Ottawa lumbering circles during the first part of June as to what attitude the Canadian railroads would take toward the increasing of their shipping rates in view of the award in the United States roads granting a twenty-five per cent. increase. Some reports were to the effect that a straight twenty-five per cent. increase above the previous advance of fifteen per cent. would be put into operation by the railways somewhere about August 1st, 1918.

Such a happening, according to other lumbermen, has not much likelihood of occurring, as they state the Board of Railway Commissioners would not sanction what would altogether mean a forty per cent. increase in freight rates within a short time. Another report was that the total increase would amount to twenty-five per cent.

No definite information as to the extent or operation of the believed expected increase in tariff had been obtained by the lumbering interests up to June 6th.

According to the secretary of the Canadian Lumbermen's Association, what Canadian shippers of lumber want is to be placed on the same plane or basis with shippers in the United States, allowing them to successfully combat competition. The first advance in the United States allowed fifteen per cent., with a maximum of one cent per hundred pounds. The Canadian increase does not provide a maximum per hundred pounds. The Canadian lumbermen want a maximum charge and are going to fight to get it.

According to Mr. Hawkins, all the Canadian lumbermen want of Canadian railroads is that the charges be the same as imposed on shippers in the United States.

Mr. Hawkins' mathematics on the situation on the basis of a twenty cent rate is as follows:

U. S. 20 cents plus 1 cent ... 21 cents per 100 lbs.

Add new rating.

21 cents with a maximum of 5 cents ... 26 cents per 100 lbs.

Canadian rates 20 cents plus 15 per cent. ... 23 cents per 100 lbs.

Add new rate of 25 per cent. ... 29 cents per 100 lbs.

Or three cents more per hundred pounds than the American rate. The difference, roughly, would amount to about \$13.50 per car. As all Canadian shippers know, the railways have abolished the quarter cent rates, retaining the half cent fraction, thus 28.75 becomes 29 per cent.

Ship Building News, East and West

The transfer of the Norton-Griffiths contract, which carries with it, it is understood, the establishment of a steel shipbuilding plant and the completion of the dry dock at Courtenay Bay, will mark an important epoch in the industrial history of St. John. The St. John Dry Dock and Shipbuilding Company, in association with the Midland Shipbuilding Company and the Great Lakes Transportation Company, are the people who propose undertaking this stupendous enterprise. Among those interested in the project are James B. Craven of New York; James Playfair, Midland, Ont.; W. H. Shepherd, Waubaushe, Ont.; Hon. Senator Richardson, Kingston, Ont.; D. White, Jr., Midland, Ont.; W. E. Phin, Hamilton, Ont.; James B. Tudhope, M.P., Orillia, Ont.; D. S. Pratt, Midland, Ont.; J. A. Paisley, Cleveland, O., and T. A. Duff, of Toronto.

Willingness to raise a corps of girls to replace men for shipbuilding work and allow them to go to the front is expressed in a letter to the Imperial Order of the Sons of the Empire, Montreal, by Miss Adelaide Clayton of Listowel, a Toronto University honor graduate, who says she can use a hammer or saw and has a natural inclination for industrial work. She writes that she would like to get useful occupation in the shipbuilding industry, and adds that she could even recruit a small company of girls to help if their energies could be used, and they could be properly and comfortably housed.

The auxiliary schooner Dornfontein, 1,400 tons, was successfully launched from yards of D. A. Saker, Strait Short, N. B., recently. This is the largest vessel ever launched from St. John yards and the first vessel of any considerable size since the olden days when wooden shipbuilding flourished in St. John. She was christened with appropriate ceremony, a distinguished gathering of citizens being present and the shores were lined with thousands of spectators for the event.

Shipbuilding on an extensive scale is foreshadowed in the formal announcement of the Minister of Marine and Fisheries, Hon. C. C. Ballantyne, concerning the new industry to be located at Halifax. While the present drydock at Halifax, damaged in the catastrophe last winter, has been acquired by the Government, and will be put into first-class condition immediately, private interests have purchased the Acadia Sugar Refinery adjoining. Three shipbuilding berths will be laid down, upon which ships of approximately 10,000 tons may be constructed. Plans for them are already receiving the attention of officers of the department, and it is expected that the first of the ships will be ready for commission inside of fifteen months. The principals in the enterprise, to be known as Halifax Shipbuilders, Limited, are represented by James Carruthers and J. W. Norcross of the Canada Steamship Lines, and R. M. Wolvin, head of the Montreal Transportation Company. They contemplate an outlay of \$3,000,000 on plant and equipment.

Among those who watched with deep interest the developments in the shipbuilding situation in Vancouver recently were the lumber men. Following the heavy demand for lumber created by the establishment of the shipbuilding industry, British Columbia's lumber industry took on a decided spurt. No less than 80,000,000 feet of high-priced lumber was required to fill the orders placed by shipyards in the province this year, this additional market for lumber presenting such a severe test on the mills that logging crews were sent into the bush to work all winter in order that the mills might keep up with the pace that had been set for them. For the present local mills are being given an opportunity to stock up, and are busy now preparing for the rush which will come again. Extra crews are working in the bush getting out special timbers for use.

Ten thousand shipbuilders have resumed work in Vancouver. The new scale of wages is retroactive from February 1st.

Mr. D. H. Ross, Canadian Trade Commissioner in Melbourne, Australia, writes in respect to the shipbuilding programme in Australia: The Commonwealth Government has purchased the shipbuilding yards of the Victorian State Government at Melbourne, but failed to come to terms with the State Government of New South Wales for the purchase of their yards at Walsh Island, Newcastle, N.S.W. However, a contract has been signed by the N. S. W. Government for the construction of six standard steamers for the Federal Government. The work is to be commenced at Walsh Island at once. At Williamstown (Melbourne) the Commonwealth Government proposes to build six standard steamers as quickly as the materials can be assembled. Acting under expert advice, the Government has adopted the "Isherwood system" of ship construction for the new steamers which are being laid down in Australia. Doubtless steamers of this class have been more familiar in Canadian than in Australian ports, hence the advantages claimed for this construction are well known to those interested in the Dominion. Six wooden ships, each of a deadweight capacity of 2,500 tons, are to be constructed for the Commonwealth Government at Sydney. The auxiliary machinery for these vessels will be made in Australia. A contract has also been signed for the building of two wooden ships for the Federal Government at Devonport, Tasmania. Negotiations are now pending for the building of steamers at

Adelaide (South Australia) and at Maryborough (Queensland). Including contracts already entered into, the present outlook is that, within a short time, arrangements will be completed for the construction of at least 20 steamers (steel and wood, respectively) for the Commonwealth Government.

Merchant tonnage completed in United Kingdom yards and entered for service during May, 1918, was 197,274 gross tons, the highest figure for any month during the past year.

Official figures published show that the completions for May marked an increase in tonnage over April, 1918, of 85,741 tons.

The next highest figures for any month in the past year were 161,674 gross tons in March, 1918.

The total completions for the twelve months ending May 31, 1918, were 1,406,838 gross tons. The corresponding figures for the year ending April 30, 1918, were 1,270,337.

U. S. Government Fixing Lumber Prices

All problems involved in price fixing are under consideration, says a recent despatch from Washington, D.C. There has been nothing definitely agreed upon as yet as to just what the retailer, wholesaler or public will pay, as the machinery is still to be worked out. Where the public buys directly from the mill it will get the lumber at the same price as the Government. Government officials seem to depend largely on the lumbermen to work out the details of price fixing.

As the situation looms up the plan is to have one price fixed on lumber for the government, the Allies and the public. This adjustment would run through mill prices, retail and wholesale prices. It is felt this would be the least complicated way to handle the matter. Under such an arrangement the present Government maximum prices presumably would be advanced considerably. One suggestion is that the price of dimension be boosted \$1.50 a thousand feet, boards \$3 and timbers \$4 to \$5. What would be a just price for all hands is a vital question and one over which the lumbermen are engaged in earnest conference.

Heretofore when the President has issued a formal order fixing prices for other commodities, they have been subject to revision at a specified time. Undoubtedly this policy will be followed in the case of lumber. All woods will be affected in time.

It is likely that the director of lumber, with a price in which the public shares, will find it necessary to add largely to his working force, and probably to establish branch offices in important lumber centres.

Is Canada's Pulpwood Supply Unlimited?

In view of the acute shortage of paper in England attention will be attracted by an article in the Board of Trade Journal on Canada's resources in pulpwood, giving facts which are supplied by the Dominion Forestry branch, that the value of Canada's exports in paper and wood-pulp are increasing rapidly, and that her wealth in woodpulp and timber, chiefly spruce, balsam, and fir is practically unlimited. These trees are largely cut for lumber, but the available quantities are ample both for that and the pulp mills.

Canadians Lead in Getting Out Timber

Chaplain Major McConnell speaks with enthusiasm of the fine work of the Canadian Forestry Corps in France. An immense amount of timber had been made available for the allies in large areas. Major McConnell found the men everywhere keen and fit, vying with one another to make new records in output, the highest reached being by one company, totalling 155,800 feet in one day.

The chaplains' department furnished for recreation, baseball and other outfits, two cinemas and lantern slides for educational work of patriotic, historical, and technical character. The chaplains' appeal for magazines and writing material for use in these areas.

Pulp Company Has Large Timber Holding

In the annual report of the North American Pulp and Paper Company it is stated that the timber limits of the Chicoutimi Pulp Co., P.Q., a subsidiary, has been increased by the acquisition of the Battle Island properties located adjacent to the timber limits of the corporation, consisting of 26,000 acres of freehold timber limits and 100,000 acres of leasehold timber limits, making a total of present holding of 561,000 acres of freehold and 700,000 acres of leasehold timber limits. The government of the Province of Quebec voted the required legislation so as to provide the raising of the water levels of Lake Kenogami at the headwaters of the Chicoutimi river. The ultimate completion of this work will enable the mechanical pulp mills to operate at their full producing capacity throughout the year.

Advertise in the papers that have a circulation throughout the farming community.

New Inspection Rules Are Opposed

Canadian Members of the National Hardwood Lumber Association Voice their Protest Against the Proposed Changes

The proposed method of using the inspection rules of the National Hardwood Lumber Association came in for some serious criticism and objection at a meeting of the Toronto members of the Association, which was held recently. One of the advantages which Canadian members of the Association receive from identification with that body is in the application of the rules, which permit of inspection, measurement and certificate being issued at the point of shipment.

In their business relations with United States customers and owing to the presence of a National Inspector in Toronto, this system has been found to work out satisfactorily to buyer and seller. Many disputes have been obviated and a bond of confidence has been created between buyer and seller. According to the proposal which will come before the meeting in Chicago of the National Hardwood Lumber Association, which meets in that city on June 20 and 21, the Hardwood Manufacturers' Association suggest several radical changes in the adoption of the inspection rules and measurement of hardwood lumber at the point of shipment and the issuance of the official certificate. The contemplated alterations were referred to at considerable length in the last issue of the "Canada Lumberman," and, in brief, the radical departures suggested are that official inspection and measurement should be abolished at the point of origin; that in the event of disagreement between buyer and seller, official inspection shall only be available with the consent of the seller and that the official interpretation and application of the rules shall be left to a small and unrepresentative committee, who shall have all matters relating to the hiring and discharging of inspectors vested solely in them.

These three clauses were vigorously opposed by the Toronto members, and the sentiment of the meeting was to the effect that if the inspection service, present grading rules and certificate were wiped away that membership in the National Hardwood Lumber Association would prove practically of no value or assistance to them. A number of Canadians will attend the Chicago convention and vote against the proposal, which is regarded as one-sided and manifestly unfair.

The result of the recent session was the unanimous passing of a resolution expressing the opposition of the Toronto members to the three clauses of the resolution passed by the Board of Governors of the Hardwood Manufacturers' Association at Cincinnati on April 30th, but approving of the sentiments of loyalty expressed in the preamble.

The resolution carried was as follows:—

Moved by W. C. Gall, seconded by Joseph Oliver, and carried unanimously, that We, the Toronto members of the National Hardwood Lumber Association, having met on June 4th, wish heartily to endorse the principle of maintaining a uniform set of grading rules on hardwood lumber for Canada and the United States, and we also wish to pledge our support and co-operation to the respective governments of the United States and Great Britain in doing everything possible to assist in the furtherance of the welfare of the allies; but we do feel that clauses 1, 2 and 3, as presented by the Hardwood Manufacturers' Association mean the destruction of the principles of fair play and harmony between buyers and sellers of lumber, and therefore we pledge ourselves to oppose the resolution.

Those represented at the meeting were: The C. G. Anderson Lumber Co., the Atlantic Lumber Co., Robert Bury & Co., Canada, Ltd., Edward Clark & Sons, Ltd., the Gall Lumber Co., Hart & McDonagh, the William Laking Lumber Co., the Johnston Lumber Co., McBean & Verrall; the Oliver Lumber Co.; and the Seaman Kent Co., Ltd. Mr. W. J. Hetherington, of the William Laking Lumber Co., occupied the chair.

Should Develop More Home Material

Mr. William Rutherford, of William Rutherford & Sons Company, Limited, in his address as retiring president of the Montreal branch of the Canadian Manufacturers' Association, urged that the early war time slogan, "Business as usual," was impractical now, and that the past four years had shown that business men must concentrate to meet present day demands. He emphasized the fact that the country was too dependent upon outside sources for material which could be obtained within its own borders, and declared that the government should exercise wisdom in its taxation laws in order not to discourage foreign capital from investing here.

A better understanding between capital and labor was urged by Mr. Rutherford, who said that maximum production could not be attained unless the efforts of masters and men were co-ordinated. In

this connection he suggested arbitration as a means of adjusting industrial disputes, and by this avoid that stoppage of production which has been so disastrous in the past in many parts of Canada and the United States.

Lieut.-Col. Sadler, of Sadler & Haworth, was elected vice-president, and among the representatives of the branch on the executive council are Messrs. W. Rutherford, J. H. Sherrard, and Geo. W. Sadler.

Fire Destroys Saw Mill at Victoria Harbor

The timber and specialty mill, known as No. 1 mill, at the west end of Victoria Harbor, Ont., owned by the Victoria Harbor Lumber Company, was destroyed by fire during a severe electric storm on May 27. The frame structure was consumed, in spite of the excellent work rendered by the volunteer fire brigade of the company, which maintains a pumping station and splendid fire-fighting apparatus. The roof of the boiler house adjoining was burned, and although the smokestack fell on the planing mill contiguous, that structure was saved and is again in operation. The burned mill, which is one of three owned by the firm at Victoria Harbor, was built over a quarter of a century ago and was a single band sawmill with a cutting capacity of about 50,000 feet a day. The lath and shingle departments were also wiped out. The loss is estimated at \$50,000, which is practically covered by insurance. No lumber was lost. There will be no interruption to the output of the company as their No. 3 mill, which has an output of 120,000 feet a day, is in full operation cutting white and red pine.

During the same storm the stables of the Georgian Bay Lumber Company at Waubashene were struck and consumed. The horses were all taken out in time, but a quantity of feed was destroyed.

Canadian Lumberjacks Cut Down Stately Trees

The Canadian Y.M.C.A. with the Overseas Military Forces of Canada is conducting a big work for the men of the Canadian Forestry Corps in Great Britain and France. Here and there in the romantic old forests of England, up among the Highlands far north in Scotland and in the forests of our sister ally France, are located camps of Canadian lumbermen in khaki. These soldier lumberjacks



How the lumberjacks in the Canadian Forestry Corps keep fit and active
They have a splendid foot-ball club.

are busily engaged in rendering the stately trees, upon which the profane hands of man probably never would have been laid but for the war, into timber for various uses at the front.

Within the confines of the city of London at Catford, is one of these stations of the Canadian Forestry Corps, which is served by the men of the Red Triangle. At Catford no timber cutting is done, the camp being used for the setting up and assembling of the mills which eventually find their way into the outlying forests, where cutting is in progress. The Y.M.C.A. centre at Catford is styled "The Canadian Forestry Club," and is carrying on a useful work in a social way, for the men stationed there.

The Timberland Lumber Company, New Westminster, B.C., have plans drawn for the erection of a sawmill on the south side of the Fraser River, opposite city. The work will be done by day labor and the mill will have a capacity of 100,000 feet per day.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Wanted

Cedar, Oak and Hemlock Ties, Sawmill and Planing Mill Sawdust. Apply Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 12-12

Wanted

Sawdust, dry and green. Hemlock and Cedar Ties. Cull Basswood. 1 x 4 Cull Red, White and Jack Pine. Apply Box 743, Canada Lumberman, Toronto. 12-12

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

Lumber Wanted

100 M. 2 x 6 Mill Cull Spruce.
100 M. 2 x 4 and wider Mill Cull Spruce.
100 M. 1 x 4 and wider Mill Cull Spruce.
200 M. 1 x 4 and wider No. 2 & 3 Com. Birch.
Quote prices for cash.
Apply Box 744, Canada Lumberman, Toronto, Ont. 12-12

WANTED Spruce Squares and Lumber

Several cars Clear and No. 1 Eastern White Spruce Squares, any size, 4 x 4 to 6 x 6 or over, 4 ft. and longer; can be shipped green from saw. Also several cars 3/4-in. or 1 1/4-in. quarter sawn; also 5/4-in. Clear and No. 1, plain sawn, Spruce Squares and Lumber.
Box 735, Canada Lumberman, Toronto, Ont. 3-12

For Sale-Lumber

Piling

We are operating in the woods this Summer and can supply piling any size and length. Enquiries solicited.

Knight Bros. & McKinnon, Limited,
Box 569, Cobalt, Ont. 10-13

For Sale Birch and Maple Ties

Have quantity of Birch and Maple could cut and make up into ties. Enquiries solicited from interested parties. Box 749, Canada Lumberman, Toronto. 12-12

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

For Sale-Machinery

For Sale

Steam Log Hauler, only used one season, in best of order.
Eighteen pairs of sleds, spare parts. Also yarding and loading equipment. Now at a railway station.

MURRAY & GREGORY, LTD.,
11-t.f. St. John, N.B.

Machinery For Sale

One 40-inch Crocker Turbine Water Wheel.
One 18-inch Little Giant Water Wheel.
One 75 h.p. Corliss Engine.
One Waterous Lath Machine.
One Clapboard Machine.

VALLEY LUMBER CO.,
11-14 Smith's Mills, Que.

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3 1/2-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves, 115 lbs. Government Steam Test.

HOPE LUMBER CO.,
11-14 Thessalon, Ont.

Machinery For Sale

Boiler for sale, Goldie & McCulloch, 60 in. x 14 ft.

GUELPH LUMBER COMPANY,
11-15 Guelph, Ont.

Planers For Sale

1 No. 44 Heavy Berlin, 15 inch Double Surfer and Matcher, price \$800.
1 McGregor-Gourlay 13 in. Planer and Matcher, price \$500.
1 Jackson & Cochrane No. 12 1/2 Double Surfer, price \$400.

LANGSTAFF, SCHURC & CO.,
12-12 Emo, Ont.

Machinery For Sale

1-Jenckes Machine Co. 40 H.P. Boiler on skids, with stack, spark arrester and engine connections.
1-10 x 12 center crank engine.
1-3 saw edger and saws.
1-18 ft. 2-saw trimmer and saws.
1-2-block carriage, set works, track and rope feed.
1-Husk arbor, etc.
1-Bull wheel, shafting, etc.
1-Cut off saw and arbor.
1-Covel No. 35 automatic saw gummer.
1-Lumber car, track, miscellaneous shafting, belting, pulleys, etc.
1-Complete blacksmith outfit and two chests of tools.
All for sale, F.O.B. boat or cars Sault Ste. Marie, Ont. Will sell in block or separate items.
Address for further information:—

SHELBY BASKET COMPANY,
10-tf Shelby, Mich.

Steam Equipment For Sale

Steam Power Equipment in A1 condition, consisting of the following:

BOILER

1-Horizontal Fire Tube, Goldie & McCulloch 60 in. x 14 ft., 74 3-in. flues, 100 lbs. normal pressure.

ENGINE

1 Goldie & McCulloch "Ideal" tandem compound horizontal, style T.C. 10 in. and 16 in. x 12 in. stroke, 100 lbs. pressure, 300 r.p.m., 60 in. x 10 in. flyball governor wheel and 60 in x 12 in. belt pulley.

ADDITIONAL EQUIPMENT

1-Belt-driven Goldie & McCulloch Condenser and Pump; Horizontal Action.

1-Horizontal Feedwater Heater, Goldie & McCulloch No. 18.

1-Vertical Belt-driven Feed Pump, with loose pulley and adjustable crank.

All of the above equipment is in first class shape and was removed to make room for a sub-station of the Hydro-electric Power Commission. For further information address,

The Smith's Falls Hydro-Electric System,
11-14 Smith's Falls, Ont.

Wanted-Machinery

Wanted

Second-hand Chain, 3/4 in., 1 in., 1 1/4 in., 1 1/2 in., boom shackles for same, wire rope, same sizes, black pipe, 2 to 5 in. State lengths. Will pay cash.

D. G. RHEAULT,
13-13 Mont Joli, Que.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

OFFICE MAN with six years' experience in Sash and Door factory wants position. Has been stenographer, bookkeeper and salesman, and can take full charge. Age twenty-seven and married. References of the best. Box 748, Canada Lumberman, Toronto, Ont. 12-12

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 11-13

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

Wanted

Salesman calling on the lumber trade to handle a well-known side line, used by all lumber companies. Liberal commission.

P. M. Co., No. 5 Bruce Ave.,
10-12 Windsor, Ontario.

WANTED SUPERINTENDENT FOR WOODWORKING PLANT, specializing on interior trim, Bank, Office and Store Fixtures, as well as general building trade. Must be able to read plans and details, make accurate estimates and be able to make sketches and drawings. Apply, giving references and salary expected. Also want saw filer, and Machine men for sticker and shaper. The S. Hadley Lumber Co., Ltd., Chatham, Ont., Canada. 12-13

Business Chances

Saw Mill For Sale

Sawmill for sale, including two large engines and three boilers, steam feed carriage, gang edger, steel burner, lath mill, etc. Shingle mill equipped with four automatic machines. Box 734, Canada Lumberman, Toronto, Ont. 9-12

For Sale

Fifteen miles from Parry Sound, 2 miles from C. N. R., 1 sawmill and outfit complete, with million feet Doyle rate Hemlock logs in water ready to saw, also enough standing timber to run two years. Whole outfit, including two teams horses, twenty-three thousand—good value.

Apply JAMES LUDGATE,
11-12 Parry Sound, Ont.

Spruce Limit Wanted

IF YOU HAVE A GOOD, GENUINE PROPOSITION in the Lumber line, please communicate with me. Will entertain the purchase of good spruce limit with or without mill plant, situated preferably on an easy freight rate to Montreal, or will consider financing the exploitation of good timber limit. No cut-over lands will be considered. Reply full particulars, P. O. Box 284, Montreal, Que. 5-12

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
8-t.f. P. O. Box 2624, Montreal, Que.

The Biggest Wooden Ship Ever Built

No ship in years has aroused such interest as the War Mystery, the wooden steamer recently launched at a Texas port for the Cunard Steamship Company. The fact that it is the largest wooden steamship ever built is sufficient to excite much comment in ship-building circles, but is of an entirely new type of construction from all wooden vessels which have preceded her.

In design and construction she and her sister ship, the War Marvel, differ radically from the Ferris type of wooden ship which has been adopted by the United States Emergency Fleet Corporation, and which is familiar to all ship-builders. One of the principal differences is that the War Mystery has a deadweight carrying capacity of 4,700 tons, as compared with 3,500 tons of the Ferris type; yet the larger vessel requires less than 1,500,000 feet of material to construct, as compared with approximately 1,750,000 feet required for the Ferris ship.

The vessel is not intended to carry sail, and the masts will be

derrick posts, 45 feet in height, built to fold down upon the deck, so as to lessen the visibility of the ship and reduce the danger of being accurately located at a distance by enemy vessels. The War Mystery and the sister vessels of her type have been given an A1 rating by Lloyd's. The officers of the National Company say they can produce ships of the War Mystery type within thirty days after construction begins, and, since the company has ways for eight vessels, the future production will be at the rate of thirty-two ships annually.

Wood Waste Serving No Good Purpose

There are more than 48,000 sawmills in the United States, according to the Forest Service, and their output of waste in the form of sawdust, shavings, slabs, and other wood refuse is estimated at 36,000,000 cords per year, equal to over 4,500,000,000 cubic feet of waste. Considering each cord to contain 80 cubic feet of solid wood with all the cracks and air spaces taken out, these 36,000,000 cords would make a block of wood more than a quarter of a mile on each edge.

Perhaps one-half of this so-called waste is not strictly speaking waste, but, serves a useful purpose as fuel under the boilers. Much of the remaining 18,000,000 cords not only serve no useful purpose, but in most cases are a source of inconvenience and danger, and cost the mill time and money.

Sawmill waste is disposed of in various ways. Some goes to the local fuel market, some to pulp mills or to wood distillation plants. Shavings and hog cuttings, as well as other mill waste, are sometimes used to fill low places in the yard. However, the most common method of getting rid of waste is by burning.

Why Should Not Canada Build Houses?

Frank Fairman, of Toronto, writing on the subject of landlords, and the housing problem, thinks there is no valid reason why the federal or provincial governments should not undertake the erection of a large number of dwellings to meet the urgent need of housing accommodation at many centres. Mr. Fairman says that Canadian cities have grown haphazard at the mercy of unrestricted landlords, jerry-builders and railway companies. They have not been directed on scientific lines. Town-planning can be the hand-maid of trade. It can make cities prosperous as well as stately.

There are two very urgent things to be done; to check speculation and prevent forced prices. For these are the things which ul-

timately have to be paid for in rent. Why should people be content to pay for the rental of a house eight, ten, or even twelve per cent., on the capital sunk in building it?

If "the foundations of the national glory are set in the homes of the people," then the people should and must have good, substantial, healthy dwellings. The same principle that is applied in the making of a warship should be applied to house-building, and that is efficiency; and not merely making profit at the expense of the householder.

Nearly all the houses which are now built are made by small capitalists, with borrowed money, for which exorbitant rates of interest have to be paid. Again, houses are usually built a few at a time, and the work is uneconomic because done on a small scale.

Why should not the nation build say 5,000 houses or more at a time? Why not a housing budget, the same as any other budget? It is no use for ignorant critics to say it can't be done. It can be done if the governments look further than their noses. If a grand national housing scheme were put into effect we could swiftly change the face of our society, banish disease and lengthen life, etc. That foolish policy of our grandparents, who held that it was undesirable to interfere with the rights of property or the "free contract" of landlord and tenant is passing.

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We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

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Lumber, Lath Flooring, Cedar Poles and Posts Railway Ties

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Ask for our prices and services of our architect

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Spruce, Red and White Pine Lath

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Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

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SALADA TEA CO. TORONTO

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FINE BANK OFFICE, COURT HOUSE & JURY STORE FITTINGS. OFFICE, SCHOOL, CHURCH & LODGE FURNITURE. SEND FOR CATALOGUE.

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10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

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Forest Engineer

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Globe Atlantic Bldg.

ST. JOHN - N. B.

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'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

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100 M. 1 in. Basswood, No. 2 & B.
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400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

Review of Current Trade Conditions

Ontario.

Business in all lines of the lumber trade is reported fair and those firms which have an established connection with the United States or Canadian Governments report that orders are specially good on lumber used for trucks, etc. In the Dominion there has been a lull in the number of consignments for hardwood during the past few days owing to the fact that manufacturing establishments are pretty well stocked up and are not entering the market at the present time. All the cuts of hardwood for the coming season have been practically bought up, and there is a scarcity in some lines, particularly oak, maple and birch.

In soft woods, while there is no sign of quotations declining there is little buying going on. Stocks with wholesalers are in some instances low. The majority of them are still holding aloof, not caring to take chances on the market and preferring not to load up. Whether values will decrease or not is a matter of conjecture. The mill men are still firm in their attitude. Of course, there is always a quietness during the mid-summer season which is now approaching and building has not taken on any very marked activity of late, although much is heard about housing commissions, municipal domiciling schemes and other plans. It is stated by some architects in Toronto that the cost of building has practically doubled within the last eight years when lumber, hardware, plumbing, steel, labor and wages are taken into consideration. The statement was made recently that an \$8,000 residence would cost 14½¢ per cubic foot in 1910 as compared with 17½¢ per cubic foot in 1912, and 27 to 28¢ per cubic foot in 1918.

In regard to the labor situation there are varying reports. At some points men are more numerous than required, while at other centres there is talk of closing down the mills after the first of August owing to the shortage in the supply of logs and the fact that some plants expect to be up against it for help, particularly when the harvest excursions start for the west. There is always a migratory class of the population and this wandering spirit manifests itself by the end of July. The help question is so perplexing at some points that no shipping department is equipped, and men from the mills have to load cars in the evening after their day's work is done. While they are not averse to the extra money for a while, it is felt that they will not long endure such conditions.

Some big sales of white pine have been reported, one Montreal firm contracting with an eastern Ontario company for their entire cut of 75,000,000 feet while, it is understood, an Ottawa mill has withdrawn all quotations on white pine and hemlock owing to the orders in hand. The water situation is not improving and many streams are falling to a low level at a particularly early period. Dry stock is reported very scarce and there is also some difficulty in getting crating and box lumber. Most firms are, however, pretty well stocked up.

The transportation situation is very good at present, although there are some embargoes on the other side, particularly in New York State, which reduce shipments, and permits have to be secured by the consignee which must be handed over to the carrying company in order to get lumber into New York, Philadelphia and Baltimore. Considerable interest has been manifested in Canada in the report which is heard on all sides that the American Government intend fixing the price of lumber in all commercial transactions. The increased freight rate of 25 per cent. goes into effect across the border next week, and this may be followed sooner or later by a similar advance on the part of Canadian roads, although it is only a few weeks since the 15 per cent jump was sanctioned. The fact that transportation charges are increasing all the time and the cut in the woods will be appreciably less this season than ever, owing to labor difficulties, wages and maintenance indicate a decreased production of timber which will have the effect of keeping prices up.

While it is true that the law of supply and demand regulates the figure at which lumber must be disposed of, and that the demand is not very keen at present except on government business, there is not enough stock coming on the market to cause any radical change in the prospective situation, so far as quotations are concerned. This is the view taken by those who have given considerable thought and study to the conditions underlying and governing the conversion of the forest into the finished product.

Business with the retail lumber yards is rather quiet, but farmers expect to start building as soon as they are assured of a good crop. The harvest outlook at present is encouraging. On the whole the market situation may be said to be in a somewhat mark-time state with no decided development in any direction.

The demand for B. C. products which was rather quiet during the past month, has reasserted itself, and eastern representatives report several good sales. There is little or nothing doing in lath owing to the lull in building, and a small advance on B. C. red cedar shingles is reported.

United States.

The chief topic of interest at this juncture in the probable fixing of all lumber prices by the government. As far as the lumber trade is concerned, a survey of the situation yields the conclusion that all factors are agreed on one point: That if prices on commercial lumber are to be fixed at all, they should be fixed to the consumer as well as to the trade. Generally speaking, the mill operators are opposed to any price-fixing move, while the wholesalers are on record as not opposing it and some of the retailers have come out in favor of it.

The hardwood market is quite firm. Demand continues good for practically every item on the list. There is an exceptional call, however, for thick oak, for the higher grades of quartered white oak and oak veneers, for the lower grades of cotton wood and gum, and for all grades of ash and hickory.

A larger movement is noted recently in red gum, the principal buyers being furniture interests and those identified with the building industry. There is quite a good movement at full prices in sap gum in the higher grades as well as in firsts and seconds cotton wood. Box boards are scarce and prices thereon are exceptionally well maintained because of the strained relations between supply and demand.

The high note in the yellow pine market was struck by the distribution of orders among the mills for from three to four hundred million feet of materials for the building of the hundred thousand cars recently ordered by the Government. These cars are to be steel and wood construction. This order, together with the 300,000,000 feet recently placed for the building of cantonments, and with another prospective 200,000,000 feet to be ordered by the Government, will take the entire time of the yellow pine mills for some period ahead. It will also strip still more a market that is already short of inch and two-inch lumber.

It is a question whether or not the opening of the eastern territory will make much difference as matters now stand, as the stocks at the mills are not large, production is distinctly curtailed by labor shortage, cars are still not plentiful, and doubtless will not be, and the request of the Government to the mills to hold their lumber will have a tendency to lessen any anxiety the mill man may feel toward making use of the lifting of the embargoes.

Little or no change is reported in conditions in the hemlock industry. This wood is moving in good volume into the eastern distributing centres, and there also is a good local and country yard demand.

All items on the hardwood lists are moving into the factories engaged in the manufacture of war products. The demand for low grade maple, basswood and birch continues satisfactory, the bulk of the receipts going into the box and crating industries. The implement and wagon factories are in the market for the upper grades, and it is reported there also is a growing demand for the species mentioned from the showcase and furniture manufacturers.

Red cedar shingles have recently advanced and promise to remain firm, but it must be remembered that this market is a very temperamental one. A rising tendency, noticeable in all lumber centres, finds expression in higher quotations on stocks in general demand from different sections of the country.

Do you know that there are more than two million men engaged directly and indirectly in or depending upon the industry—that the lumber family is the biggest family or tribe of manufacturing people in the United States, says "Lumber". There is quite an interesting and valuable book issued by the Bureau of the Census, known as the Abstract of the Census of Manufacturers for 1914, which furnishes some stubborn facts that merit thoughtful attention these days.

Sawmilling—lumber and timber products, 536,116; planing mills, not connected with sawmill, 115,969; basket making, 5,362; boxes—cigar, 42,218; cooperage, 19,585; furniture, 145,627; musical instruments (not talking machines), 41,723; wood, turned and carved, 13,396; lasts, 2,489; matches, 4,546; pencils, 4,760; sewing machine cases, 3,838; window screens and window strips, 3,967; wood carpets, 192; wood distillation, 3,142; wood preserving, 3,454; wooden goods not elsewhere specified, 7,183; paper and wood pulp, 95,516; phonographs, 11,366; wooden ships and boat building, 13,003; total, 1,070,173. This tabulation shows a total somewhat above a million and nearly



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

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B. P. BOLE, Pres. F. H. GORF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

another million is made up of the following items garnered from other tables in the census report: Carpenters, 817,082; cabinet makers, 41,884.

Great Britain.

The trade in American hardwood has undergone no change, and the restrictions of sending such wood as dunage have apparently not made any appreciable difference to the shipping of such woods as are really needed. The arrival list is a rather lengthy and varied one, the most noticeable feature being that for the 15 parcels to hand there are only five receivers, and that one firm alone accounts for two-thirds of the number of shipments which have arrived. A fair quantity of walnut figures in the list, a good deal of oak and whitewood, some hazel pine and a little ash.

The past week has been a very troublesome one for merchants and importers, says the Timber Trades Journal. Needless to say, there has been no attempt to do fresh business, but owing to the arbitrary refusal to allow contracts already entered into to be fulfilled without special permission, the Controller has given himself a lot of trouble, and has caused much anxiety in the trade. The Order issued by the Board of Trade cannot be said to be a hurried production, as it has been threatened and expected for weeks; and yet we hear of cases where importers have paid personal visits to the Controller's Department, and have been unable to get a clear explanation of the position in which they stand. We stated recently that we did not anticipate an arbitrary use of the powers secured; and we understand that most firms are finding, after a considerable amount of trouble perhaps, that a reasonable view is taken; but the new powers certainly permit of arbitrary action, and place the trade in the position of having to ask for

favours from the authorities. When licenses were applied for, previous to the Order, the terms on which they were granted were well known, and merchants felt that they had the right to demand such licenses when they fulfilled the conditions stipulated for by the Controller. Now the whole question has been re-opened, and importers must obtain permission for what is practically a license to use a license.

A recent report from Liverpool says: As the war progresses, the position of the imported timber trade becomes more and more acute. From time to time a fresh edict emanates from the Controller of Timber Supplies, which has the effect of still further tightening up the trend of business in all kinds of timber. As far as private trading is concerned, this is practically at a standstill, and the only business done now is in timber required for Government work or for needs of national importance. To a large extent even this class of trade is becoming narrowed down through the extension of timber imported by the Government direct, and the recent Order prohibiting dealing in stocks of timber grown outside the United Kingdom, and not actually in stock in the United Kingdom, without a permit is bound to have a serious effect upon the small amount of business which is still being conducted in imported woods. We are still further informed that this Order is expected to be followed by another regulating not only dealing in timber, but also its use in this country, whether grown outside or inside the United Kingdom. This is tantamount to the complete obliteration of all private trading, and for the future only work of national importance will be recognized in the sale and distribution of timber of any kind. This is, indeed, a very drastic proposition, and is bound to hit a large number of timber merchants, who have latterly managed to keep things moving by dealing in the small parcels of American hardwoods which have been shipped here as "dunnage" or as "deck cargo."

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Movements of Stock Slow at St. John

When one talks of the market they always suggest a movement of stocks. It cannot be said that this applies to lumber at the present. In as far as St. John is concerned it may be stated that during the last few months very little change, if any, has taken place in St. John markets. Some time—in the near future it is hoped—that a door may be opened large enough to allow some movement of stocks now accumulating. All over this immediate section more than one American buyer has come into this market and told stories which, if correct, are seemingly very much out of place at the present time. It was stated that the United States government is not going to allow Canadian lumber to be shipped into the United States; however, no large quantity of lumber is being produced this season, and probably if no stock is moved in the near future the mills will be compelled to close down for want of piling space. Two mills at St. John have practically all the lumber which they sawed last season, besides what they have sawed to date, and if not relieved shortly they must close up. Prices remain unchanged. Boards are scarce, especially good, dry boards, which are bringing from \$30 to \$35.00.

The factories are matching spruce boards as fast as they can procure them. The mills are sawing practically all English deals, but as no space is to be procured for shipment across, the only market to depend up is the American, and at present writing some buyers seem disposed to meet the manufacturer's price, while others are not disposed to purchase at all. Random Spruce is bringing about 30.00 per thousand, 2 x 3 and 3 x 3 to 12 inches f.o.b. cars, St. John, but only very limited sales have taken place. It is really hard to mouth business. Pine stocks at St. John are very much depleted. Some mills are entirely out of stock and good prices are being realized. Laths are weak and \$3.00 seems to be the price for f.o.b. Shingles have not held up to expectation, even though the production at St. John is very limited; only six machines are being operated and, even at this rate the better grades, and very lowest grades are not being taken care of. Prices are asked but not always received. The box trade and stave and heading business is very active and a good market is being found for all that can be procured. The log drives on the main St. John are all below Grand Falls, but with the quick drop in the river during the last two weeks many logs are piled on the bars and against the bridge piers. Large numbers of drivers are now packing the logs into midstream, where the water is still good and it is to be hoped that all the logs will reach the booms. So far the spring has not brought any serious forest fires in the timber at any points along the St. John river. Any fires which were at all dangerous were extinguished by the heavy rains of June 7th.

Montreal Looks for Increased Prices

Business in Montreal has picked up, although wholesalers who do mainly a local trade state that orders are few owing to the slackness in building. The permits, however, are of a more encouraging character, with reports that additional work of a fairly substantial nature is likely to be put in hand. The permits in May were helped by work for munitions purposes. On the other side, a job of importance, in which lumber was a considerable item, has been postponed because the tenders proved to be much higher than had been anticipated. During May the permits totalled \$658,680, a gain of \$168,626; those for the five months were \$1,742,005, a decrease of \$366,909.

Prices continue very stiff, and while some wholesalers believe that the market will strengthen a little, others are of opinion that an appreciable rise will be seen. This view is based on considerations of the high cost of production, heavier charges of handling, and an increase in the demand, mainly from the United States. In discussing the fixing of lumber prices in that country, it was conceded that this would affect Canadian trade, one wholesaler stating that in his view it would tend to stabilize conditions. Inquiries from over the border have increased, the freer movement of shipments helping this section of the market.

Trade in B. C. lumber has shown a little more life. Pulpwood is in steady request, with prices a shade lower.

The embargo on veneers is naturally affecting that branch of the trade. The demand is fair, but stock is very difficult to secure.

A small quantity of lumber is being shipped to the United Kingdom for government account. The British Government has decided that no more deck cargoes of lumber are to be allowed, thus further curtailing chances of exports from this side. Besides that, an order has been issued prohibiting any transaction in lumber grown outside the United Kingdom and not actually in stock, except under a permit from the Controller of Timber Supplies. The order, which is the result of prolonged negotiations between the lumber trade and the Controller, affects virtually the whole importation of timber, and, says a British despatch, is intended, while not interfering with the normal trade of lumber producers, to prevent speculative transactions.

The sulphite market is buoyant, with supplies scarce. The outlook is for higher prices, due to increased costs for production and materials.

If you are after business, cater to the farmer, for he has the money, and is going to get more than his share for the next two or three years to come. GET BUSY.



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In your camp milk economy can be practised without discomfort or sacrifice by the simple expedient of using Klim in place of any other form of milk.

Klim is pasteurized separated milk in powder form. It is body-building food—casein, albumen, milk sugar and salts of milk in powder form, made by removing the water content of the original separated milk. The natural milk flavor is retained.

Klim costs less per gallon than any other form of milk. It bulks small and weighs little, saving 50 per cent. to 75 per cent. on freight bills and requiring little space for storage. It will keep sweet and fresh indefinitely without refrigeration.

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- MONTREAL

Conflicting Reports from Ottawa Valley

A general slackening in the volume of business done was apparently evident in the Ottawa lumber market during the opening period of June. Reports from trade sources on this point conflicted. Some companies and mills said orders were keeping up, whilst others mentioned a considerable falling off in American demand.

Despite the reported drop in orders and inquiries, the market, as to price, remained absolutely firm. Stocks, especially dry were very low. A general shortage did not ensue. The position seemed to be that if a buyer hunted long enough he could finally locate the dry stock in the dimensions he desired, and could purchase it providing he was willing to pay the price demanded, which was high.

There was less dry stock in the yards and on hand during early June this year than during a corresponding period in other years. In the manufacturers' yards little if any stock remained unsold and some reports were that everything the manufacturers had, had been sold close up to the saw.

All indications pointed that reserves of sawn lumber were running low, and the usual log reserves in the river were being called upon. With the annual reserves being already tapped and considering the decreased cut in the woods last winter the outlook for a normal sawing cut was not bright.

In a nutshell the situation is self explanatory, as during the past two seasons, if not three, woods operations have not been conducted on the same scale they were in pre war years. A shortage of labor and the high cost of logging were two of the essential contributing factors. Consequently the number of logs available at the streams were less. The demand for sawn dry and wet lumber kept up, with the result that the reserve the manufacturers usually carried was drawn upon, and was gradually pretty well consumed. Then again the cut of the sawmills for two years has been lessened, and what was taken away in the first two, of the three year period, was not altogether restored. The call for shell box stock caused a heavy drain which woods operations hardly kept pace with.

The result of sales and decreased operations of two years ago are making themselves felt. The situation is that the manufacturers had to sell much closer up on their sawing production this year, than for many years. The logs to ensure the normal sawing operations were not in sight. One manufacturer which always kept from fifty to sixty thousand logs boomed at his mill, was compelled to call upon them early in June. John R. Booth has not operated his sawmill at night for two years with the result his production is cut away down, yet a fairly heavy demand continued.

The majority of opinions expressed in manufacturing circles is that lumber is growing scarce and bound to grow scarcer. If even a fair demand asserts itself for the next twelve months there seems no reason at all why prices should not substantially advance. The total sawmill cut of Ottawa district mills will likely be even lower than that of last year.

Divergent views were expressed among those members of the trade who reported a falling off in orders. The sum and substance of one interpretation was that the improved condition of transportation in United States and decreasing congestion on railway lines and terminals had brought about a sufficiently satisfactory condition to permit American grown lumber to be shipped and quickly forwarded to its destination.

Thereby consumers in the United States would use their native-grown stock, tending to lessen the demand for the Canadian growth. In other words, the United States was enabled through the improvement in transportation to use a U.S.A. product, as against the time when congestion on American railways was in vogue and the lumber being absolutely necessary, the business came to Canada.

As against such an argument there is advanced by some big shippers in the Ottawa Valley that rail transportation in Canada has also improved and Canadian stocks ordered months ago are moving more freely, with the result that United States yards and users are getting fast delivery of the delayed stock, and have an adequate amount on hand. Hence a cessation of orders till a new demand arises.

The stability of the market is surprisingly shown by the continued firmness of it as to price. The drop in orders did not effect the price in any way as compared with the period when orders were plentiful and transportation bad. Lumbermen generally agreed that there were no indications to warrant a decline. The view was expressed that if the war ended to-morrow that no change in the cost of labor or the cost of production would take place from twelve to eighteen months.

A large number of foreign cars became available to shippers during the latter part of May and early June, with the result that previously purchased stocks began to move very freely. The transportation situation was classified as being "good." The labor situation showed no change.

The supply of logs from the Uuuer Ottawa picked up somewhat, due to the arrival of the northern waters, which were not as high as usual. Prospects of low water this summer continued to cause the

manufacturers considerable concern. One manufacturer reported his firm as taking advantage of all holidays to shut down the sawmill and increase the "bank" of logs. The mill has only a three day supply of logs on hand.

With the woodworking plants the manufacturers of shell boxes were hopeful during the first week of June of getting a share of a very large contract for boxes about to be let. The number will likely be over a million and might approach two million. The principal part of the contract will centre on the two rund, six in box. Rumors that a portion would be for the nine in box were heard. Quite a few of the woodworking plants in the Ottawa district put in tenders which closed on Friday, June 7th. The award of the Imperial Munitions Board was expected to be announced anywhere from May 10th to 15th.

An order for 3,000 large boxes, consuming about 200,000 feet of lumber for the Dominion Government was received by James Davidson's sons.

Dunnage Timber and Deck Cargoes

The Board of Trade hereby give notice that the general licenses permitting the importation of timber when carried as dunnage or when brought as deck cargo from America and Canadian ports has been revoked, says the "Timber Trades Journal."

Shippers of timber are advised to communicate with the Controller of Timber Supplies, Caxton House, Tothill Street, S.W. 1, in regard to all shipments of timber as dunnage or as deck cargo which may take place after that date.

The above Order, revoking the concession by which American and Canadian goods were allowed to be imported without license if carried as deck or dunnage cargo, will be regretfully read by the hardwood trade at large. The sundry parcels that have, from time to time, come forward since the concession was granted have materially assisted in helping to keep matters in progress in the trade. They have besides been of great benefit to the Government themselves, inasmuch as they have been in great demand in assisting in the execution and speedy output of many Service requirements. Like other orders and restrictions from which we suffer, we must bow to the inevitable, and extract what consolation we may find in the second paragraph of the new Order. From this we gather, if we read aright, that some shipments, brought forward as dunnage or deck cargo, will be allowed if authority or license is first obtained.

Maritime Cut Forty Per Cent Less

The lumber cut throughout the Maritime provinces last winter was far from being up to the average. In New Brunswick there was a reduction in the annual cut of at least 40 per cent. This was due to several reasons: the heavy snow fall that came early last fall before the swamps and ground were frozen, and remained on until early spring, prevented successful operations. The shortage of cars also hindered shipments to the United States and Canada and the British and French markets were completely cut off owing to lack of shipping and this applied largely to the United States, when all the available shipping was placed under an embargo to aid in relieving the railway congestion.

Taking Cumberland County, N.S., the cut was the smallest in its history for many years. Taking the West Bay Section from Bass River in Colchester to Apple River, the cut was almost entirely limited to ship timber that is being utilized for the building of wooden ships this spring and summer. Between the points mentioned fourteen vessels are on the stocks. This is furnishing labor in abundance to the men in that section of Cumberland and Colchester. The outlook for the coming winter is far from being bright. The foreign market is not promising.

Labor Conditions Hold Back Lumbering

Hon. John Oliver, Premier of British Columbia, who was recently in Toronto, in an interview said: "Our industries on the whole are very active, but the labor market is in a bad state. There is a big need of men. While the lumber cut has not been so big as might be expected, the mills are active and working to the limit of the labor power at their disposal." Mr. Oliver declared the inability to get needed supplies for all the industries is causing some mills to forcibly reduce their output. Many industries, he added, find it difficult to get tools; such a necessity as wire cable, used extensively in the lumber business, is very hard to obtain.

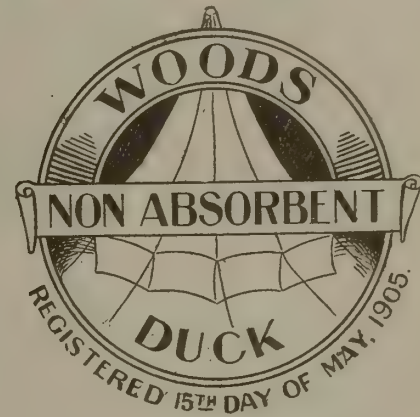
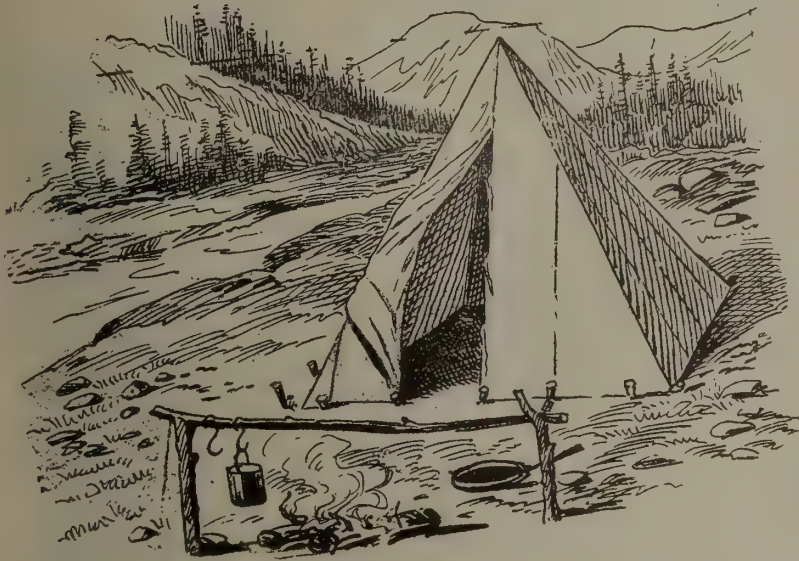
"Airplane building in Canada has meant much for the British Columbia spruce lumber cutting. As this is needed for the framework of airplanes, the British Columbia Government stepped in to help the Government, or Munitions Board, at Ottawa, as well as the lumber cutters. The price was equitably fixed so that the lumbermen would get a fair price, and also that the authorities would not be held up for extortionate charges.

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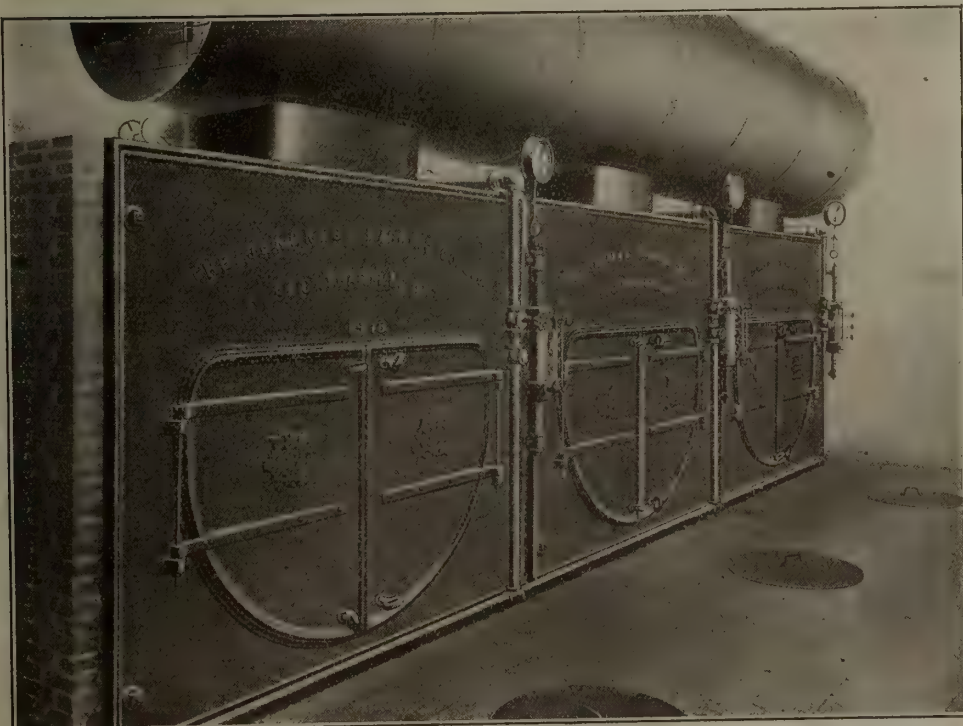
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- 52,000 feet 1 x 4 x 10/16 ft.
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MONTREAL

CANADA

Canada's Achievement in Ship Building

"The return of new merchant ships completed in May," says the London (Eng.) Times, "shows a great advance on the previous month, and this is not the only proof of the energy now being thrown into shipbuilding. 'According to the chairman of the Imperial Munitions Board, there is in Canada one-quarter of the total merchant tonnage produced by the United Kingdom in 1917, and four-fifths of it will be completed this year. That is the remarkable achievement for a country in which ten years ago shipbuilding hardly existed in embryo. All this enterprise will bear fruit in due course, and before this time next year the shipping position will be totally different from that of to-day.'" Archibald Hurd, writing in the Daily Telegraph, says the output of British tonnage during the twelve months ending May 31 was almost exactly twice that of the preceding twelve months. He continues: "Since the spring of last year the progress has been consistent and steady, if not swift. It has been marked by no sensational development, and will be marked by none."

Shipbuilding yards are to be established on a large scale in Halifax and those interested in the venture, which involves an expenditure of \$3,000,000 on plant and equipment, have completed arrangements with the department of marine. The Halifax dry dock, which suffered some damage in the great fire, has been acquired by the government and will shortly be in condition to receive ships of the largest class for repairs. The adjoining property, formerly belonging to the Acadia Sugar Refinery, has been acquired by private enterprise and three berths will be laid down for the building of ships of approximately 10,000 tons displacement. Plans and specifications are already being considered by the government and the keels will soon be laid. The first ship is expected to be ready in fifteen months. The only support the government has given the enterprise is to place a limited number of contracts for steel freighters of the highest class of the tonnage indicated.

Halifax Shipyards, Limited, the Montreal company which, with a capital of \$6,000,000, was granted incorporation last week, is authorized by the Government to engage in a variety of pursuits more or less connected with shipbuilding. The notice of incorporation appearing in the Canada Gazette states that the company may design, construct, pursue, lease or charter steamships, ships, dredges, tugs, scows, steamship lines, transportation lines, wharves, dock yards, shipbuilding yards, marine railways, telegraph and telephone lines, etc., on lands owned or controlled by it. The company may also build and operate steamships, steamboat and railway terminals, transportation warehouse, storage and cold-storage facilities, yards and stockyards, etc., on its own land.

Another Wood Pulp Mill for Quebec

The Great Eastern Paper Company, which is controlled by Chas. W. Mullen, of Bangor, Me., is erecting a ground wood pulp mill near the mouth of the Madeleine River in Northeastern Quebec. The sawmills of the company are already at work and producing lumber on a commercial basis. The limits of the company contain nearly ten million dollars' worth of timber, according to estimates made by expert cruisers. There is a large amount of spruce on the property which is put at 1,479,000,000 feet. Stumpage value of this before the war was \$4,439,700, and now that the government has fixed the price of spruce at from \$35 to \$55 per thousand feet, the value is reported even greater. Ordinarily, about 3 per cent. of spruce is valuable for aeroplane construction, and as the property of the new concern has never been cut over, at least as much of its spruce as the average should be suitable for airplanes, and will bring, it is expected, \$100 per thousand.

Net earnings for the first year of operation with pulp and lumber mills fully under way, are estimated at \$480,000. The fire hazard can be disregarded because that section of the country is subject to fogs which keep the underbrush damp.

A shortage of pulp wood is predicted within the next few months by companies operating in Northern Ontario. The scarcity of help, high wages and transportation difficulties are among the contributing causes. The car service is much improved and several hundred cars a week are now being placed at the disposal of the companies for shipment of the wood to Quebec, Wisconsin and New York points. There are about two hundred and fifty thousand cords to be taken out, the most of which has been lying alongside the tracks of the T. and N. O. and the Transcontinental lines for some months.

Two more electrified mills are being erected on the War Whoop Road, B.C., one being under construction on the James George property by George Kennedy and Charles Booth, and the other by Angus Beaton, formerly of Coghlan, on the McFarland place. With the erection of these two latest industries there will be no less than seven operating in this immediate neighborhood. These mills are the George Leavette mill at the junction of Telegraph Trail; the proposed Charles Tait planing mill at the crossing, the A. Rerrie tie mill, the big mill at Otter, and the tie mill of Frederick M. Singer at Otter Station, as well as the logging camp of the Campbell River Lumber Company, and the Kennedy-Booth and Angus Beaton now just starting up.

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EDGINGS

Ontario

Frank Rounds, Welland, Ont., recently lost his lumber warehouse and stock of lumber amounting to \$10,000 by fire. There was some insurance.

The Goderich Mfg. Company, Goderich, Ont., is contemplating the erection of a planing mill to cost \$30,000. All new machinery will be required. The proprietor is Mr. J. E. Baechler.

The planing mill belonging to L. Barrands, Pembroke, Ont., was recently destroyed by fire. The loss on the building and machinery is estimated at about \$13,000, and the insurance is \$10,000.

Good progress is being made on the completion of the new double cut band mill being erected by Cherette and Cherette at Caipha, Ont., on the C. N. R., about twenty-six miles north of Sudbury. The capacity will be about forty thousand feet a day of white pine.

In a serious fire which broke out in the piles of pulp wood of the Ontario Paper Company, at Thorold, Ont., about seven thousand cords of pulp wood were consumed. The loss amounted to over one hundred thousand dollars. The buildings of the company escaped.

A new sawmill is being erected at Bannerman's Siding on the C. P. R., about forty miles west of Sudbury by the Strong Lumber Company. The mill will be a double cut band saw and have an output of about forty thousand feet a day. The principal wood sawn will be white pine.

There is now going direct to the plant of the Port Arthur Pulp and Paper Company, Port Arthur, a spring drive of some 33,000 cords of pulp logs. It is being floated down the north branch of the Current River. The spring drive on the McIntyre River is also well under way and consists of 1,250 cords.

The mill of the White Falls Lumber Company, located at Blind River, on the C. P. R., was recently destroyed by fire. The mill, which was a double cut band one, had been in operation about four years, but had not started up yet for this season. The loss is estimated at twenty-one thousand dollars, partially covered by insurance. The fire took place early in the afternoon and the cause has not been ascertained.

Kitchener, Ont., is the latest municipality to have obtained permission to cut wood for its citizens in Algonquin Park to help out the fuel shortage this year. The other municipalities which have obtained permission are Ottawa, Hamilton, Belleville and Guelph. Randolph McDonald & Company have been granted contract to cut 10,000 cords out of the 25,000 cords which the government is going to cut itself in the park.

At a recent meeting of the York Pioneers Club, Charles W. Nash, who came to Canada many years ago from Sussex, England, stated that one of the reasons of the falling off in the productivity of the soil in York County and in Ontario in general was the too extensive removal of the forest, an opinion in which he is agreed with by many farmers of long practical experience. Not only does this removal of the forest leave the cultivated land too greatly exposed, locally, but where the tree growth is entirely removed from the location of the sources of streams the result is disastrous to a regular and sufficient supply of water through the countryside.

Eastern Canada

M. Michener, St. Ann's, P.Q., lumber dealer, recently suffered loss to his plant by fire.

Official notice is given that the England Lumber Company, St. Mathias-de-Cabano, P.Q., has been dissolved.

The sawmill at Brooklyn, N.S., belonging to Tuttle Taylor, of Port Elgin, N.B., was recently destroyed by fire. The company will likely rebuild.

An incipient forest fire broke out last month back of Chicoutimi, Que., and, although the loss in timber is not heavy, a food cache, belonging to Price Bros. Company was destroyed, causing a loss of \$25,000.

Hon. Jules Allard, Minister of Lands and Forests, has authorized the organization of a fire protective service for the Abitibi region. The service will be under the charge of Inspector Beaudry and ten special guards will be used for the purpose.

Further evidence of satisfactory conditions in the pulp and paper trade was given recently by the dividend announcement of Price Brothers, Limited, placing the rate on a straight eight per cent. dividend basis in place of six per cent., as heretofore.

The contract for building the sulphite mill and power house of the Kipawa Fibre Company, at Temiskaming has been let to the Geo. A. Fuller Co., Ltd., Montreal. Operations have been commenced. The plans of the company include a model town for the employees.

The Gregoire Lumber Corporation, Ltd., have been granted letters patent with head office at Plessisville, P.Q., and capital stock of \$45,000, to carry on a general lumber manufacturing business. Among those interested are N. Gregoire, J. L. Gosselin, J. A. Forand, A. J. Boisvert, L. Houde, all of Plessisville, P.Q.

The Riordon Pulp and Paper Company, Limited, Montreal, has applied to the Minister of Lands & Forests, Province of Quebec, for authority to construct a dam on Gordon Creek at Lumsden's Mills, replacing the existing dam; also for building a conduit, forebay, penstocks and power house at Lake Temiscamingue, bordering upon Gordon Creek and Lake Temiscamingue.

A fire which broke out recently on the Intercolonial Railway between Kedgwick and Anderson, did damage to the extent of fifteen thousand dollars. Some lumber piled near the tracks was destroyed, as well as several hundred cords of pulp wood. F. W. Tapley, of St. John, has been appointed special outside official who will have charge of the guards patrolling the section.

The Canadian Pneumatic Tool Co., Ltd., makers of the Little Giant trucks, Montreal, have appointed Mr. Geo. M. Primm, who is a prominent figure in the automobile trade, as sales manager. The business of the company is growing, and in order to deal more efficiently with the demand for their trucks the company have opened new and handsome showrooms at No. 345 Craig Street West,

Montreal, which also comprise an up-to-date and efficient service station. A complete stock of the various types of Little Giant Trucks is on view at the new premises.

The machine shop at the dockyards and several smaller buildings adjoining were destroyed by fire at Halifax. The building was of fragile construction, and soon fell.

Stocks in Ontario companies of the value of \$7,795 are included in the estate of the late William Stone Mason, a lumber merchant, of Quebec, whose will was filed in the Surrogate Court for ancillary probate. The total value of the estate is \$319,298, of which \$20,000 is bequeathed to Alexandra S. Vary, Quebec, a friend, and the residue to the widow. The liabilities amount to \$150,692.

The Dominion Commission of Conservation is continuing the study begun last year of the conditions on cut-over land in Eastern Canada. The work is under the supervision of Dr. C. D. Howe, of the Faculty of Forestry, University of Toronto. The Laurentide Company and the Riordon Pulp and Paper Company are co-operating and sharing the cost. It is proposed to establish a limited number of sample plots for the more intensive study, throughout a period of years, of the life history of the forest, with a view to determining the specific causes of the changes which take place in its composition, thus gradually establishing a scientific basis for technical forest management.

Western Canada

P. L. Sommerfeld & Co., Ltd., lumber dealers, Saskatoon, Sask., are discontinuing business.

The Canoe River Lumber Company, Limited, has been incorporated with head office at Kamloops, B.C., and capital stock of \$10,000.

The B. C. Mfg. Company, New Westminster, B.C., are contemplating the erection of a sawmill and box factory to cost \$10,000, on Lulu Island. The manager is Mr. J. H. McDonald.

J. J. Grady, Duck Creek, B.C., is contemplating the erection of a sawmill near Sirdar, B.C. Mr. Grady is now negotiating the purchase of mill machinery of 40,000 feet capacity. Site has been chosen.

The Lake Lumber Company, Burnaby Lake, Vancouver, B.C., have plans drawn for the erection of a lumber mill at Qualicum Beach, B.C. The manager is Mr. Johnson. The mill will have a capacity of 40,000 feet per day.

Harold D. Carey, Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business, among other things, of loggers, foresters, timber merchants, lumber manufacturers, etc.

J. J. Grady, Duck Creek, B.C., is contemplating the erection of a sawmill near Sirdar, B.C. Mr. Grady is now negotiating for the purchase of the mill machinery. The capacity of the mill will be 40,000 feet per day.

The B. C. Lumber Co., Ltd., 525 Seymour Street, Vancouver, B.C., have filed plans for erecting wharf and buildings on Graham Island, B.C. (Masset Inlet on Lot 1438 and Lot 2810). The engineer is E. A. Cleveland, 470 Granville Street, Vancouver.

Sealed tenders are being received by the Minister of Lands for British Columbia until July 15, for the purchase of License X727, to cut 7,048,000 feet of fir, cedar, hemlock and pine, on an area situated on Main Lake, Quadra Island, Sayward District. Three years will be allowed for the removal of the timber.

Within two months there will be secured in the province of British Columbia every month sufficient spruce logs for the production of airplanes to meet the maximum demand of the Imperial authorities. By the end of July the difference between log recovery six months ago will be approximately thirty to one.

The firm of Langs & Roddis, of Rosedale, B.C., have purchased by auction from the Crown timber agent's office timber berth No. 571, near Hope. The purchase price was \$4,560, and the berth comprises 552 acres. This firm own other timber in that vicinity and they purpose building a saw and shingle mill to cut the timber.

Statements that the lumber industry is thriving filling large orders for the prairies are premature, according to statements made by managers of various large concerns in Vancouver. Manager Burley, of the B. C. Fir & Cedar Company, said that he had not heard of large orders recently, but if the crop is successful this year big contracts will undoubtedly be made.

Sealed tenders are being received by the Minister of Lands for B. C., until the 5th day of July, 1918, for the purchase of License X1356, to cut 1,924,000 feet of fir, hemlock, and cedar on an area adjoining Lot 901, Loughborough Inlet, R. 1. Coast District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

In a fire which visited the Brunette sawmill at Sapperton, B.C., about \$25,000 damage was done. A storehouse, carpenter shop and wagon shed were destroyed and the mill stables scorched. The heaviest damage occurred to the wharf, which was badly burned in places. The mill crew gave valued aid in fighting the flames. The work of rebuilding the burned buildings is now in progress.

Sealed tenders are being received by the Minister of Lands until the 22nd day of July, 1918, for the purchase of License X1293, to cut 24,394,000 feet of spruce and balsam on an area adjoining S. T. L. 3372P, Dome Creek, South Fork Fraser River, Cariboo District. Five years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

Sealed tenders are being received by the Minister of Lands for the Province of B. C., until the 2nd day of July, 1918, for the purchase of License X1305, to cut 3,752,000 feet of spruce, fir and balsam on an area situated near Aleza Lake, Cariboo District. Three years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

The Beaver Cove Lumber and Pulp Company, which was recently organized with a capital of one million dollars, and had its headquarters in Vancouver, will erect a pulp plant and sawmill at Beaver Cove, 165 miles north of Vancouver. There will be five units to the pulp plant, the first of which will be proceeded with at once. The company will build a sawmill of 100,000 feet capacity. The timber resources of the organization are said to be about five billion feet. There is a good belt of spruce, some of which is suited for airplane production. A force of men are already at work at Beaver Cove clearing the site and constructing the necessary buildings while the main plant is being placed.

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156 Duke St., Toronto

Relaying Rails

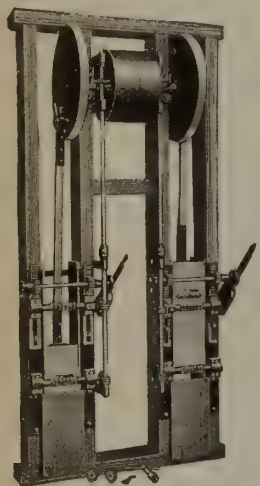
Second Hand Machinery and Equipment

Burners; Lumber Cars; 56 lb. Rails
a Specialty; Scrap and Metals.

WM. FREEDMAN

536 Wellington Street

OTTAWA, ONT.



Excelsior Cutting Machinery

Manufactured By

**The Elmira Machinery
and Transmission Co.**

Elmira, Ont.

Write for Circular and Prices

—an important factor

—to the millowner who wishes to increase dividends and reduce overhead charges to a minimum is the successful manufacture of by-products from what would otherwise be waste. The "waste" of a lumber mill can be made the basis of a most profitable industry in the production of chemicals, wood-pulp, etc.—products which are in great demand and at big prices. We have specialized in the installation of chemical plants in all parts of the world for over 75 years, and our knowledge and experience is yours on request.

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ALCOHOL PLANTS: Sawdust, Shavings, etc.

PULP MILL EQUIPMENT: Soda, etc.

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WASTE SULPHITE LIQUOR
FERMENTING PLANTS: Alcohol.

Blair, Campbell & McLean
Limited

GLASGOW, SCOTLAND

Est. 1838.

Cables: "Blazon, Glasgow". Code: ABC—5th

Absolutely

The merit of a product is attested by the demand.
The volume of demand is evidenced by the size of the works.
And when the works, steadily increasing, year after year
attain immense proportions—

THEN is conclusively demonstrated the continued and
absolute confidence of a vast army of users in the
excellence, worth and reliability of the goods.



HENRY DISSTON & SONS, INC.

KEYSTONE SAW, TOOL, STEEL AND FILE WORKS

PHILADELPHIA.



THE LARGEST IN THE WORLD.

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PRATT & WHITNEY CO. OF CANADA, LIMITED

SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

Head Office and Works, DUNDAS, ONT.

SALES OFFICES:
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DREADNAUGHT TWO-PIECE STEEL HAMES



The design and construction of Dreadnaught Hames is mechanically correct. Two pieces of steel forced together in powerful presses make perfect truss. All overlapping parts reinforced with greatest strain giving double strength.

STRONG—WON'T BREAK

Draft studs; forged steel—rings electrically welded; Anti-rust treated, waterproof, weather proof.

Write for Descriptive Folder explains the tensile strength of our hames. Sizes for every requirement.

DEALERS: Write for our dealer proposition and selling helps.

MCKINNON INDUSTRIES, LTD.,
Dept. L. St. Catharines, Ontario, Canada.

Your New Saw Mill



Will give you the best service and the longest service with the least expense for upkeep—If it is a Fisher & Davis Mill.

Catalog of Saw Mills, Edgers, Planers, etc., is yours for the asking. Ask to-day!

FISHER & DAVIS MFG. CO. St. Louis, Mo.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

— IN —

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

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Standard 2 Drum Engine for Skidding or Loading Logs the year round

Moving Logs in Summer

That is the Canadian problem—How to get the logs from the stump to the mill when the snow is off the ground; when the water in the streams is low, or dried up entirely; when the swamps, etc., are impassible; when gullies, ravines, etc., obstruct the passage of men and horses. No wonder lumbering in Canada has been conducted almost exclusively in the winter time in the past.

With Loading and Skidding Machinery

It is now possible to cut logs and ship them to the mill the year round, same as is done in the Southern States, where Jack Frost never comes along to give the lumberman a hand. Our Booklet, "Suggestions for the Lumberman," describes several methods of moving logs the year round—methods suited for the small camp, and methods suited for the large camp; methods for localities where timber is close to the rail or water, and methods for places where timber is farther away.

If you have received your copy of this Booklet, study it well—it will repay you. If you have not received it yet, write us, and you will get it by return mail.

Marsh Engineering Works, Limited Established 1846 **Belleville, Ontario**

GOODHUE BELTING

FACTORY TO YOUR MILL

TO the saw mill and woodworking industries we offer an unusually good belting value in our "Acme Waterproof." This belting is specially made from the best hides to run in wet places where only the best quality belt can "make good." If you require any belting you should enquire into the merits of "Goodhue Belts," then you will buy a "Goodhue." According to the conditions under which the belt has to run, we recommend "Extra," "Standard" or "Acme Waterproof"—each brand the best quality, but each made for a different service.

Send for particulars and prices

J. L. GOODHUE & CO., LIMITED, Danville, Quebec.

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VANCOUVER AGENTS

Fleck Bros. Ltd. 1142 Homer St., Vancouver, B. C.

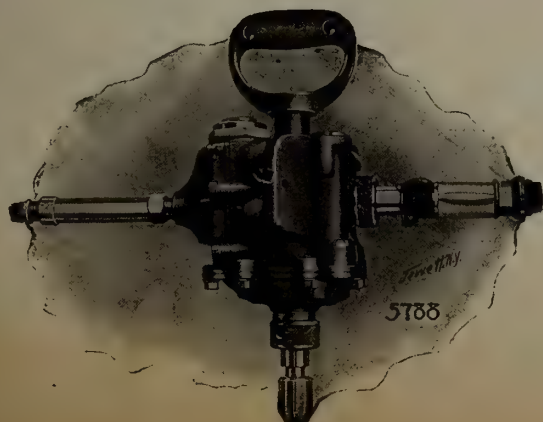
Standard Machinery & Supplies, Limited, Bank of Toronto Building, St. James St., Montreal, Que.—Agents for the Island of Montreal.

The Wooden Ship to
beat the submarine →

and

"LITTLE DAVID" Tools

to help build the wooden ship.



"Little David" Wood-borers, Drift-bolt Drivers, Riveters, etc., at the shipbuilder's service all the time—light, reliable, handy and economical.

Bulletin 8507

Canadian Ingersoll-Rand Co., Limited

General Offices:
MONTREAL, Que.

Branch Offices:—Sydney, N.S.; Sherbrooke, Que.; Montreal, Que.; Toronto, Ont.; Cobalt, Ont.; Timmins, Ont.; Winnipeg, Man.; Nelson, B.C.; Vancouver, B.C.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$56 00	\$59 00	
1 1/4 and 1 1/2 x 4/7 Good Strips	58 00	62 00	
2 x 4/7 Good Strips	58 00	62 00	
1 x 8 and up Good Sides	62 00	64 00	

1 1/4 and 1 1/2 x 8 and wider Good Sides	82 00	83 00	
2 x 8 and wider Good Sides	83 00	84 00	
1 in. No. 1, 2 and 3 Cuts	50 00	52 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	58 00	61 00	
2 in. No. 1, 2 and 3 Cuts	60 00	62 00	
1 x 4 and 5 Mill Run	45 00	48 00	
1 x 6 Mill Run	47 00	50 00	
1 x 7, 9 and 11 Mill Run	45 00	48 00	
1 x 8 Mill Run	47 00	50 00	
1 x 10 Mill Run	50 00	52 00	
1 x 12 Mill Run	51 00	53 00	
5/4 and 6/4 x 4 Mill Run	46 00	48 00	
5/4 and 6/4 x 5 Mill Run	46 00	48 00	
2 x 4 Mill Run	44 00	46 00	
2 x 6 Mill Run	47 00	49 00	
2 x 8 Mill Run	47 00	49 00	
2 x 10 Mill Run	51 00	52 00	
2 x 12 Mill Run	51 00	53 00	
1 in. Mill Run Shorts	36 00	38 00	

Red Pine:			
1 x 4 and 5 Mill Run	38 00	41 00	
1 x 6 Mill Run	40 00	43 00	
1 x 8 Mill Run	40 00	43 00	
1 x 10 Mill Run	44 00	47 00	
2 x 4 Mill Run	38 00	40 00	
2 x 6 Mill Run	42 00	44 00	
2 x 8 Mill Run	42 00	44 00	
2 x 10 Mill Run	44 00	47 00	
1 in. Clear and Clear Face	45 00	48 00	
2 in. Clear and Clear Face	45 00	48 00	

Spruce:			
1 x 4 Mill Run	39 00	41 00	
1 x 6 Mill Run	42 00	44 00	
1 x 8 Mill Run	42 00	44 00	
1 x 10 Mill Run	47 00	49 00	
1 x 12 Mill Run	47 00	49 00	

Mill Culls:			
Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft.	30 00	31 00	
1 x 6 in. x 9 to 16 ft.	33 00	34 00	
1 x 8 in. x 9 to 16 ft.	35 00	36 00	
1 x 10 and 12 in. x 9 to 16 ft.	35 00	37 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	33 00	34 00	
2 x 4 to 12, 10 and 16 ft.	34 00	35 00	
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00	
2 x 4 to 12 in., 18 ft.	35 00	36 00	
2 x 4 to 12 in., 20 ft.	36 00	37 00	
1 in. No. 2, 6 ft. to 16 ft.	25 00	27 00	
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	27 00	29 00	

Douglas Fir:			
Dimension Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	52 50		
6x12, 8x12	53 00		
14x16, 16x16	53 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		

Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain	60 50		
Fir flooring, 1 x 4, edge grain	60 50		
Fir flooring, 1 x 4, flat grain	43 50		
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths).	48 00	64 00	
No. 1 and 2, 1 1/4 and 1 1/2 in. clear Fir rough	57 50	61 50	
No. 1 and 2, 2-in. clear Fir rough	50 50	57 50	
1 x 5 and 1 x 6 Fir casing	60 50		
1 x 8 and 1 x 10 Fir base	62 50		
1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping	71 25		
1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping	61 25		
1-in. clear Fir, d. 4 sides	48 00	56 00	
1 1/4 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00	
XXX B. C. cedar shingles	3 30		
XXXX 6 butts to 2 in.	4 25		
XXXXX 5 butts to 2 in.	5 00		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$80.00	\$63.00	\$30.00
5/4 & 6/4	85.00	68.00	35.00
8/4	115.00	80.00	50.00
10/4 & 12/4	135.00	105.00	65.00
16/4	150.00	125.00	65.00

Ash, Brown			
4/4	70.00	50.00	30.00
6/4	75.00	60.00	30.00
8/4	78.00	65.00	32.00

Birch, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	
	1s & 2s	Com.	Com.
4/4	65 66	42 45	32 35
5/4 and 6/4	72 75	55 60	38 40
8/4	75 77	56 62	40 42
10/4 and 12/4	85 90	70 75	50 55
16/4	90 92	75 78	60 65

Basswood, dry weight 2500 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$75.00	\$60.00	\$35.00
5/4 & 6/4	75.00	55.00	32.00
8/4	76.00	58.00	37.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Wormy			
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$54.00	\$42.00	\$28.00
6/4 & 8/4	63.00	50.00	28.00
12/4	70.00	57.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$60.00	\$47.00	
5/4 & 6/4	65.00	55.00	
8/4	65.00	55.00	

Gum, Sap			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$50.00	\$45.00	
5/4 & 6/4	54.00	47.00	
8/4	55.00	47.00	

Hickory, dry weight, 4500 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$28.00
5/4 & 6/4	63.00	48.00	30.00
8/4	65.00	50.00	32.00
12/4	80.00	62.00	35.00
16/4	115.00	100.00	60.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$35.00
No. 2 and better	42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.

4/4	\$80.00	\$55.00	
5/4 & 6/4	87.00	60.00	
8/4	95.00	65.00	
10/4	120.00	90.00	
12/4	120.00	90.00	
16/4	120.00	90.00	

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.

4/4	\$110.00	\$75.00	
5/4 and 6/4	125.00	90.00	
8/4	130.00	95.00	

Red Oak, quarter cut.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$95.00	\$65.00	
5/4 & 6/4	100.00	70.00	
8/4	105.00	75.00	

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/4-in. and 1 1/2-in. x 8-in. & up	70 00	75 00	
2-in. x 7-in. and up	72 00	78 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/4-in. and 1 1/2-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/4-in. and 1 1/2-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings	47 00	50 00	
Pine, No. 1 dressing strips	40 00	45 00	
Pine, No. 1 dressing shorts	38 00	40 00	

Pine, 1-in. x 4-in. s.c. strips	44 00		
Pine, 1-in. x 5-in. s.c. strips	44 00		
Pine, 1-in. x 6-in. s.c. strips	46 00		
Pine, 1-in. x 7-in. s.c. strips	46 00		
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00		
Pine, 1-in. x 10-in. M.R.	51 00		

Pine, s.c. sidings, 1 1/2 and 2-in.	47 00		
Pine, s.c. strips 1-in.	40 00		
1 1/4, 1 1/2 and 2-in.	42 00		

Pine, s.c. shorts, 1 x 4 to 6 in.	38 00		
Pine, s.c. and bet., shorts 1 x 5	36 00		
Pine, s.c. and bet., shorts, 1 x 6	40 00		
Pine, s.c. shorts, 6'-11', 1"x10"	45 00		

Pine box boards:			
1"x4" and up, 6'-11'	36 00		
1"x3", 12'-16'	36 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up			
	35 00		

O. culls r & w p			
	25 00		

Red Pine, log run:			
mill culls out, 1-in.	32 00	36 00	
mill culls out, 1 1/4-in.	38 00		
mill culls out, 1 1/2-in.	38 00		
mill culls out, 2-in.	34 00	41 00	
mill culls, white pine, 1"x7" and up	34 00		

Mill run Spruce:			
1"x4" and up, 6'-11'	32 00	33 00	
1"x4" and up, 12'-16'	34 00		
1"x9"-10" and up, 12'-16'	40 00	42 00	
1 1/4"x7" 8-9" and up, 12'-16'	40 00	42 00	
1 1/4"x10" and up, 12'-16'	48 00		
1 1/2" & 2" x 12" and up, 12'-16'	48 00		

Spruce, 1-in. clear (fine dressing and B)			
Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00	
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	30 00	32 00	

Soft Elm, common and better, 1, 1 1/2, 2-in.			
	25 00	30 00	
Ash, black, log run	32 00	40 00	

1 x 10 No. 1 barn			
	52 00		
1 x 10 No. 2 barn	46 00		
1 x 8 and 9 No. 2 barn	42 00		

Lath per M:	
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Morgan Machine Company

ROCHESTER, N. Y.

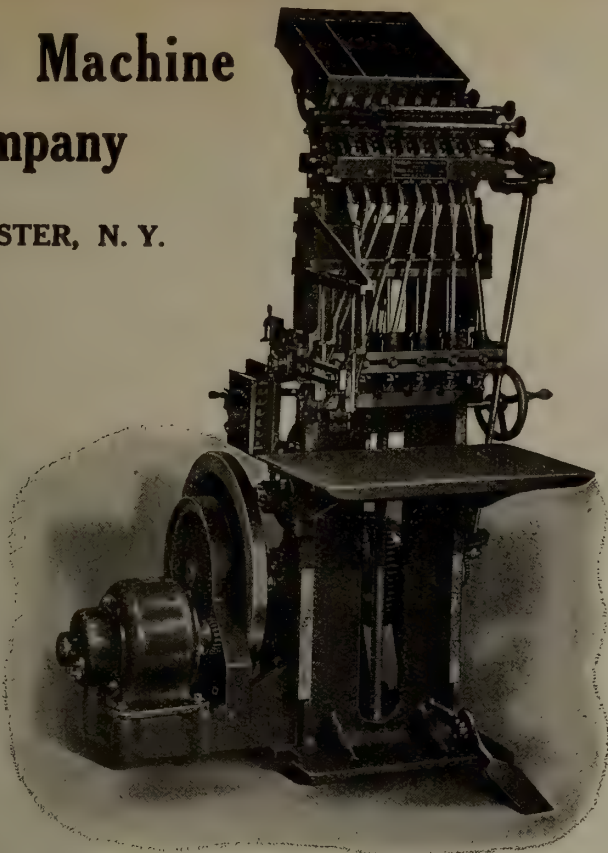
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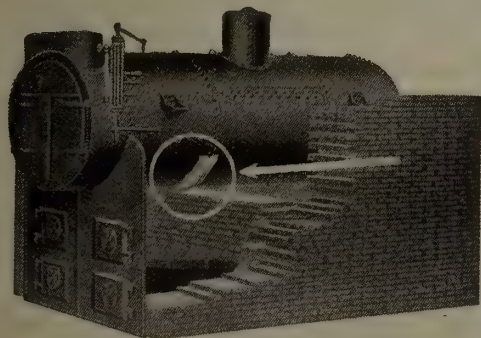
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AFTER INSTALLING

Stops
Leaks



Prevents
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The National Boiler Girth Seam Protector

U.S.A. Patent Oct. 25th, 1916

Canadian Patent, No. 177295, May 29th, 1917

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4/4	58 - 60	38 - 40	22 - 24		Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.				
5/4 to 8/4	60 - 62	40 - 42	24 - 26		White pine uppers, s 1 to 2 in.	129 00			
SAP BIRCH					White pine uppers, 2 1/2 and 3 in.	144 00			
4/4	53 - 55	32 - 34	20 - 22		White pine uppers, 4 in.	154 00			
5/4 and up	55 - 57	34 - 36	22 - 24		Selects, 1 to 2 in.	119 00			
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4/4	43 - 45	28 - 30	20 - 22		Selects, 4 in.	142 00			
5, 6 & 8/4	45 - 47	30 - 32	20 - 22		Fine common, 1 in., 30 per cent.	85 00			
BASSWOOD					12 in. and up	80 00			
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5/4 to 8/4	65 - 67	34 - 36	20 - 22		No. 1 Cuts, 1 in.	75 00			
10/4 and up	75 - 88	41 - 49	23 - 25		No. 1 Cuts, 1 1/4 to 2 in.	84 00			
					No. 1 Cuts, 2 1/2 and 3 in.	110 00			
					No. 2 Cuts, 1 in.	59 00			

No. 2 Cuts, 1 1/4 to 2 in.	71 00	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	37 00
Barn Boards, No. 1, 1 x 12	68 00	68 00	3 x 4 and 4 x 4 in.	37 00
No. 1, 1 x 10	63 00	63 00	2 x 8 in.	40 00
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No. 2, 1 x 12	63 00	63 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	38 00
No. 2, 1 x 10	60 00	60 00	1 x 2	36 00
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No. 3, 1 x 12	56 00	56 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 10	56 00	56 00	1 1/2 in. spruce lath	4 25
No. 3, 1 x 8	54 00	54 00	New Brunswick Cedar Shingles	
Can. spruce, clear, 1 x 4 to 9 in.	48 00	50 00	Extras	5 00
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No. 2 1 x 6 & 7 in.	40 00	42 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	4 73
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No. 2 1 x 10 in.	48 00	48 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
No. 2 1 x 12 in.	52 00	52 00	Washington 16-in. 5 butts to 2-in. extra red cedar	4 80
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Spruce, 10 in. dimension	53 00	53 00		
Spruce, 9 in. dimension	46 00	46 00		
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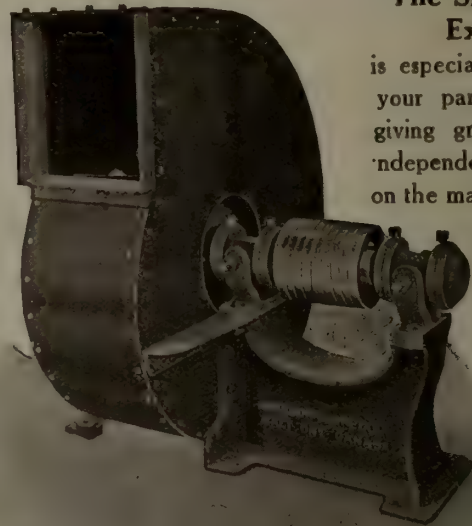
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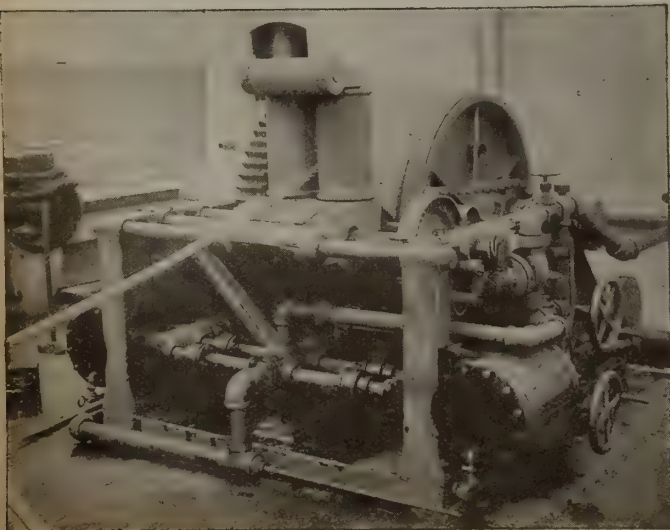
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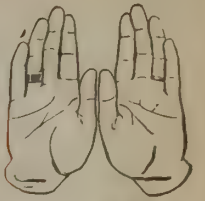
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Dunlop "Gibraltar RedSpecial" Belting



Abnormal Friction Pull

vs. Elasticity of Friction

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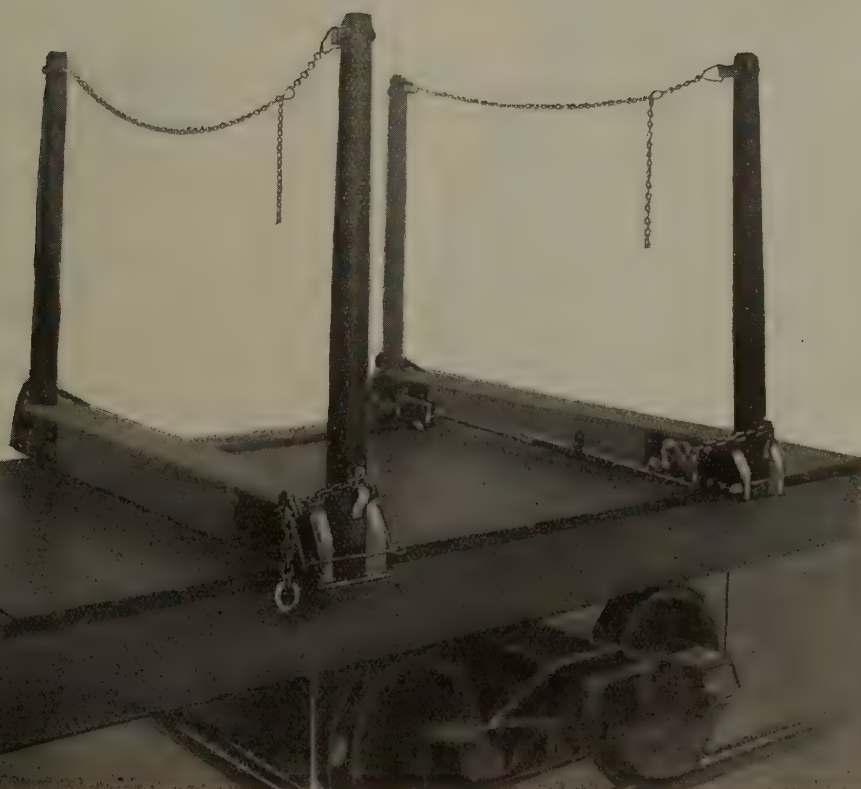
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Miller Company, Ltd., W. H.
Terry & Gordon.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.
West Coast Lumbermen's Assoc.

(Continued on page 60)

*The Babbitt Metal that's at the Front in Efficiency
and Economy*

HARRIS HEAVY PRESSURE

THE ARISTOCRAT OF BABBITT METALS**SHIVES LUMBER CO., LTD., Campbellton, N.B.,
Canada**Messrs. The Canada Metal Co., Ltd.,
Toronto.

Dear Sirs:

Replying to your inquiry regarding our experience with Harris Heavy Pressure Metal, would say we have been using this metal for about five years in main bearings and cranks of Wickes' gangs and steam engines, also edgers, etc., in place of more expensive metals that we formerly used for these bearings.

We are pleased to be able to say that the Harris Heavy Pressure has in every case given us good satisfaction, being a nice metal to pour without shrinking or cracking, and wearing well.

So long as this metal retains its present standard of excellence we will have no hesitation in using it for the most severe conditions we have for babbitt metal.

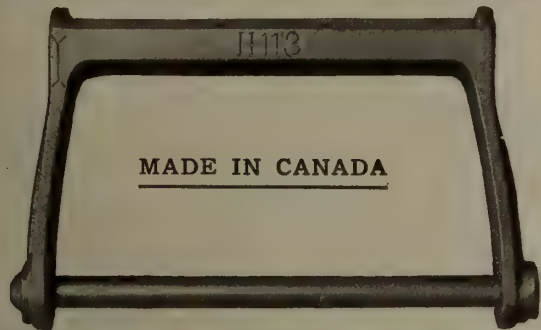
Yours
JOHN M. MACLEAN,
Superintendent.**WRITE FOR COMPLETE LIST OF BABBITT METALS****THE CANADA METAL COMPANY, Limited****Head Office and Factory TORONTO Fraser Avenue****Branch Factories—****HAMILTON****MONTREAL****WINNIPEG****VANCOUVER**

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FOR EVERY SERVICE


H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



MADE IN CANADA

Stronger, Heavier, and More Durable than No. H-110

This is the  Mark of Quality

It appears on every Link-Belt manufactured by us, and is your guarantee of reliability in material, workmanship, inspection and service.

Write for Folder No. 266.

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Standardized Series LEATHER BELTING

Tanned by us for belting use

*14-in Graton & Knight Spartan
Leather Belting on difficult quarter-
turn drive. Standard Box Co.
Baton Rouge, La.*

Here is Economy

What belts give the longest service? Transmit most power? Are easiest to repair? Have the proper elasticity with firmness? Best stand mauling of shifters? When damaged can be cut down for use on narrower pulleys

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The Graton & Knight Mfg. Co.
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Representatives in Canada:
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ronto, Hamilton, Vancouver, Victoria.

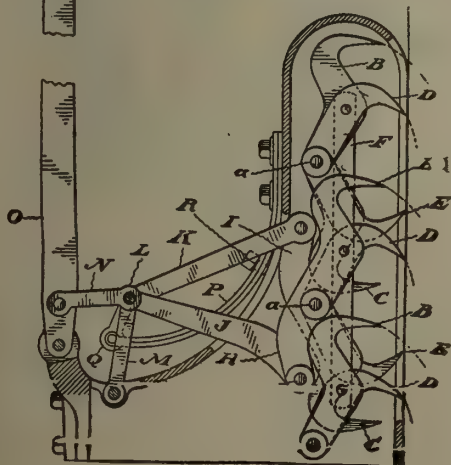
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KNIGHT**

A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

Fig. 1

650 Sets already sold



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- (1) They will dog with perfect ease and safety in any class of timber.
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- (3) Will dog the last board, just as easily as they dogged the first one.
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- (5) Many other reasons, too numerous to mention here.

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We also manufacture the following High-Grade Saw-Mill Machinery:—New Modern Saw-Mill Carriages, with either three or two head blocks; P. Payette's New Patent Saw-Mill Dog, for use in either winter or summer. P. Payette's Grip-Set Works; Steam Feed Valves, Steam Lifter and Loaders, Valves. Five different classes and styles of Edgers, for either light or heavy duty.. Combined Gang-Circulars and Edgers, or Independent Gang Circulars.

Steam-Canter, Steam Lifters and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use.

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Penetanguishene, Ontario

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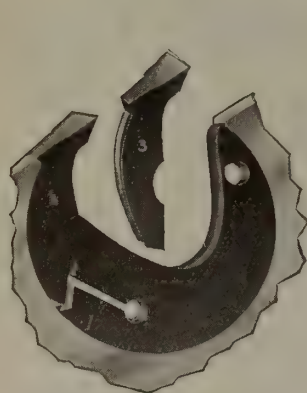
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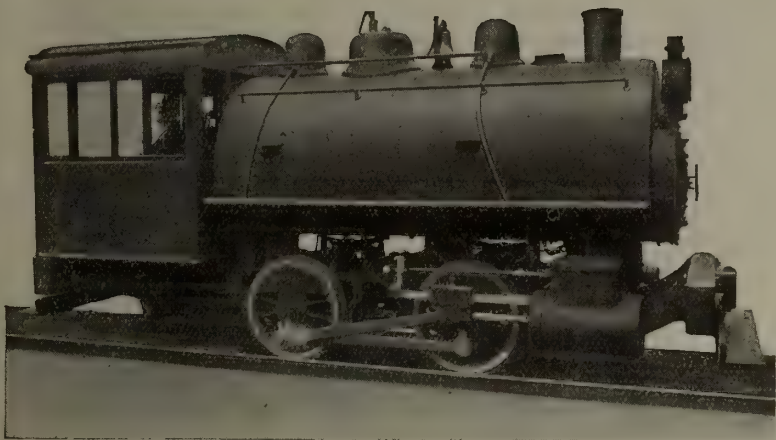
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A 62-ton
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Designed
Especially for
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We have a great many dealers throughout the country and we forward your reports to our dealers covering their respective towns, and where we have no instance that the dealers actually secured business through them, we do know that they appreciate this service from us very much.

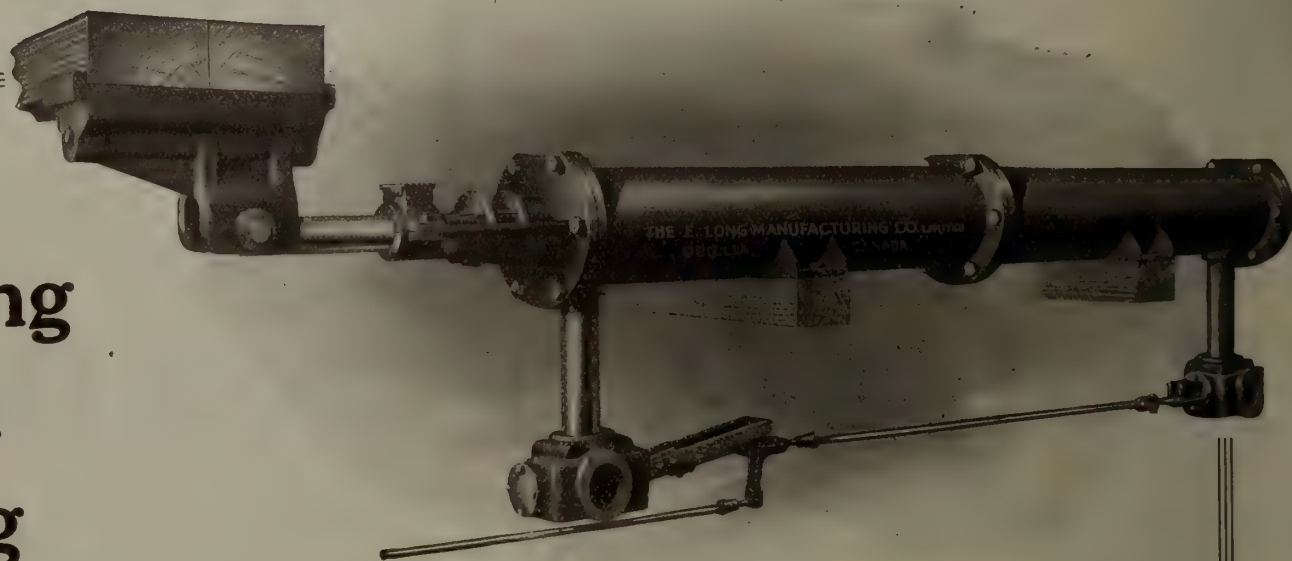
Yours truly,

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Direct
Acting



STEAM FEEDS

The above illustration gives a good general idea of our direct acting, or shot gun, steam feed, which we build in the following sizes: 8 in., 10 in., 11 in., 12 in. and 14 in. bore, or in any desired size.

The cylinders are made in 6 ft. sections, and are bored to exact diameter. The flanges on cylinders are faced perfectly true, and finished to templates, so that each section is interchangeable. The flanges are also turned on the outside, which is a great convenience for levelling or lining the feed when placing same in mill. For each end of the completed cylinder we furnish short pipes, which are long enough to reach the valves and permit the valve connections and steam feed to nicely clear the floor timbers.

The front cylinder head is our improved pattern.

The piston rod is made from double thickness, seamless steel tubing, of extra large diameter. It is made in two or more sections, according to length of feed.

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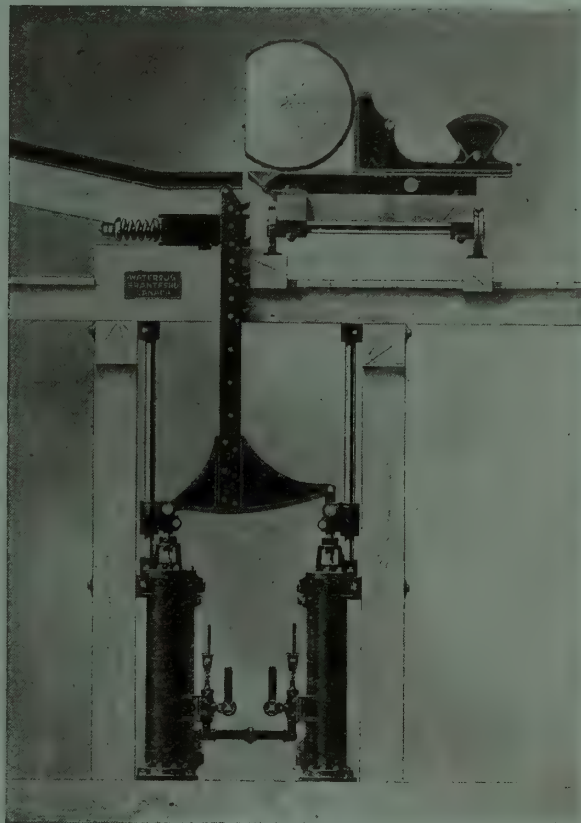
— Steam Actuated — Log Deck Machinery

C-834



The combined Log Stop and Loader has proven the most satisfactory machine for holding logs in reserve in the log deck and loading them as needed on the sawing carriage.

C-838



A Steam Nigger that combines power and speed with perfect control.

C-836



This type of Steam Kicker has become standard for rolling logs out of log trough. Steam cushioned, quick acting and very powerful.

Waterous also makes the following Sawmill Equipment

Log Jacks
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Log Flippers
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Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 90c per lb.; West of Fort William, \$1.00, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

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worth of mixed metal
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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

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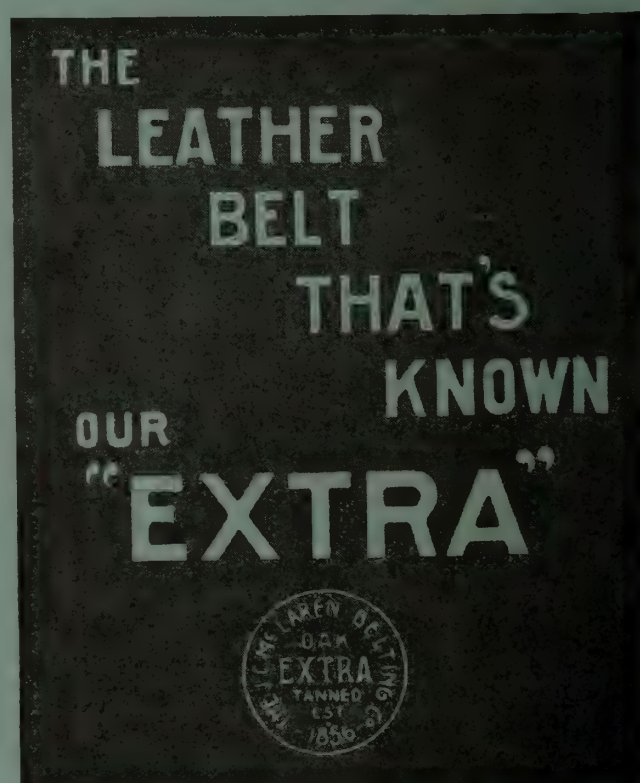


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"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
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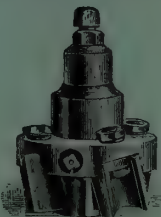
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Shimer Circular Bit Jointing Heads



A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.



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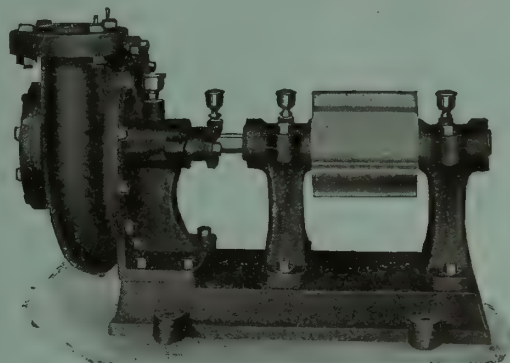
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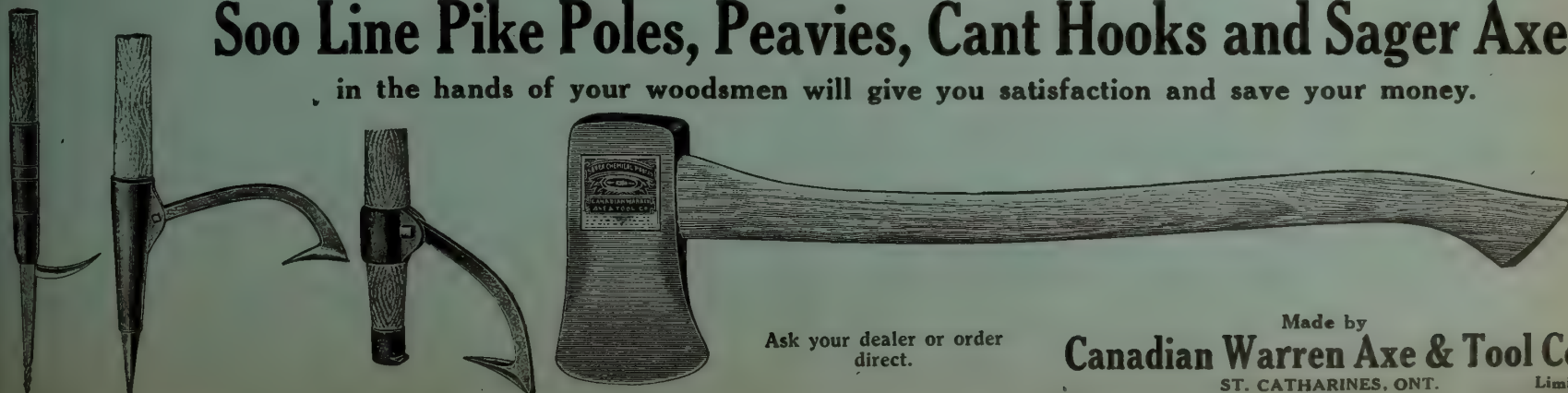
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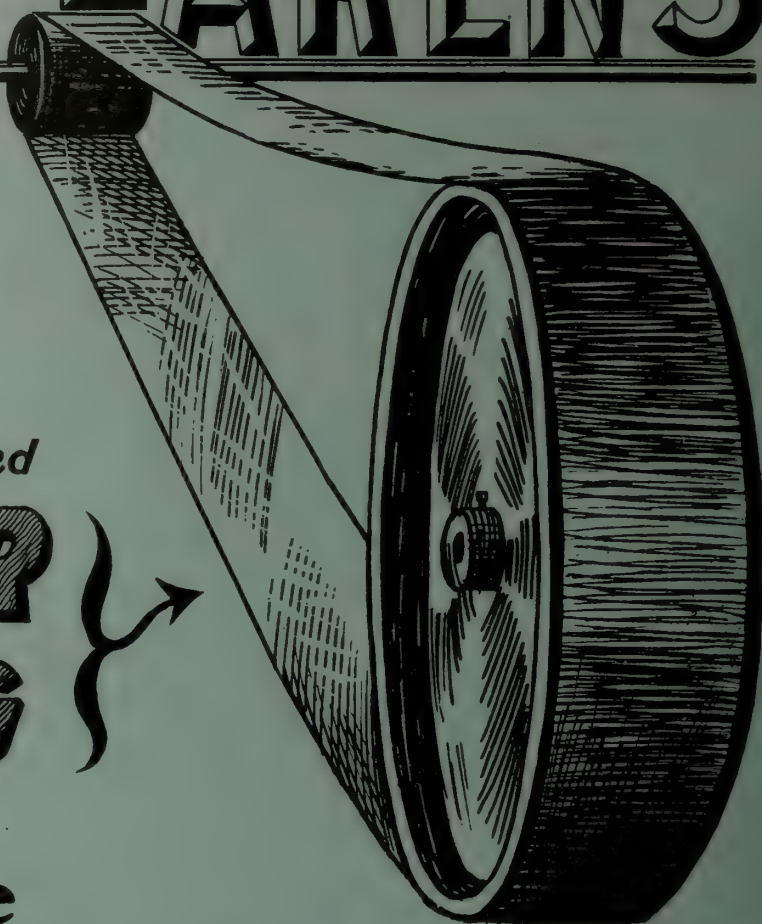
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Genuine British-Oak Tanned
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**"The Willing Horse
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So McLaren's is always put on the difficult runs

There are many reasons why you should use McLaren Belting on your machinery, but take only the question of wearing quality and you will find this genuine oak tanned belting outwear any you have yet used. This remarkable feature has brought the product into prominent use. McLaren's is invariably picked out for the hardest work and difficult runs. Engineers and machinists are unstinted in their praise of McLaren's Belting. "It works better," they say. Test it on your machines; be sure every roll you buy bears the all-important brand of the Oak Leaf. None genuine without it.

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Spruce Hemlock

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80 M ft. 1 x 4 and up x 8/16 Merchantable Spruce.
 100 M ft. 1 1/4 x 4 x 8/16 Merchantable Spruce.
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 500 M pcs. 1 1/2—ft. Merchantable Spruce Lath.

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Rough and Dressed

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Cars CN 41867 CMSTP 61095 Shipped May 23rd, Capreol—	14 x 14— 4/30, 7/31, 4/32, 3/33, 1/34, 6/35, 4/36, 4/37, 7/38, 7/39, 13/40, 5/41, 5/42, 1/46, 1/48, 3/49, 1/51, 1/59,	47,775 ft.	Car CP 320491 Shipped June 7th, Cartier—	16 x 16— 1/20, 6/24, 2/28, 6/32, 1/34, 1/36, 18 x 18— 5/24, 1/26, 1/28, 5/32, 1/36,	20,275 ft.
Car CP 320497 Shipped May 29th, Cartier—	22 x 22— 1/28, 20 x 20— 4/24, 1/26, 1/28, 2/32, 1/34, 18 x 18— 3/24, 1/26, 2/28, 3/32, 1/36,	17,118 ft.	Car CP 330917 Shipped June 6th, Cartier—	10 x 12— 4/24, 3/26, 3/28, 9/30, 21/32, 6/34, 4/36, 12 x 12— 1/22, 6/24, 1/26, 2/28, 4/30, 4/32, 1/34	21,840 ft.
Cars CP 330515 MA 319661 CP 331259 Shipped May 30, Quebec—	56 Pcs. 14 x 14—40 ft.	36,587 ft.	Car CP 332853 Shipped June 6, Cartier—	12 x 12—14/24, 4/26, 4/28, 4/30, 7/32, 1/34, 4/36, 7/38, 2/40,	17,040 ft.
Car CP 320673 Shipped May 31, Cartier—	20 x 20 5/24, 7/32, 1/34, 22 x 22— 2/24, 1/30, 3/32, 1/36,	21,070 ft.	Car CP 320205 Shipped May 31st, Quebec—	12 x 26 8/20, 12 x 24—39/14,	17,264 ft.
Car CP 322063 Shipped May 31st, Cartier—	18 x 18— 7/24, 2/26, 1/30, 6/32, 1/34, 1/36, 16 x 16— 6/24, 1/26, 4/32, 1/34,	20,907 ft.	Car CP 211167 Shipped June 3rd, Cartier—	10,000 ft. 1 x 4 No. 1 and 2 F G Fir Flooring. 20,986 ft. 1 x 4 No. 1 and 2 V Joint Ceiling.	
Cars C P 327191 331453 Shipped May 27th, Cartier—	14 x 14— 5/32, 8/40, 2/28, 9/32, 1/24, 12 x 14— 3/32, 1/36, 1/38, 8/40, 2/26, 3/28, 2/30, 8/32, 1/24, 12 x 12—10/40, 3/28, 1/30, 5/32,	35,463 ft.	Car CP 76936 Shipped May 28th, Cartier—	19,938 ft. 5/8 x 4 Ceiling, No. 3 1/2. 693 ft. 5/8 x 3 Ceiling, No. 3 1/2. 20,982 ft. 1 x 4 Ceiling, No. 3.	
Cars CP 321179 326171 Shipped May 22nd, Cartier—	14 x 16— 2/24, 2/28, 7/32, 1/34, 1/36, 2/38, 16 x 16— 2/24, 1/26, 3/28, 2/30, 4/32, 2/34, 1/36, 1/38, 12 x 12— 1/20, 6/24, 1/26, 1/28, 26/32, 6/34, 16 x 16— 1/30, 1/34, 1/24,	36,184 ft.	Car CP 147086 Shipped May 29th, Toronto—	1 x 4 Silver Fir Flooring	32,676 ft.
			Car CM&PS 205700 Shipped May 22nd, Capreol—	42,782 ft. 1 x 4 V Joint, No. 1 and 2, 3,936 ft. 1 x 3 V Joint, No. 1 and 2,	46,718 ft.
			Car CP 78810 Shipped May 27th, Cartier—	31,600 ft. 1 x 4 V Joint.	

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, 511 St. Catherine St., Montreal, Que.

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

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Clear Kiln Dried B. C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

If quality can talk to you — get in touch with us.

**VICTORIA LUMBER &
MFG. CO., LIMITED**

Head Office and Mill
CHEMAINUS, B. C.

Eastern Sales Office:
Traders Bank Bldg., TORONTO, Ont.
R. G. Chesbro, Rep.

Logging By Rail Enables Us To Run Our Plant the Year Round

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices

Fassett Lumber Company, Limited

Fassett, Que.



Want to Buy



6 cars Hemlock Timbers, 6 x 6, 6 x 8, 8 x 8, 8 x 10, 10 x 10, 10 x 12, 12 x 12.
200,000 ft. 4/4 No. 3 Com. Birch.

Want to Sell

200,000 ft. 2 x 6 Merchantable Hemlock, Dry.
200,000 ft. 2 x 8 Merchantable Hemlock, Dry.
100,000 ft. 2 x 10 Merchantable Hemlock, Dry.
2 cars 1 x 5 Mill Run Jack Pine.
2 cars 1 x 9 Mill Run Jack Pine.
2 cars 1 x 10 Mill Run Jack Pine.
1 car 1 x 12 Mill Run Jack Pine.
2 cars 2 x 8 Mill Run Jack Pine.

WRITE FOR PRICES

The Long Lumber Company
Hamilton
Ontario

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.
If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.
We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

Geo. Gordon & Co.

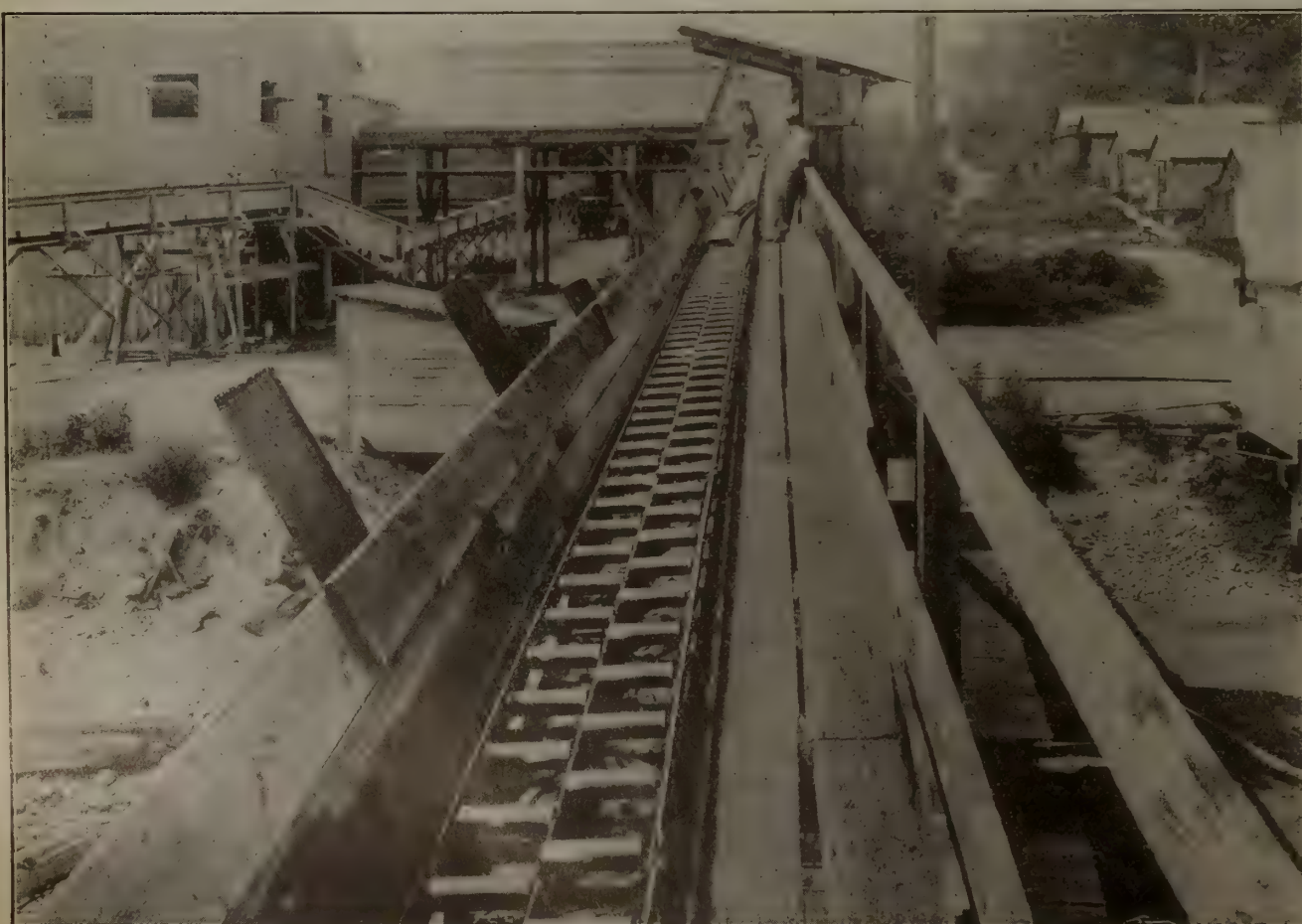
Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.



Mathews Conveyor as used by Vancouver Lumber Co., at Roche Point, B. C.

The Cheapest,
Quickest—
Most Reliable
way to convey
lumber away
from saws and
to and from
cars.

Mathews Steel Ball
Bearing Lumber
Carrier will convey
your product by
Gravity at a grade
of 4%. ($\frac{1}{2}$ " fall per ft.)

Canadian Mathews Gravity Carrier Company, Limited
484 Richmond Street, West, TORONTO

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

**British Columbia Fir
TIMBERS**

FLOORING, CEILING

Interior and Exterior Finish

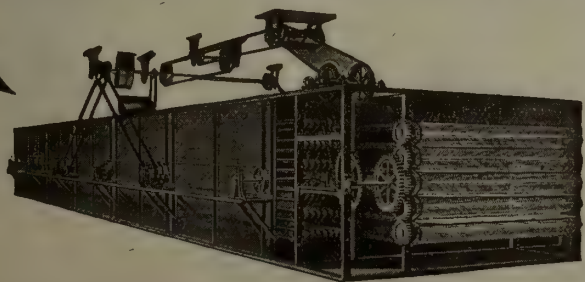
YOUR ENQUIRIES ARE SOLICITED

**Fraser Bryson
Lumber Co., Ltd.**Office, Castle Building
53 Queen St. Ottawa, Can.Wholesale Lumber Dealers
and Selling Agents for**Fraser & Co.**

Mills at

DESCHENES

- - - QUEBEC

White Pine**Red Pine****Spruce****Lumber and Lath****PROCTOR VENEER DRYER**Dries enormous amount of veneer
perfectly flat and pliable at mini-
mum cost, without checks or splits

Send for catalog and list of users

The Philadelphia Textile Machinery Co., Philadelphia

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors**Railway Ties and
Pulpwood
PILING****Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch StockWe offer in **Birch** and **Maple**

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash**Spruce, Hemlock and Pine**Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan*Let us quote on your requirements***HART & McDONAGH**

513-14-15 Continental Life Bldg. - TORONTO

Watson & Todd Limited

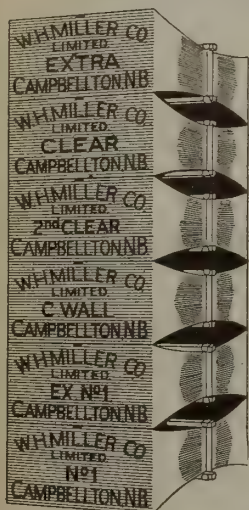
OTTAWA

WHITE PINE NORWAY

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles



We Specialize in—

New Brunswick White Cedar Shingles

We also manufacture
Spruce and Pine Lumber,
Lath, Cedar Ties, etc.

Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.

STRATFORD OAKUM

*Quality Guaranteed
Jersey City and Everywhere*

GEO. STRATFORD OAKUM CO.
165 Cornelson Ave. - - JERSEY CITY, U.S.A.

California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

HEMLOCK

Hemlock Dry Stock is our main product and we have the best facilities on the Georgian Bay for handling this lumber.

Stock matched or sized, if required.
Phone, write or wire.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE.
12-14 Wellington Street East, TORONTO, ONT.

Southern Pine
YARD STOCK
TIMBERS
CREOSOTED POSTS and POLES



Southern Pine
CAR MATERIAL
GUM LUMBER
SALINE RIVER WHITE OAK

"FORKED LEAF" BRAND
OAK FLOORING

SELLING SATISFACTION

"FORKED LEAF" BRAND
OAK FLOORING

The Long-Bell Lumber Company sells something more than just lumber. That something is SATISFACTION.

Long-Bell Brand Lumber

"The Kind That Makes Good"

satisfies both dealer and consumer because of its *uniform* high quality and superior manufacture. All orders receive the right kind of service and attention.

BE SATISFIED

THE LONG-BELL LUMBER COMPANY

R. A. Long Bldg.,

Kansas City, Mo.



CONSERVE YOUR MAN POWER

A Manager: "The Y.M.C.A. in our camp adds one and one-half per cent to the pay roll of the camp. Now, if it does not add three and a half per cent., or five per cent to the efficiency, I am badly mistaken."

A Superintendent: "The men in the camps are very much pleased with the Y. M. C. A. The companies can well afford to furnish a building and Secretary in each camp and to co-operate with the men to maintain the work."

A Camp Cook: "It's a great thing for the woodsmen. If there is anything the matter with the boys the Secretary is the first to aid and he does it without any boast or looking for any graft."

The Y. M. C. A. has solved many labor problems

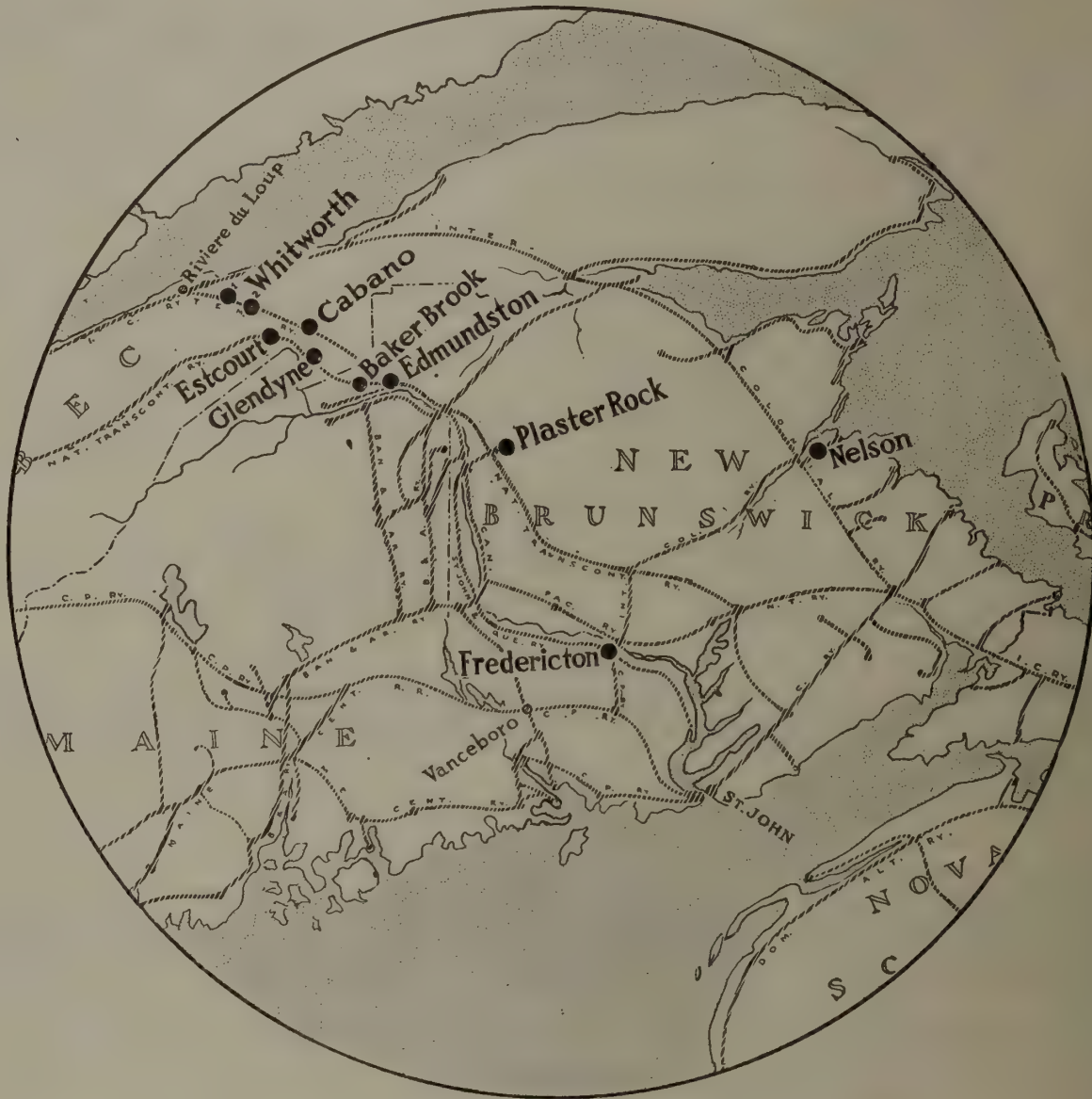
Get our Proposition

INDUSTRIAL DEPT.

National Council of Y. M. C. A's of Canada

120 Bay Street, TORONTO

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Estcourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

RIGHT GRADES QUICK SHIPMENTS



Canadian Western Lumber Co.

FRASER MILLS, B.C.

Eastern Sales Office—Toronto—L. D. Barclay, P. J. McCormack

ALBERTA
A. Montgomery

MANITOBA
Winnipeg—H. W. Dickey
Brandon—Hugh Cameron

SASKATCHEWAN
E. M. Simonson

JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

**The Montreal Lumber
Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

James P. Grant John K. Campbell

Grant & Campbell

Manufacturers of
**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	100 M. ft. 1 x 4 and up
26 M. ft. 1 x 4 and up	6/9

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS
95 King St. East TORONTO

WE ARE BUYERS OF
**Hardwood Lumber
Handles
Staves Hoops
Headings**

James WEBSTER & Bro.
Limited
Bootle, Liverpool, England
London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

BIRCH

Car each:

4/4, 6/4, 8/4 and 10/4
for immediate shipment

SPRUCE

10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

10 cars 2 x 6" "

8 cars 2 x 8/12" "

3 cars 3 x 5 to 7" "

1 car 3 x 8/12" "

A few cars in transit

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

Practical Timber Estimates

by
EXPERT TIMBER MEN

James W. Sewall
OLD TOWN. - MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

FARNWORTH & JARDINE

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

I am in the market for:
50,000 ft. Hardwood, No. 2 and
3 Common.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.
1 to 2 in. Basswood, log run.
Dimension Spruce and Hemlock
Factory Flooring.
1 in. and 2 in. log run Ash.

I HAVE TO SELL

Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
- 2—Waterous log loaders, 3 arms, 10 in. cylinders.
- 1—Waterous log loader, 3 arms, 10-in. cylinders.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger for 20-inch saws, lever shifter.
- 1—Payette double edger for 18-in. saws, lever shifter.
- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
- 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
- 1—Payette edger for box and short stock.
- 1—Rogers twin circular or tie maker.
- 1—Payette lath bolter and lath machine.
- 1—Pair lath trimmers.
- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
- Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.
- 1—Doz. concave carborundum wheels, 12 x 3/4 x 3/8, 365K, for band saw grinding.

Power House Equipment

- 2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
- 1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
- Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
- 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Baldwin retoucher for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

- Rails and frogs for yard.
- Booms and boom chains, 1/2, 3/8 & 7/8.
- Winches and other mill supplies.
- Small shunting locomotive.
- Double carts and waggons.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

**A Few Items of
Especially Desirable**

White Pine

25M 1 x 3 and up 6' and up First Clear

16M 1 x 3 and up 6' and up Can. Dsg. & Btr.

10M 1 x 8 and up 12' and up Good Sides

80M 1 x 8 and up 6' and up Can. Dsg. & Btr.

12M 5/4 x 4/7 12' and up Good Strips

**20M 5/4 x 8 and up 12' and up D. Selects
and Btr.**

80M 5/4 x 9 12' and up Can. Dsg. & Btr.

11M 6/4 x 4 and up 6' and up Good Sides

**70M 6/4 x 3 and up 6' and up Can. Dsg.
and Btr.**

8M 2 x 4 and up 6' and up Good Sides

**100M 2 x 8 and up 12' and up Can. Dsg.
and Btr.**

**ALL DRY
GOOD TO BUY**

Canadian General Lumber Co.

Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

PETRIE'S LIST

of
NEW and USED
WOOD TOOLS
for Immediate Delivery

Band Saws

- 36" Yates, pedestal.
30" Ideal, Pedestal (3).
28" Ballantine, bracket.

Saw Tables

- No. 1 Crescent (2)
No. 2 Crescent, combination.
No. 5 Crescent, sliding top.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
Fisher, iron frame rip.
MacGregor Gourlay power feed cut-off.
Greenlee automatic cross-cut.
No. 4 Canadian, pole saw.

Planers

- 30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Champion planer and matcher, with moulding attachment.
24" Cowan, buzz.

Moulders

- 13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

- No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
No. 1 Smart, foot power.
No. 2 Smart, foot power.

Clothespin Machinery

- Humphrey No. 8 Giant, slab re-saw.
Humphrey gang splitter.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

- No. 58 Crescent woodworker.
Elliot universal woodworker.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
M80 Cowan dowel machine.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
10" Adjustable, belt sander.
No. 2 Defiance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
16" C. M. C. wood turning lathe.
16" Chamberlain wood lathe.
No. 221 Woods planer knife sharpener.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
Waterous lath machine.
18" Crescent disk grinder.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
No. 66 Hamilton band-saw sharpener.
No. 6 Covell band-saw swedge.
16" Superior, saw arbors.
20" Superior, saw arbors.
No. 21 Covell filing clamp.
Defiance automatic handle shapers.
Defiance rounding, boring and jointing machine.
24" Defiance, pole tapering machine.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

H. W. PETRIE, LTD
Front St. West
TORONTO, ONT.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring for the Province of Quebec and the Maritime Provinces.

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock &c.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative

Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

We offer the following

JACK PINE TIMBERS

Piled at Railway Siding at Timmins,
for prompt shipment

7106 ft. 3 x 6—10/16 ft.	19855 ft. 6 x 6—10/16 ft.
1140 ft. 3 x 8—10/16 ft.	14280 ft. 6 x 8—10/16 ft.
2109 ft. 3 x 10—10/16 ft.	2080 ft. 8 x 8—10/16 ft.
2565 ft. 3 x 12—10/16 ft.	4370 ft. 8 x 10—10/16 ft.
3440 ft. 4 x 4—10/16 ft.	

Piling cut to order, 2 cars 30 and 35 ft., 7 in. top, 12 in. butt, now at siding between Cobalt and Gillies.

Write to

KNIGHT BROS. & McKINNON, LIMITED
Box 569 COBALT, ONT.

"For Immediate Shipment"

LUMBER

Lath - Shingles

Spruce and Red Pine Piling a Specialty

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, Ont.

Keewatin Lumber Co.

Limited

MANUFACTURERS OF

Lumber	Boxes
Lath	Shooks

We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

Your enquiries are solicited

General Sales Office, Mills and Factories: KEEWATIN, ONT.

We Specialize in

Transit Dressing

We have the best of facilities for handling milling in transit from the Georgian Bay and north. We also do moulding, trimming, planing, sticking, matching, etc.

Our prices will prove interesting on your requirements.
Write for quotations.

Canada Builders, Limited

1004 Excelsior Life Bldg., TORONTO
Mill at Orillia, Ont.

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.								
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com.	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft
No. 2 Com.		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
CYPRESS.								
1st and 2nds		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft
No. 1 Shop		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
HARD MAPLE.								
1st and 2nds	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com.	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com.		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
SOFT MAPLE.								
1st and 2nds	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com.	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com.		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft	
PLAIN RED OAK.								
1st and 2nds	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com.	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com.		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
PLAIN WHITE OAK.								
1st and 2nds	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com.	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com.		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
IMPLEMENT GRADE WHITE OAK (free of heart)								
50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.				
SOUND SQUARE EDGED WHITE OAK								
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.								
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.								

A Few Miscellaneous Cars We Wish to Move

1 car 1 in.	1 and 2 White Ash.
1 car 1 1/2 in.	1 and 2, White Ash.
1 car 2 1/2 in.	1 and 2 White Ash.
1 car 1 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 3 in.	No. 2 Com. Wh. Ash.
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8 cars 2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
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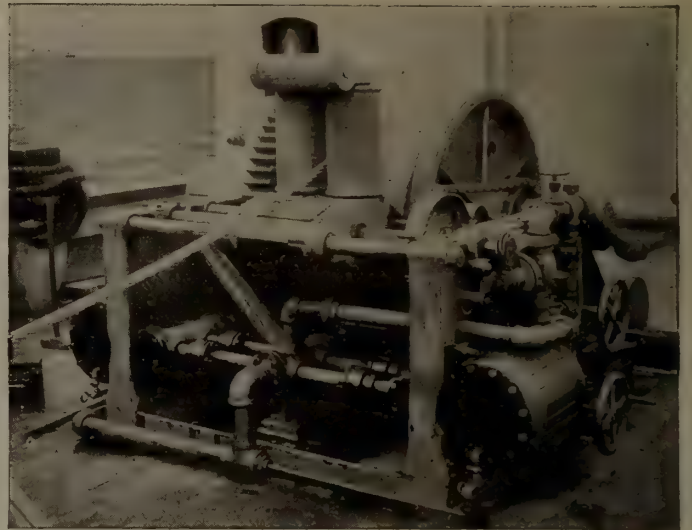
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BECAUSE they are——

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INSPECTED FOR GRAIN
INSPECTED FOR THICKNESS
INSPECTED FOR PROPER PACKING
INSPECTED FOR MANUFACTURE
INSPECTED FOR SEASONING

BECAUSE——

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PROPERLY MERCHANDISED
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EASIEST TO SELL
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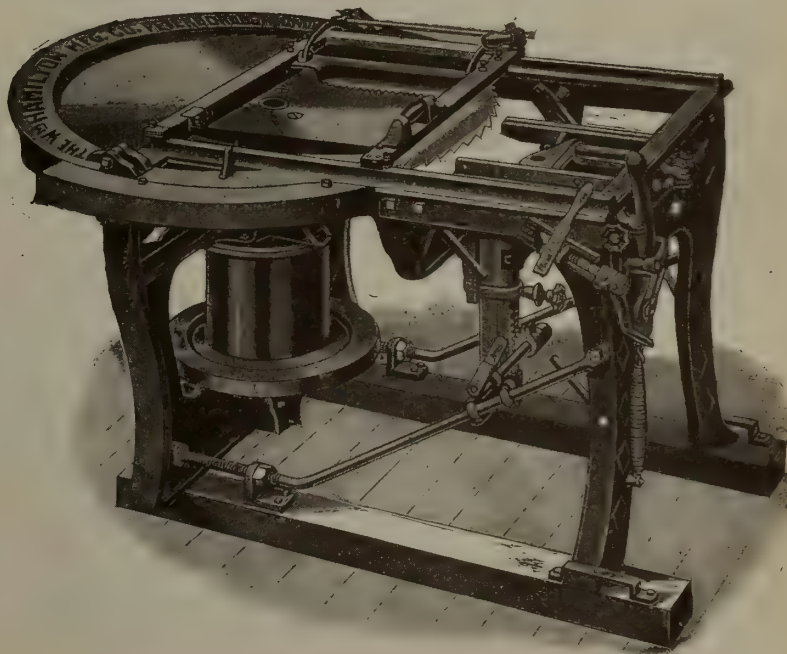
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BARRELED PORK
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MINCEMEAT, ETC.**

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TORONTO

WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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More Information Desired on Shipping Facilities

In all shipments it is important that cargoes reach their destination as speedily as possible. It has been said that every undertaking costs more in these days than anticipated, and no delivery of goods, whether by freight or express, gets to the consignee on the date expected. There are, of course, many reasons for this, such as the scarcity of labor, shortage of cars, embargoes, permits, licenses, accidents, strikes, and various other things unforeseen. Last winter the railway companies had many perplexities to contend with, and not the least of these were storms of an unusually severe character. Other regulations, such as permits, licenses, embargoes, etc., cropped up generally. Now the way has cleared and stocks are moving with greater facility, while less obstructions of one kind and another exist.

There is a disposition on the part of the traffic managers of the various roads and the lumber interests, to come together, and by conference and discussion clear away seemingly insurmountable barriers. No longer is there any marked shortage of cars, and the thousands of Canadian cars which had been taken over the border have been returned from United States points, so that shipments can be made to American points in U. S. cars, as provided by the regulations. Border points have been cleared, but embargoes still exist at many centres and on numerous lines. By a recent order of the powers at Washington all freight and ticket offices of American lines in Canada have been closed and there are no longer local facilities for ascertaining at what points embargoes exist. Canadian firms do a large business with American customers, and were formerly afforded a mass of valuable information on all shipping points and regulations and in the matter of routing, embargoes, rates, etc. Now they have to scurry around and get this data as best they can. Canadian traffic managers are not aware of all the details, and embargoes are placed on certain lines and at certain points without the knowledge of Canadian shippers. The

result is that many cars are held up for days, and even weeks, at border points, whereas shipments would not have been made if there had been any adequate means of learning beforehand where detention was liable.

It is stated that, like Finnigan's report of a famous accident, these embargoes are "off again, on again, and gone again" before lumbermen in the Dominion doing an export business are made aware of the fact. An embargo may exist on a certain line for a few days then be removed and before the information reaches the local freight administrators it is on again. In the meantime shipments have been made only to be detained in transit. This is annoying all around and results in needless delay. If such intelligence could be furnished promptly, there would be better transportation arrangements, particularly in the East. The Wholesale Lumber Dealers' Association are endeavoring to have the Department of Trade and Commerce at Ottawa use its influence to have a representative of the American roads appointed at Toronto to furnish information about embargoes, etc.

In these days shipments are slow enough under any circumstances, even when all known regulations are complied with, but to send several cars on their destination, where it is expected they will arrive in five or six days, and then to learn that they have not got beyond a certain point, due to embargoes, is, to say the least, exasperating. Some steps should be taken by the United States authorities to provide information of the character already outlined, facilitate distribution and avoid unnecessary delays.

Where Will the Labor Come from for Camps this Fall?

It is a pertinent question just now with woods operators, where are they going to secure men for the camps during the coming season? Time is passing rapidly, and August is drawing very near, when the first contingents will be leaving for the bush. It is all right to adopt a trust-to-luck policy in some things, and to take no thought of the morrow in others, but when the present labor situation is reviewed, a very different attitude may have to be adopted.

The output of timber last season fell off twenty-five to forty per cent. of what was taken out the winter before, and every year since the outbreak of the war there has been a decrease in the quantities of logs reaching the different mills. The help problem was perplexing enough last season, but it will be worse this year, owing to the rigid provisions of the M. S. A., and the thorough combing the country has received for all eligibles for overseas service. The one compensating advantage is that under the new anti-loafing law, every man, no matter what his nationality, must work. This has helped out in some mills, and in one northern centre it is reported that about five hundred rich Austrians and others who had been making good money and carrying it around on their persons were forced to find employment.

In the engagement of help, employment bureaus have always played a most important part. These agencies have been denounced by some companies as unreliable, extortionate, and dishonest. While many firms have employment managers of their own, they have found it necessary, particularly of late years, to use the employment bureaus in order to get sufficient men for the camps. With the employers it has been any port in a storm. The agencies are far from perfect; they will not always stand the test of inspection as to their systems and business methods, and too often they have mere money-making as their end. But until some better plan is devised it looks as if the employment bureau will have to be resorted to by logging concerns.

It has been stated that the Ontario Government intends taking over all the employment business, now that registration has been enforced, and distribute the labor as needed. The provincial authorities have certainly done remarkably fine work in connection with the Organization of Resources Committee and scores of persons, young and old, have been sent to the farms. Whether in a more extended sphere, matters would move as freely and satisfactorily is an item of conjecture. Supposing several companies applied to a government bureau at the same time for an equal number of hands, how would the limited available supply be divided up, or would the companies that came

first be served first and no men be left for the others? One can foresee that all sorts of confusion and misunderstanding might arise were the provincial body to undertake exclusively what is now being done by private enterprises.

There can be no forced regulation of wages the same as there is of food, but there might be some move adopted to prevent certain practices which employment agencies have tried to use in the past. by intimating to a gang when sending them to camp, "well boys, if you do not like it up there why you need not stay. Just come back and we will see what we can do for you somewhere else." Labor of the kind that works in the woods is restless enough without being encouraged and abetted in its uneasy attitude by scheming employment agencies. On the other hand, there seems no quick and available way of getting rough labor except through these mediums. One northern firm, who wanted a few men the other day to peel hemlock bark, sent its man to every town and city in the neighborhood offering the highest wages, and not half a dozen hands were secured. The representative then came to Toronto and made his wants known, and the wages that would be paid. There was not much difficulty in getting all the help that was required.

Another difficulty in the way of abolishing the employment bureau is that the foreigner knows nothing of any other system, and when he strikes a large centre the bureaus are the first places he visits. Time has established this custom and it will take time to eradicate it. The foreigner is always suspicious of the government, after painful experiences in Europe, and naturally thinks that all powers which prevail are alike. Thus he might fight shy of government operated bureaus. There are many sides of the question to be considered, and it is hoped that the best means available will be provided for the good and welfare of the lumber industry as a whole.

Increasing Usefulness of Association to its Members

The measure of worth of any association lies in its usefulness and benefit to the members, both collectively and individually. The activities and the work which it undertakes and successfully carries out are evidences of its stability and alertness. Through the Bureau of Information, which has been established, the Wholesale Lumber Dealers' Association, Incorporated, has done and is doing a splendid work, which is recognized on all sides. It has developed confidence and mutual helpfulness in its varied and systematic methods. There are other branches which are demonstrating the good that can be brought about by unity of interest and co-operation of endeavor.

The latest move on the part of the association in favor of listing of stocks is a distinct advance and can not but help in bettering conditions all around. There are so many kinds of stocks handled by wholesalers, of so many sizes and sorts, and marketing conditions are so diverse, that the Association will be able to prove an outlet. Each man in the lumber business generally develops a specialty along certain lines; he knows the peculiar wants of certain customers, but, like the average merchant handling any class of goods, is prone to get overloaded on some ranges and find himself short on others. Every end of a business must be watched in these days as it costs a great deal to carry certain surplus stocks at the prevailing high rate of interest and insurance. An interchange, on which some members may be long and others short will establish a constant movement, and, to a certain extent, establish market values, or, at least, tend to standardize them.

It is understood that the weekly listing of these stocks will set forth full particulars of what each member of the association has to offer in the way of quantity, grade, point of shipment, price, etc.; what he is in the market for or what he can give in exchange. The way will thus be opened up for a clearing of certain lines. Conditions will be rendered more active and the sundry requirements of customers more promptly and efficiently met. Inquiries are constantly coming into wholesale firms for this and that need and frequently these reach those who have not the stock on hand. Through the medium of the exchange a member will be able to list his wants. It may be that he is loaded up with 1 x 4 good strips of white pine, 1 inch

clear and clear face of red pine, mill culls of spruce, 4/4 birch or 8/4 ash, etc. He has sought to find a market for some of these lines, but in vain, and will, through the new service medium, intimate that he will exchange this material for 2 x 8 good sides of white pine, 2 x 8 mill run red pine, 1 inch log run hemlock 6/4 white oak, log run basswood, mill culls out, etc. In each instance the number of feet, the grade and shipping point will be furnished in the proposed weekly budget of offerings which will be distributed to the members. On receiving the list the probable purchaser or any member desiring to make an exchange will get immediately in touch with the secretary of the association, through whom all negotiations, whether in the way of buying, selling or exchange, will be conducted. No names of firms will be printed on the stock sheets.

By this method stocks will be equalized, distribution widened and diverse needs met. The privilege is one which, when its advantages and possibilities are fully understood, will be appreciated and the service be of direct advantage in many ways. Markets will be found for assorted stocks through the intimate touch and acquaintance which wholesalers have with consumers; retailing and manufacturing outlets provided for material which might otherwise be locked up or held many months before finding a purchaser. The interest in the association will be personally increased and stock lists will afford an index of what surplus exists and in what lines there is a shortage.

Like all other businesses, the lumbering line requires minute attention and careful supervision in order to protect its interests and keep things on the move. There is a customer for practically every kind of lumber if buyer and seller can be brought more closely in touch. Like the articles for sale and articles wanted, which figure in the small ad. columns of the daily press, and bring persons together, so the listing of surplus lumber stocks, either for sale or exchange, through the new trading service provided should pave the way for keeping stagnant lines on the move and equalizing production and distribution.

Augmented Ground Rent of License Holders in Quebec

The Minister of Lands and Forests of the Province of Quebec in a memorandum dated June 12th, recommends the following modification of the Order-in-Council, April 26th, 1910:—1. That the annual ground rent per square mile or fraction of a square mile payable on the issue of licenses to cut timber be of six dollars and fifty cents for the years 1919-20 to 1923-24, both inclusive, and of eight dollars for the years 1924-25 to 1928-29, both inclusive; nevertheless, the rent of ground rent may, at any time, be increased for license-holders who do not operate on their limits, the Crown reserving the right to fix the quantity of timber to be cut to constitute sufficient lumbering operations; 2. That all wood cut in virtue of a license during the lumbering seasons 1918-19 to 1922-23, both inclusive, and 1923-24 to 1927-28, both inclusive, be subject to the following charge:

I.—Square, waney or flat timber, per cubic foot:		
(a) White pine, oak, hickory and walnut	0.08	0.10
(b) Red pine, elm, ash, cedar, basswood, birch, maple, tamarac	0.06	0.08
(c) Spruce, balsam, grey pine or banksian pine, hemlock, white birch, aspen, poplar	0.04	0.06
II.—Saw logs and boom and timber dimension in the raw state, per thousand feet, board measure:		
(a) White pine, oak, hickory, walnut	2.60	3.00
(b) Red pine, elm, ash, basswood, birch, maple, tamarac	2.00	2.00
(c) Spruce, balsam, grey pine or banksian pine, hemlock, white birch, aspen, poplar	1.60	1.80
(d) Cedar	1.40	1.40
III.—Poles more than 18 feet in length, not exceeding 10 inches in diameter at the small end, each:		
(a) 30 feet and less in length	0.25	0.40
(b) 30 feet and less in length	0.50	0.75
(c) 41 to 50 feet in length	1.00	1.50
(d) 51 feet and over in length	2.00	3.00
IV.—Railway ties or sleepers not exceeding 9 feet in length, each		
	0.10	0.10
V.—All other wood goods, ad valorem		
	15%	15%

Wholesale Lumbermen will Open Trading List

The Idea Has Been Successfully Adopted Elsewhere—Members Believe it is Step in Right Direction and Will Prove of Much Benefit

The June meeting of the Wholesale Lumber Dealers' Association, Inc., which was held in the Queen's Hotel, Toronto, on June 14th, was well attended. The chairman, Mr. A. E. Clark, presided.

The most important matter dealt with was a proposal made by Mr. C. W. Wilkinson, of the Union Lumber Company, that, at the conclusion of each of the monthly meetings, the members should have a session of open trading. In making this suggestion Mr. Wilkinson said that it frequently happened that a firm would have stock on hand which it had grown tired of looking at, while at the same time some other firm might know where it could sell this stock, if it could only get hold of it. If the members of the association would arrange for open trading at their meetings, or would devise a plan for listing such stock with the secretary, much of it could be moved.

Plan of Listing Stocks Proposed.

The suggestion met with a sympathetic reception from every member present and led to a spirited discussion which resulted in the passing of a resolution to try the plan of listing stocks with the secretary. The proposal, as outlined in the motion, is that members are to be invited to send to the secretary each week a list of such stocks as they desire to offer through the association, together with the prices they want and information as to the location of the stock. Members are also to be invited to submit lists of stocks which they may wish to purchase through the association. These lists are to be sent in to the secretary as near as possible to the first of the week, so that they may be prepared and sent out to all members of the association by Wednesday of each week.

The idea of association trading is one which has been adopted in a number of cases elsewhere, and has proved successful. Members of the Wholesale Lumber Dealers' Association, discussing the plan after the meeting, were unanimously of the opinion that it was a step in the right direction, and would greatly increase the usefulness of the association to its members.

The membership committee of the association reported that two new members had joined since the last meeting, namely, The Oliver Lumber Company, Toronto, and John H. Eyer, Toronto. Since the meeting another firm, The Canadian Western Lumber Company of Fraser Mills, B.C., who maintain a selling office at Toronto, have also joined, which brings the membership list up to thirty.

Recent Conferences with Railways.

Mr. A. C. Manbert, chairman of the Transportation Committee, reported upon the conferences which had been held with the representatives of the railroad companies and with the Chairman of the Board of Railway Commissioners for Canada, in connection with increased freight rates.

Mr. A. E. Clark, at Mr. Manbert's request, went more fully into this subject. Much of the information in this connection has already appeared in the "Canada Lumberman." The most important feature of Mr. Clark's report was an outline of a conference which he had had with Sir Henry Drayton. Mr. Clark had pointed out to him that the lumber shippers were working under a serious handicap in not having any means of securing information about tariffs filed with the Board other than by searching the files of the Board from time to time. He had urged upon Sir Henry Drayton that the shippers should be advised of tariffs filed, so that they would be able to protest against them, if necessary, before they became effective. Sir Henry Drayton had intimated to him that he would look into this matter, and Mr. Clark had come away with the belief that they could expect the Board to deal with this matter in the near future.

Mr. Clark, and other lumbermen who had had an interview with Sir Henry Drayton, had also discussed thoroughly with him, and subsequently with representatives of the railroad companies at Montreal the application of the increased freight rates recently granted to the United States and the Canadian railroads. As a result of the decision of the United States government to permit an increase of 25 per cent. in freight rates, the situation in connection with the Canadian shippers on an equitable basis with the United States ship by the Association against the Canadian charge of the fifteen per cent. advance on the United States end of a through haul from a Canadian point. The Board of Railway Commissioners had looked with favor upon this protest, but the new 25 per cent. increase in the United States had changed the situation. It was now understood that, as a result to a great extent of the protests made by the Asso-

ciation, Sir Henry Drayton had stated that he intended to place the Canadian shippers on an equitable basis with the United States shippers. This means that from June 25th, when the 25 per cent. increase came into effect in the United States, rates from Canadian points to United States points were placed on the same basis as those between United States points. The increase of the old rates by the Canadian roads, to the extent of fifteen per cent. without any maximum automatically became extinct on June 25th.

How Complicated Tariff Works Out.

Shipments of lumber to the United States from Canadian points, therefore, are now subject to a rather complicated tariff, which is worked out as follows: Take the old rate and increase it by 15 per cent. with a maximum increase of 1 cent per hundred pounds, and add to the result 25 per cent. with a maximum of 5 cents per hundred pounds.

Mr. Clark, in reporting the situation to the meeting, expressed the firm belief that if the association had not protested they would have now had to pay the old rate plus fifteen per cent. without any maximum plus twenty-five per cent.

During the discussion which followed Mr. Clark's report several members stated that they had information that the Canadian railroads intended to make application to the Board for an increase of twenty-five per cent. on Canadian freight rates, to correspond with the increase in the United States.

A discussion then took place on the subject of trade acceptances and on terms of sale, the whole matter being referred to the Committee on terms of sale.

Mr. A. E. Eckardt reported that the Board of Railway Commissioners had issued an order making it compulsory upon the Canadian Railroads to interswitch cars between their lines, the charge not to exceed \$3 per car for distances within and including three miles, and \$3.50 per car for distances over three miles and up to four miles; the order to become effective on July 1st. A protest against this order has been made, however, by the Canadian Manufacturers' Association on the ground that it is so drawn up as to deprive the shipper of the right of routing his cars.

Information Relating to Embargoes.

Mr. D. C. Johnston drew attention to the trouble arising out of the withdrawal of representatives of the United States roads from Canada. When embargoes were placed on United States roads the first they heard about them now was when their cars were held up at the border. If a single representative of all United States roads could be appointed at Toronto to furnish information about embargoes, it would be possible, in many cases, to hold their lumber at the shipping point and avoid detention at the border. A motion was carried that the Transportation Committee should take this matter up and write to the Department of Trade and Commerce at Ottawa, asking them to use their influence to have a man appointed for this purpose.

Mr. E. D. Hardy, manager of the Canadian Lumbermen's Insurance Exchange, Ottawa, who was a guest at the meeting, delivered an interesting address upon the importance to the wholesaler of having the retailers carry sufficient insurance on his stocks.

Short addresses were also delivered by Mr. G. B. VanBlaricom, Editor of "Canada Lumberman," Mr. J. O. Oliver, and Mr. Alex. Gordon, the latter two representing firms which had recently joined the association.

At a meeting of the Directors of the Association which was held in the afternoon, it was decided that there should be no regular monthly meetings during July and August.

N. B. Lumbermen Have Worthy Objects

Writing to the Canada Lumberman, a leading operator in New Brunswick, says: "Our N. B. Lumbermen's Association is not yet completed in its organization. We have had several meetings but as these were at a very busy time, it was difficult to get all those present that we would like and an adjournment was made until August 1.

"The objects outlined are to form an efficiency system of fire protection and to co-operate, fight and extinguish fires on the lands of the members of the association, and to co-operate with the Provincial government in the protection and conservation of Forests, and to make a study of lumber problems and markets."

Mutual Trade Dependency Needed

President of Canadian Lumbermen's Association Speaks on Future Relations of Canada and United States

Closer relationship with our neighbor to the North, which was the subject of an editorial recently printed in these columns, has brought forth some highly interesting letters from among the lumbermen of Canada, says the "New York Lumber Trade Journal," which publishes the following letter from W. Gerard Power, president of the Canadian Lumbermen's Association.

I notice in a recent issue of the New York Lumber Trade Journal extracts from a speech delivered by Mr. Maurice E. Preisch, of North Tonawanda, N.Y.

Whilst it is extremely difficult for me to give any expression of opinion with regard to the sentiment expressed by Mr. Preisch owing to the present greatly disturbed state of the world's affairs, and to the fact that at this time in Canada, the whole energies of the nation being bent on the prosecution of the war, little time has been given to speculation as to what our political future will be. I may say, however, it appears to a great many of us that circumstances will be such that what now may appear to be a dream can very easily become a reality.

As Mr. Preisch stated we are a kindred people, speaking the same language, having the same ideals and aspirations, and the fact that we are now fighting for a common cause, and fighting probably more through motives of pure idealism and a desire to foster the best principles of humanity than any other of the nations who are taking part in the conflict should undoubtedly tend to bring us together more closely.

There is no great annexation sentiment in Canada at the present time, but there is a feeling that never again will our relations be disturbed by such a campaign slogan, "No truck or trade with the Yankees." We need the American business, and you need our great undeveloped resources and raw material, and when the war is over this mutual trade dependency will be felt more and more. Whether it will become more than that it is impossible under the present circumstances to say.

Yours very sincerely,

W. GERARD POWER.

Another Canadian lumberman of international fame whose name is withheld from publication, writing on the subject to the same paper, says:

I was present at the New York dinner, and heard our good friend, Mr. Preisch, introducing Dr. C. W. Colby, and I will say that he did it admirably well. Referring to the sentiment so very nicely expressed by Mr. Preisch as to the future of the United States and Canada, I may say that my life-long view has been that absolute freedom of trade should exist between the two countries. I am aware that at the present time there is a great deal of expression of opinion that even we should go beyond this, and that the two countries should merge into one; on the other hand, there is a feeling on the part of many of preference for our more democratic system of Government, for, while yours is a republic and ours is that of a limited monarchy, strangely enough democracy prevails to a far greater extent in Canada than it does in the United States.

As to the commercial benefit which would accrue to both countries by closer union there is, in my opinion, no question of doubt.

What the outcome will be after this terrible war is over none of us with any degree of certainty can forecast, but there may be changes which are not now seriously thought of, and if this is one of them there will, as I have said, be no doubt as to the commercial benefit, but it will be at the expense of changing our freer institutions for your system, which up to date is not anywhere nearly so advanced in popular government as ours.

Forest Advisory Board Organized

The new Advisory Board, constituted for the purpose of carrying out the Forestry Act in New Brunswick, met recently for organization. This Board will not have anything to do with the administration of the Lands and Mines Department. It is merely an advisory board to deal with forestry branch matters, and to consider what was best to be done with that branch of the service, said Dr. Smith.

While Hon. Dr. Smith, Minister of Lands and Mines, will receive advice from the Board, he will be responsible for carrying out the Act, and will follow his own judgment in carrying out the advice given

him. The Advisory Board is composed of practical men, whose advice should be valuable, said the Minister.

Speaking of game protection, Dr. Smith said that it had been brought to the attention of the Department that moose had been unduly slaughtered in many of the lumber camps throughout the province. It was his intention to have officials appointed as government scalers and game wardens who would remain in some of the larger lumber camps and see that the Game Act as well as the proper lumber conservation regulations were observed at the camps. Two permits were allowed to each camp during the winter season.

Many Tenders to Cut B. C. Fir

Sealed tenders are being received by the Minister of Lands for B. C., until the 11th day of July, 1918, for the purchase of License X1331, to cut 1,164,000 feet of fir and cedar on an area adjoining L. 4435, Sechelt Inlet, New Westminster District. Two years will be allowed for the removal of the timber.

Other sealed tenders under way are—Until the 11th day of July, 1918, for the purchase of License X1331, to cut 1,164,000 feet of fir and cedar on an area adjoining L. 4435, Sechelt Inlet, New Westminster District. Two years will be allowed for the removal of the timber.

Until the 15th day of July, 1918, for the purchase of License X727, to cut 7,048,000 feet of fir, cedar, hemlock and pine on an area situated on Main Lake, Quadra Island, Sayward District. Three years will be allowed for the removal of the timber.

Until the 24th day of August, 1918, for the purchase of License X1369 to cut 5,660,000 feet of fir, cedar, hemlock and spruce on an area situated on Lot 29, Beaver Creek, Loughborough Inlet, Range 1, Coast District. Three years will be allowed for the removal of the timber.

Until the 20th day of July, 1918, for the purchase of License X1363, to cut 2,160,000 feet of fir, cedar and hemlock on an area adjoining L. 448; T. L. 1284P, Valdes Island. Two years will be allowed for the removal of the timber. Further particulars in regard to any of the foregoing may be obtained from the Chief Forester, Victoria, B.C.

Making Newsprint Paper from Sawdust

A portion of the edition of The London (Eng.) Times was printed on paper whereof sawdust is the principal constituent. The Times says: "Sawdust is a by-product produced in Britain. It takes the place of wood pulp, the importation of which is now greatly reduced owing to Government restriction. This paper is manufactured by the Donside Paper Mills, Aberdeen, where experiments have been in progress for a considerable time and are still being carried on in the hope of effecting further improvements."

The annual report of the New South Wales Forestry Commission for the last year refers to the satisfactory inauguration of the scheme for replanting trees in the denuded portions of the State's hardwood forests and the proper protection of timber-producing areas. The estimated area of Crown and private lands in the State containing timber supplies of commercial value is approximately 15,000,000 acres. The total revenue collected during the year amounted to £67,000, a decrease of £838 on the preceding year. This was anticipated owing to the dislocation of the industry due to war conditions. Large quantities of heavy hardwoods, especially suitable for shipbuilding purposes, were shipped to the Pacific coast ports of North America.

Miss Alice Henderson of Gardiner begins her duties this month as fire watcher for the Federal station at Mount Kinoe, Maine. Miss Henderson is the first woman fire watcher appointed in New England, although there are several women watchers in Western preserves. Miss Henderson will live alone in the station, which is two and a half miles from the Mount Kinoe House. If the weather should be particularly dry doubtless another woman watcher will have two and a half miles of telephone wire to look after. In her leisure time the fire watcher expects to knit for the Red Cross.

Even the Oak Must Fall in Time

A correspondent of London, Eng., says Canadian Foresters have felled the famous tree which stood in front of Windsor Castle, known as William the Conqueror's oak. The tree was reputed to be a favorite of the Norman Duke, who protected it from deer. Old manuscripts show the oak tree existed in the year 900. Latterly the tree became unsightly and was very rotten. After ineffectual attempts to have it reinforced with cement, the King ordered its removal.

The timber is very fine grain and color. One slab is used for a mantelpiece in the small replica of a Canadian log cabin built by the Canadians in Windsor Park as a tearoom for the King. A number of souvenirs have been made of the wood. One is a carved plaque of Windsor Castle background and Indian's head.

Active Co-operation with Retailers and Why?

Competition To-day is Between the Service and Ideas of the Dealers and Not on the Lumber that They Carry in Stock—The Things that Are Sold

By H. R. Isherwood, Chicago*

The suggestions which I offer are based upon information and data gathered among retailers and distributors of our product during the past twelve months, during which time I have interviewed and addressed yard operators, manufacturers and wholesalers in many states.

My object was to inform the dealers of the service available to them and at the same time to discuss and offer suggestions in all phases of their business, such as more and better advertising; the use of sales help and arguments in furthering the sale of lumber and the advantages of having more modern offices and equipment.

We have interested many retailers in mill construction and the possibilities of developing the sale of wood for trusses; the importance of their co-operation in building code work and the business of defending the wood shingle as well as giving suggestions for selling in competition with other competitive roof coverings and also the importance to producers as well as distributors that wood preservatives be given more consideration to preserve and insure permanency and protect all concerned.

It is plainly evident that the retailers know very little of this Association, the majority not having the slightest conception of the service available to them through the National and regional associations, and when advised of our service and helps, they are eager for them.

The Idea of Greater Service

It has not been our policy to call upon the retailers with the idea of telling them how to conduct their business, but we have endeavored to make it very plain that my mission, as a representative of our Association, is to convey and outline the service and information available to them, and our desire to obtain from them suggestions and ideas as well as criticisms of how our Association and manufacturers can be of greater service and what helps would be most acceptable.

The publications of the National are highly prized by the retailers, owing to the fact that they permit them to make the recommendations as to the kinds of wood to be used. The value placed upon our publications is clearly indicated by the orders we have received from retailers who are willing to pay stipulated prices. The retailer feels that the general information embodied in our literature, making no reference to species, gives them much more prestige with their customers.

The retailers appreciate the information furnished them by the manufacturer of different species, but do not look with favor upon the manufacturers' efforts to educate the consuming public as to the merits of their woods in advance of the man who distributes the product.

The product that you manufacture in reality is not sold; it is bought by the retailer. You, as manufacturers, are in the same position as the retailer of the past. The stock of lumber carried by the retailer has been bought by the public—not sold by the retailer. Now what the retail lumberman is in need of is educational helps as to the uses of the different woods for purposes for which they are best adapted. Not only should the species be given consideration, but information as to sizes, patterns and grades that are most practical.

You are manufacturing today a large number of different patterns of drop siding, but in no instance have I been able to learn from manufacturers or from their salesmen, why any one particular pattern of drop siding is better for a certain specified purpose, than other patterns. The patterns should be illustrated and their advantages and disadvantages clearly pointed out. These arguments apply not only to drop sidings, but to many other patterns of wood products.

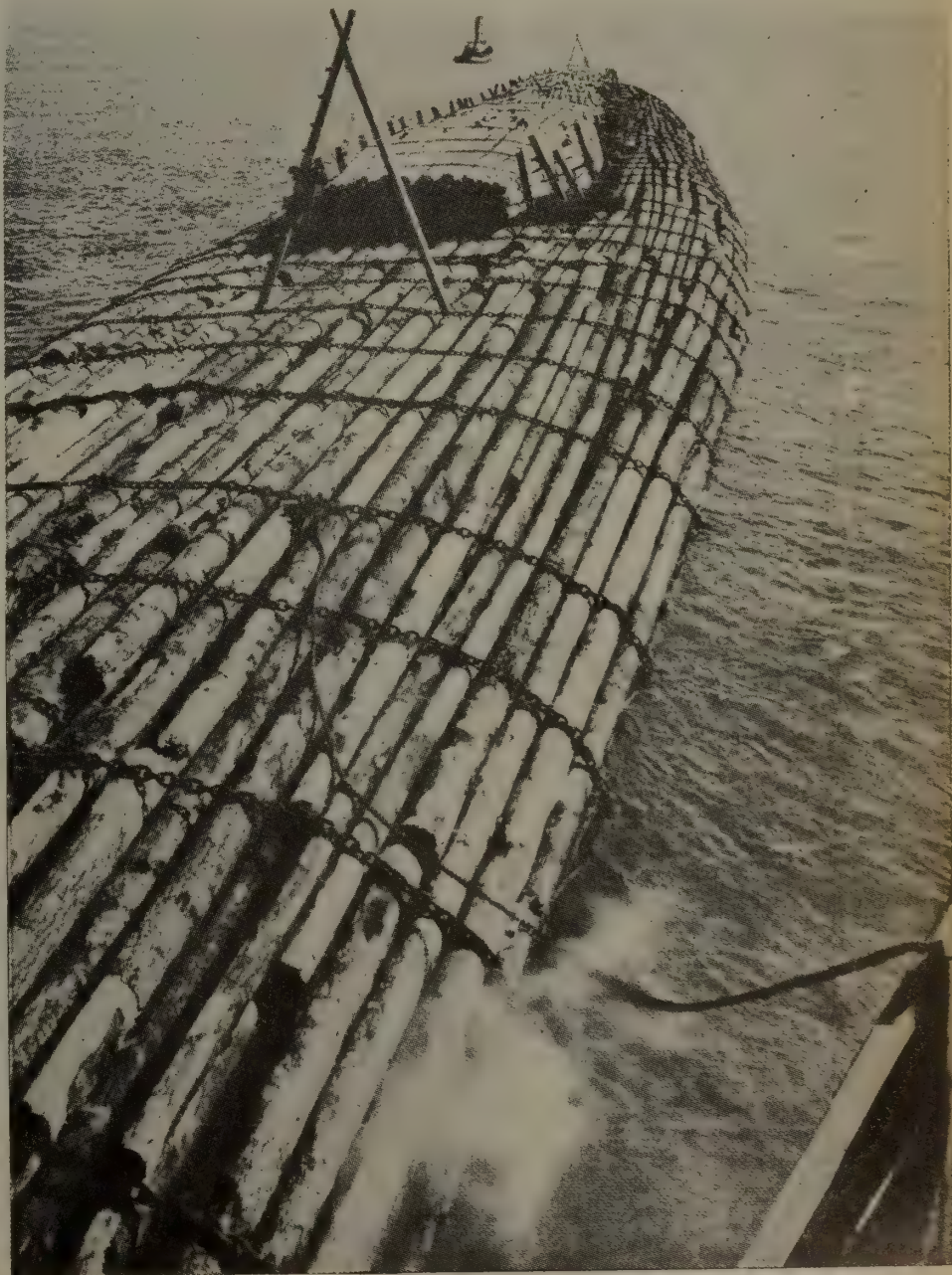
How to Move the Lower Grades

Millions of feet of lumber are being used today for certain purposes of a specified grade where one or two grades lower would insure the same results. The higher grades are being used because of the lack of information on the part of the distributor. If the proper information is conveyed to the retailer through the salesman and circulars, much of the lower grades that accumulate would be in demand today.

The retailers are rapidly developing a progressive spirit of active selling policy by the adoption of service departments

through which they are solving the building problems. This is not only educational on the part of the retailer, but is proving practicable and is of vital importance to us as manufacturers, owing to the fact that the retailer who adopts service ideas becomes the authority upon building information for his community. Specifications as made by him are usually accepted by the builder. This also means that the retailer specifies the materials that will best serve the purpose at the lowest possible cost to the builder, furnishing blue prints and details for the proper construction, which means much in eliminating the fire hazards through improper construction.

The proper construction of homes and other buildings in the larger cities is of vital importance to the manufacturer as well as the retailer. More consideration should be given to interest the retailers in the larger cities to the advantage of furnishing architectural service which will insure satisfactory materials and proper construction. Movements of this kind to encourage the retailers in rendering this kind of service would be of great help to the architectural profession. This help should be furnished by the retailer but should only be to serve that class of people of ordinary means who would not use blue



A log raft of Oregon pine containing 50,000,000 feet on its way from Oregon to Chile. Chilean merchants are making inquiries in regard to British Columbia forest products.

* Paper read before National Lumber Manufacturers' Association, Chicago.

prints, if they were obliged to purchase them outright.

The lumber merchants of Columbus, Ohio, are the first dealers to put in a co-operative Service Department to bring them in closer contact with the owner or the man who pays the bills which will enable them to promote the use of lumber in the construction of homes and other buildings.

What Co-operation Service Does

This permits them to specify kinds of materials that will best serve the purpose and are available from their stock;

Insuring better arranged and designed homes and buildings;

Insuring better construction and reducing fire hazards;

Eliminating contractors' crude pencil drawings;

Eliminating contractors who dictate kinds of material and prices;

Eliminating contractors who insist upon building homes on the retailers' capital;

Eliminating the contractor with bad credit rating;

Assisting the contractor who is doing a legitimate business by eliminating those who are dead beats;

Assisting the local architect by encouraging the use of plans and specifications.

The laboring class of people, or people of ordinary means who are building or purchasing homes on the installment plan are making their purchases largely through contractors and home building organizations, paying too large a profit—getting homes constructed of poor materials and of poor construction which is not only unsatisfactory to them but also to the retailers and the manufacturers, because this cheap construction increases the hazards and is very difficult to overcome.

In many cities I have visited, I found building operations being carried on by contractors and home builders who are selling to this class of people. I have learned of many cases where contractors are building these homes, having started their operations without any capital whatsoever, being financed by the retail lumberman, and today, through the profits they have made upon these transactions, have accumulated funds greater than that of the retail lumberman.

Competition today is between the service and ideas of the retailers and not on the lumber they carry in stock. Modern lumber merchants do not sell lumber, but homes, barns, garages, etc.

Should be Building Material Man

The average lumber merchant not only stocks lumber, but cement, brick, tile, wall board and many other items which enter into the construction of buildings, and, in reality, is a building material merchant.

The independent dealer may have no incentive to push the sale of wood if he can make equal or larger profits on the sale of other building materials. In the nature of things, it rests upon the manufacturer to supply this incentive—by forceful participation in merchandising. This does not necessarily require the ownership of retail establishments, but may be accomplished by co-operation with independent distributing agencies through furnishing expert salesmen, demonstrations of lumber uses, advertising and the manufacture of special products adapted to the requirements of particular sections.

In the past, and in some instances today, much is said in advertising and other ways concerning substitutes. Let it be remembered we cannot hope to create a demand for wood by knocking the so-called substitute, for the latter is principally marketed through the same channels in most cases as our lumber. Let wood be sold on its merits, and, remember, wood has no substitute.

Will Make Forest Yield More Revenue

In these times when governments as well as individuals have to cope with the higher cost of living the province of New Brunswick is looking towards the chief natural resource within its boundaries with the expectation that the forests on the Crown lands of the province will help to swell the revenue. Owing to the lack of vessels to carry the lumber, the timber cut has been smaller in New Brunswick, but the higher rate of stumpage introduced this year has resulted in a substantial increase in the returns to the provincial treasury, and it is now estimated that, with a cut only seventy per cent. of that of last year, the revenue will be \$50,000 greater.

In order to remove the Crown lands from the realm of politics, legislation was adopted at the last session of the Legislature vesting their control in an advisory commission, which would dictate the policy, while leaving the final control to the Minister of Lands and Mines. The commission has been constituted, and held its first session this week. The members are Hon. E. A. Smith, Minister of Lands and Mines; Col. T. G. Loggie, Deputy Minister; C. H. Prince, chief forester; D. J. Buckley, representing the lessees of Crown lands, and Archibald Fraser, representing the owners of granted lands.

The first duty of the new commission is the making of provision for civil service regulations for the employees of the department, whose number will be increased to carry on the more extensive works planned. A committee has been appointed to deal with the matter.

The commission has decided to proceed immediately with the erection of watch towers for the early detection of fires, the cutting of forest trails and the installation of a telephone system. Fire fighting equipment will be purchased and placed at strategic points, and every effort will be made to reduce the waste and loss from fires.

Canadian Veterans Stirring Up Production

In an effort to aid the government to secure the maximum results in timber production and the building of ships, Private Fred W. ("Toby") Boyd and Jack Evans, of the 4th Canadian Mounted Rifles, are now touring the South, says a despatch from Beaumont, Texas, to the "American Lumberman." Private Boyd is travelling for the Southern Pine Association, speaking at the sawmills and logging camps, while Private Evans is addressing the ship yard workers in behalf of the national service section of the United States Shipping Board. With Private Boyd is Claude Simpson Hanby, lyceum lecturer of Rolla, Mo., who also represents the Southern Pine Association.

Both Canadians were members of the same machine gun troop (the suicide squad) of the 4th Mounted Rifles, and both were wounded at Ypres and taken prisoner by the Huns. They described to the ship yard workers and sawmills men here the great hardships they went through and told of their escape from the German lines after five months of hard labor in a German mine with scarcely enough food to keep them alive.

They were two of fifty Canadians who were wounded and taken prisoner at Ypres on June 2, 1916, following a terrible battle in which



The interior of the machine shops of Canadian Forestry Corps at Catford, London.

1,000 of the 1,050 men who comprised the Canadian battalion were killed.

"The lack of ammunition," they declared, "was directly responsible for our defeat," "and this means that you must rush to completion all of the ships you are building in order that ammunition and other supplies may be rushed to the boys 'over there'!"

Private Evans wears a locket ring in which is the miniature photograph of his life-long friend, Billy Flanagan, of Toronto, who was clubbed to death by a German officer for refusing to divulge important information about the allied forces. Both Privates Flanagan and Evans were severely wounded at the time and Private Evans stood helplessly by and witnessed the murder of his friend. He declares he also saw five other wounded Canadians bayoneted to death for refusing to give military secrets to the enemy.

In the opinion of these sturdy young Canadians, Germany can not possibly hold out much longer. They base their opinion on the food situation in Germany.

Brigadier-General McDougall, of Ottawa, director of timber operations, is proceeding to France from London, Eng., in connection with the construction of aeroplanes. The Canadian Forestry Corps has been asked to undertake this work, a considerable amount of which they have already done in England.

A recent despatch from Washington says: Expansion of the wood shipbuilding programme, to include the construction of 200 new vessels of about 4,500 tons displacement each, was announced today by Chairman Hurley, of the Shipping Board. The Board also authorized contracts for 25 large seagoing tugs for use in the coast trade. This will bring the number of tugs now being constructed for the Government up to 100.

Largest Lumber Operation in Nova Scotia

Davison Company Conduct Big Saw Mills, Planing Mill, Box Shook Factory and Sulphite Chipping Mill—Spacious Storage Grounds

Bridgewater is situated eighty miles southwest of Halifax, N.S., and some twelve miles from the mouth of the LaHave River. This town, of some twenty-five hundred inhabitants, is humming with industry. It is on the main line of the Halifax and South Western Railway, and on tidewater for vessels drawing up to twenty feet of water.

Amongst the town's many activities, the largest is the various



The company's double band sawmill at Springfield, N.S.

mills of the Davison Lumber and Manufacturing Company, Limited. The head offices of the company are located here; as is its large water power rotary and gang sawmill, which has a cutting capacity of ninety thousand feet per double shift; its planing mill, box shook factory, and its sulphite chipping mill.

The company owns some two hundred thousand acres of timber lands on which it is conservatively estimated there are about six hundred million feet of the finest Nova Scotia spruce, hemlock, pine and hardwood; and approximately eight hundred thousand cords of pulpwood. In addition to the rotary and gang sawmill mentioned above, the company operates at Springfield, N.S., a double band mill, having a capacity of about one hundred and twenty thousand feet per ten hours. These two mills give the company an annual output of forty million feet per annum of sawn lumber.

At both points, Bridgewater and Springfield, the company has very large storage grounds for the air drying of their lumber; and at all times carries a stock of from fifteen to twenty million feet.

Their specialty is Nova Scotia white spruce, but the quality of all their products is such that amongst the buyers of Nova Scotia woods, in the United States "Davison Quality" has become a standard. The bulk of the production goes to New York and New England markets, but quite large quantities are also exported to Madiera, the West Indies, Cuba and South America.

Until a couple of years ago it was considered an impossibility to ship lumber from Nova Scotia to the United States by rail. In May,



Interior view of the Springfield mill, showing carriage of the single band saw on the left

1916, when the management of the concern underwent a change, Mr. Frank K. Brown, of Clarion, Pa., a lumberman of vast experience, took charge. Up to that time the policy of the company had been to ship all lumber in the rough by vessel. Mr. Brown, however, had different ideas; especially in view of the ever-increasing marine freight rates; and at once installed at Springfield a planing mill with a capacity of about one hundred thousand feet per ten-hour day. This policy proved a huge success as it was bound to do if one will stop to consider the enormous saving in freight effected by the planing and working of the lumber as against marketing it in the rough, apart altogether from the better and easier selling conditions so created. It has been the experience of the company since doing this, that it is more profitable to rail their product than to ship by vessel.

Another point Mr. Brown is bringing home to the industry here is the truth of the old saying: "Take care of the cents; the dollars will take care of themselves." We have too long, far too long, been wasters, and we lumbermen are beginning to learn that some of the "offal" which used to go to the burner is valuable. This is illustrated by the chipping mill which the company have lately erected at Bridgewater, the product of which is most valuable to the paper industry.

Forty Miles of Logging Railway

Another, and most important branch of the industry, is the planing mill and box shook factory at Bridgewater, in connection with which is a large dry kiln. The possession of the planing mill and dry kiln operations places the company in an exceptional position for



Loading a steamer at Bridgewater, N.S., wharf

the cutting, drying and working of special orders. The manufacture of box shook should also prove very successful, as for a goodly portion of their output there is a big demand in the home market. The company is now prepared to beat nature, as they can ship dressed and matched stock, bone dry, within forty-eight hours after the lumber leaves the sawmills.

The firm specialize on kiln dried, end matched and bored hardwood flooring in beech, birch and maple, of A and B grades, that meets any requirements from the finest mansion floor to factory needs.

The logging operations of the company employ some eight to nine hundred men, and to keep their band mill supplied with logs it is necessary to operate a logging railroad about forty miles long, and their four locomotives are kept busy. For the Bridgewater mills the logs are stream driven.

The present active officials of the company are Mr. Frank K. Brown, vice-president and managing director; and Mr. A. F. Pamenter, assistant-secretary and treasurer, who have their offices at Bridgewater, and associated with them are Mr. Robert J. Dodds, president, and Mr. W. H. Seif, secretary and treasurer, with offices at Pittsburg, Pa. The company is represented in the New York market by the Penn Lumber Company, 1736 Grand Central Terminal Building, New York City.

Interswitching on Team Track Work

Railway Commission Sets Forth Order Which Will Facilitate the Handling of Freight

An important order was recently issued by the Board of Railway Commissioners, Ottawa, in regard to the interswitching of freight traffic. The communication was read at the June meeting of the Wholesale Lumber Dealers' Association, Toronto, and owing to its significance to every shipper and receiver of car load freight, it is published in full in the "Canada Lumberman" on the request of the members of the Association.

It appears that the C. P. R. and the G. T. R. have for some years declined to switch cars for the C. N. R. on what is known as team track delivery. This has often resulted in delay and confusion and proved to be a hardship to shippers. Whatever the merits or demerits in regard to the older railway companies refusing to grant interswitching to C. N. R. cars on team track delivery are, it is not necessary to refer to them here. It is the fact the new interswitching order became effective on July 1st that is of importance. It will be observed that the order has been made mandatory in regard to interswitching for team track delivery and that the toll is higher than for delivery on industrial sidings.

Under the authority conferred upon it by the Railway Act, the Board hereby rescinds its Order No. 4988 (General Order No. 11), dated the 8th day of July, 1908, and doth order and declare as follows:—

1. For the interpretation, application and operation of this order—

(a) "Interswitching" means the movement of freight in cars between the unloading or loading tracks of one carrier, hereinafter called the "terminal carrier," and the point of interchange with another carrier, by whom, singly or jointly with a further carrier, the said traffic has been carried from its point of shipment, or is to be carried to its destination, hereinafter called, singly or jointly, the "line carrier," both the terminal carrier and the line carrier which interchanges with the terminal carrier being subject to the jurisdiction of the Board; the said movement being performed with or without the aid of an intermediate carrier, whether subject or not subject to the jurisdiction of the Board, hereinafter called the "intermediary."

(b) The "interchange" means the junction between the terminal carrier and the line carrier, or between the terminal carrier and the intermediary nearest to the point of loading or unloading of the car.

2. This order does not apply—

(a) To tracks used by the terminal carrier for the transfer of freight between cars and its freight warehouse, or for the purpose of trans-shipment from car to car, nor to tracks otherwise set apart for its own working purpose, except team tracks;

(b) To joint movements which both begin and end in the same terminal or group of terminals or adjoining switching districts;

(c) To cars which, having been once properly interswitched for unloading, are reconsigned for unloading elsewhere within the same terminal or group of terminals.

3. Subject to the provisions of section 14, carriers shall at all times, according to their powers, furnish an interswitching service equal to the service accorded their own traffic at all points where interswitching facilities are, or may hereafter be, provided, under the circumstances and at the tolls herein prescribed;

Provided that no terminal carrier or intermediary shall be obliged hereunder to make any movement exceeding the distances herein specified at the tolls herein prescribed, and that the said distances be irrespective of the location of the interchange and of yard limits or boundaries.

4. The toll of an intermediary subject to the jurisdiction of the Board shall not exceed, irrespective of weight, three dollars per car for any distance within and including three miles, or three dollars and fifty cents per car for any distance exceeding three miles to and including four miles.

5. If the traffic is loaded or unloaded upon private sidings connecting with the railway of the terminal carrier, or directly from or into an industry, elevator or yard abutting upon its tracks (commonly known as industrial sidings), or in any public stock yard, the toll of the terminal carrier shall not exceed one cent per 100 lbs. for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of three dollars per carload of traffic included in the 7th, 8th and 10th classes of the Canadian

Freight Classification, and five dollars per carload of all other traffic.

6. The toll of the terminal carrier upon all traffic other than that referred to in section 5, including traffic to or from team tracks, shall not exceed two cents per 100 lbs. for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of six dollars per car.

7. Not less than the following proportions of the tolls herein prescribed shall be absorbed in the rate of the line carrier, and the remainder shall be an addition thereto—

(a) One-half of the tolls charged by the terminal carrier under section 5 as qualified by section 9.

(b) Of the tolls prescribed in section 6, one-half of the tolls permitted under section 5, as qualified by section 9, as if the movement were to or from private sidings.

(c) One-half of the herein prescribed or lower tolls of each intermediary, if any, whether subject or not subject to the jurisdiction of the Board.

Provided that the line carrier may, unless its tariff rate is lower, charge and collect twelve dollars per car for its haul between the interchange and the point of shipment or destination when by reason of such absorption its line charges would otherwise be less than that amount.

8. The appropriate tolls hereinbefore prescribed shall not be exceeded, for the distances herein specified, in each direction, for the movement from and the return to the line carrier of so-called off-line transit traffic, and the line carrier shall be subject to the absorption provisions of section 7 only when its through rates are the sum of its published rates to and from the stop-over point.

9. If an extra car, commonly known as an idler, is used solely to take care of an overhang of long articles loaded on an open car, it shall be charged by the terminal carrier not more than two-thirds of the herein prescribed appropriate toll for the minimum weight of the line carrier's tariff, except that the terminal carrier shall be entitled to a minimum charge of three dollars per car. If interposed between two cars in the same shipment to protect an overhang from each, the idler shall be charged for once only.

10. No charge shall be made for the accessory interswitching of the empty car. If the car is loaded in both directions the interswitching toll shall be charged for each movement.

11. Subject to the provisions of section 14, nothing herein contained shall prevent the line carrier from absorbing the entire toll or tolls charged for interswitching competitive traffic, provided that the traffic and movements so treated are clearly defined in its tariffs.

12. Traffic to or from the United States shall be subject to the provisions of this order at the point of shipment or destination in Canada.

13. If an exceptional rate is published to apply to or from the tracks of the carrier line only, the ordinary rate which includes the right to interswitching shall be plainly indicated in the same schedule, and the latter rate shall not exceed the former by more than the appropriate toll herein prescribed for the interswitching service.

14. Except as hereinafter provided, the tolls herein prescribed shall not apply to deprive the initial carrier of the line haul by a reasonable route of traffic loaded or to be loaded on its railway, including sidings connecting therewith, provided it furnishes at the destination, itself or through its connections or by interswitching, the same delivery and facilities as the competing carrier at no greater charge.

If a car is expressly ordered by the shipper to be interswitched to another railway, notwithstanding that the initial carrier can furnish the services as above provided, the said initial carrier may, in lieu of the tolls otherwise prescribed herein, charge and collect its ordinary published tariff rate to the interchange, which rate shall be an additional charge against the shipment.

Provided, however, that if the said initial carrier fail or neglect to furnish the shipper with a car within forty-eight hours after it has been requested, or should through movement by the route of the initial carrier be embargoed, the shipper may require the initial carrier to accept and place, and the said carrier shall so accept and place, and empty car of any other carrier, in which case the movement of the empty car in and the loaded car out shall be effected under the provisions of sections 10 and 5 or 6, as the case may be.

The schedule to give effect to this order shall be published and filed to come into force on the first day of July, 1918.

Ways That Car Shortage Can be Overcome

How Various Concerns Have Adopted Plans that Materially Relieve the Freight Tie-up and Increase the Carrying Weight of Each Car

The car problem will always be a perplexing one, and as long as goods are shipped there will be delays from one cause or another. The main proposition is to study closely transportation, routing, loading and space economy, and in this way many obstacles and contingencies can be removed. The fault is not all on the one side. No concern possesses a monopoly of all that is good and desirable. It may think that it does, but a little self examination will show any organization that what it often accuses others of neglecting or committing, is done by the original fault finder; perhaps not exactly in the same form, but under a different guise. It may be that the shortcoming is an unconscious one, but in all business regulations among assets which are peculiarly valuable is the ability to see the other fellow's side of the case, and the power to determine when and where responsibility begins and ends. It does not always rest with the other fellow. He is not expected to shoulder all the burden all the while.

There appears, as time goes on, to be more of a disposition for railways and shippers to come together and openly discuss matters, so that a freer and more friendly feeling may be developed, mutual concessions made, misunderstandings and delays explained, and a more sympathetic and intelligent conception of what is required by transportation and shipping interests brought about.

"Ten Ways to Meet the Car Shortage" is a pertinent and timely article from the pen of H. M. Johnson, appearing in July "System," in which he says in part:

Four days before an Ohio box factory had to deliver a rush order for 10,000 boxes, the storeroom containing the lumber was destroyed by fire. The factory superintendent was "up a stump" when it came to getting more material.

He immediately conferred with the purchasing agent, whose consternation was greater than his optimism when he was asked to duplicate the lumber. "It can't be done," he protested, "in less than two weeks. We buy that grade of pine from the Whiting Company in Milwaukee. In these days of slow moving freight, we might as well order it from Australia and expect to get it at any specified date."

Some Pertinent and Helpful Pointers.

"No one else has that grade of pine, you say?" interposed the superintendent. "What about all the lumber firms right in this city? Can't they supply it?"

The purchasing agent thought not. "But it's worth a try," he concluded. On going over his records, he discovered that the salesman from one of these firms had shown him samples of wood pretty much like what they were using, but slightly higher in price. He got the firm on the telephone, found out what they could do for him, and ordered the goods delivered that day. No rail shipment was necessary; three large motor trucks brought the lumber over on one trip.

Now the box factory is buying a large share of its box lumber at home, saving more on freight than the increase it pays on the lumber. Perhaps even more important is the saving in freight car space effected each time the old plan of "carrying coal to Newcastle" is avoided.

Almost every line of business that ships raw materials or finished products, or buys them, has experienced similar difficulties during the past year or two in getting its freight transported. Not all have turned, nor could turn, to home buying as the quickest and easiest way out of the predicament; a number of other ways have been worked out by concerns in a number of lines.

A few of them will illustrate the possibilities for handling freight of almost every description in a more economical way:

- (1) Loading available cars more heavily.
- (2) Packing more compactly.
- (3) Loading together goods of distinct classifications.
- (4) Using cars designed for other commodities.
- (5) Distributing shipping directions to loading and unloading crews, and using extra help to handle incoming freight.
- (6) Using smaller cars so that they can be sent out sooner.
- (7) Marking shipments more distinctly.
- (8) Bailing instead of crating or boxing.
- (9) Hauling by motor truck.

Heavier loading is simple where goods have been shipped in quantities less than the maximum the car will bear. One lumber mill,

for instance, which formerly loaded an average of about 23,000 feet to a car, is now loading over 28,000 feet. It has figured that intensive loading has saved it over 160 whole cars in one year.

A packing house has even doubled the carrying capacity of its cars for some kinds of freight, such as hides, soap, fertilizer, and animal foods. Where it formerly placed only 30,000 pounds in one car, it now loads from 60,000 to 70,000.

When its customers are unable to take the larger quantity—and its sales department is constantly trying to take orders equal to the maximum carload limit—this concern places in one car two consignments for adjacent points of delivery. Although this method requires two separate bills of lading and two terminal handlings of the car, the saving in cars has proved more than worth the trouble.

"In our opinion the average efficiency on cars is a better indication of how the shipper is handling his business than a number of individual instances of delay which may be selected. One manufacturer might be able to show no cars delayed in excess of 48 hours free time, and yet he might be able to show no cars delayed in excess of 48 hours free time and yet he might not be making as good a record as another manufacturer who might have a number of cars delayed considerably longer. For instance, in February, 1917, we had



On the left is H. G. McDermid, secretary-treasurer of the Union Lumber Company, Toronto, and next to him is Geo. Ingram, manager of the Standard Planing Mills, North Bay, while on the right is C. W. Wilkinson managing director of the Union Lumber Company, Toronto. The trio are surveying white pine logs at Trout Mills, Wm. Milne & Son, proprietors, four miles of North Bay on the T. and N. O. line.

14 cars delayed on our industrial tracks five days in excess of free time, while on all cars handled our average detention of cars was only two-thirds of one day. On the other hand, in September, 1917, the worst delays we had were two cars delayed four days beyond free time and two cars delayed three days beyond free time. This might be thought a better record but as a matter of fact the average detention per car of all cars handled was 1½ days."

Another instance: moving tractor shipments on coal cars kept an implement manufacturer from being held up on orders for tractors last winter.

"We load as many as 8 or 10 tractors in 40-foot gondolas," he says. "Our tractor is three-wheeled, and by removing the front wheels and packing the rear wheels up against the side of the car, we could get it in crosswise. Facing alternate tractors in opposite directions gives an extra 15 or 20 inches in car length for every tractor loaded."

One Way to Increase Car Capacity.

Another concern in the same line of business ships its tractors boxed. Placed lengthwise in a small gondola, three tractors fill a car. When they are loaded crosswise, one end resting on the bottom of the car and the other on the side wall, half a dozen boxes will go in. The larger gondolas hold 8 or 10 tractors loaded this way.

"We endeavor to load cars to their full safe carrying capacity," says O. F. Bell, traffic manager of Crane and Company, "and we have managed to increase our average carload from 18 tons to about 30 tons."

"One of our methods is educational. We send bulletins to our

branches and our customers, requesting them to order in quantities sufficient to make maximum carloads, taking into consideration the safe carriage of the goods and their delivery at destination. All shipping and receiving departments and branches are instructed to load and unload cars with the greatest speed and to release cars for other service as soon as they can.

"Our plant was built specially with the design of loading all possible freight in cars at the plant to avoid cartage. Less than carload freight is loaded in cars to an average minimum of about transfer stations of the switching lines, or direct to the carrying roads. We have our own engine and track scale and every desirable facility for prompt handling of freight to and from the cars.

"For the use of our shipping room employees we have a 26-page pamphlet of instructions on packing, marking, and shipping goods by freight and preparing bills of lading. It lists all the goods we make under the heads of the general sales territory, description to be used on bills of lading, the packing required, and the classification rating for less than carload amounts. The use of this set of instructions aids our shipping departments to get cars out rapidly. Our average detention time has been reduced to 1.46 days."

Extra help is drawn from other departments to the receiving rooms of a wholesale grocery whenever a train of freight cars comes in for unloading. Consequently this concern holds cars for hours only where others pay demurrage fees. During the past year this house paid less than \$5 for demurrage, although hundreds of cars come to its platforms every month.

Not every company has employees who can be drawn from their regular work to the freight department, even in emergencies. One importing and exporting firm whose freight house employees are engaged at all times in loading and unloading cars and which therefore has no reserve force to draw on, employs temporary crews of from one to six men when the permanent employees are unable to unload quickly. The extra men help them to get the cars out in one day, whereas otherwise it would take them at least two or three days.

This concern has found it practicable to order a larger proportion of smaller cars than it used to. Where it formerly kept a 50-foot car waiting until a sufficient quantity of goods was on hand to fill it to maximum capacity, it now orders a 36 or a 40-foot car, which can be filled and sent on its way more quickly. The use of "trailers" has also been discontinued. Instead of sending a 15,000-pound load on a second car, the concern holds the shipment until 30,000 or 35,000 pounds have accumulated; then another car is used.

How to Increase Weight in Car.

An increase of 40% in the weight of the average car is the result of a slight change in the shape of the box in which the National Cash Register Company packs one of its products. The new package permits more compact loading by allowing a dove-tailing of boxes where before they had to be placed in tiers.

"We co-operate with other businesses in the regulation of traffic," says the traffic manager, "by permitting the loading of materials—roll paper, for example—destined for other firms in the city, in our carload shipments to fill them to capacity.

"We keep a man making the rounds of all freight depots throughout the day, taking up bills, receipting for freight, and getting it out to the doors so as to keep freight houses clear, and our trucks moving.

"A man also makes the rounds of the express offices each morning and if large shipments arrive or are to be forwarded, they are trucked to or from the express offices; that is, our trucks call for and deliver them.

"We have our own tracks and three switching locomotives with crews. Cars are switched right to the building where our paper stock is located, sand to the regular bins in building convenient, coke to the foundry, steel to the building where it is stored, coal is dumped in the hoppers at the power house, and so on.

"The instructions to the switching crew are that cars must be handled promptly. Our slogan is 'Load and unload cars in hours rather than days.' The results of this are evident from the fact that on 2,500 cars handled last year not one dollar was paid for demurrage."

More as a means of prevention than cure, it is important to mark goods legibly and completely so that they will not be lost; a lost shipment may have to be duplicated, and that takes up a disproportionate amount of car space; the same is true of rerouting or permitting goods to lie in cars unclaimed.

"We stencil all our shipments," says one traffic manager, "and we never have complaints from customers about lost articles.

"It is easy to deface some other kinds of marking. Bold-faced stenciled lettering saves the time of assorters and handlers and avoids needless handling of shipments, because the address is legible at a distance."

The Advantage of Baling Merchandise.

Baling merchandise instead of boxing or crating it condenses the volume and adds one-third to the capacity of a car for some kinds

of materials. A dry goods house which sells at both wholesale and retail bales textiles and such goods as blankets—and even hosiery, although this merchandise is rather hard to manage in the bales.

Where all available freight cars are already assigned for shipments, and a rush order must go at once to a customer within distance reachable by motor truck, one Massachusetts lumber dealer loads the orders on a truck and gets it to the customer's receiving room much sooner than he could by sending it over the rails. One such order was for a load of lumber to be delivered at the New York docks, 225 miles away, with 24 hours. A traffic tie-up made railroad shipment impossible; so the dealer loaded his 11,500 pounds on a motor truck and got the goods to their destination in 22 hours.

Every week a drug concern supplies its branch house—over 100 miles away—with the merchandise it needs, by motor truck. Besides saving freight and car space, the plan has greatly reduced breakage loss. The supplies get to the branch more quickly and with less handling.

Again, a Brooklyn concern, which deals in metal and which at the present time has many government orders to send to Philadelphia, has figured out that it saves an average of 24½ hours on each shipment sent by motor truck instead of by rail.

In arriving at the comparison, the average time of loading the truck at the Brooklyn works, the wait at the terminal at each end, and the unloading time at the Philadelphia terminal were considered. Although this concern finds that shipping by truck costs 35 cents for every 100 pounds, as compared with 30½ cents for the same amount carried by rail, it prefers to pay the difference to know that its orders have been delivered in the shortest possible time.

Budget of Briefs from the East

John Keefe, whose death occurred in St. John, N.B., recently was a member of the International Commission, which was appointed following lumber troubles in the St. John river between the dividing line between New Brunswick and Maine.

F. C. Kinckley of Bangor, Me., a prominent lumber operator, was recently visiting in the province.

George L. Barbour, a well-known resident of St. John, N.B., whose death was reported recently, was a son of Duncan McGregor Barbour, who settled in York County, N.B., and carried on a lumbering and shipbuilding business there.

During the last fortnight there has been heavy rain fall, but there was little or no change in the water of the St. John river. This is undoubtedly due to the dryness of the soil and the log driving operations did not gain much by the rainy spell. A late report from up river was to the effect that the upper drive to the St. John River Log Driving Company is now between Peel and Hartland and the lower drives at Dumfries. The company expects to get the majority, if not all of the logs from the Madawaska Driving Company within a few days.

Rafting operations are now being carried on at Douglas and good progress should be made providing that weather conditions are favorable.

New Set of Rules Will be Drafted

The proposed amendments of the inspection and grading rules and more particularly their application as outlined by the American Hardwood Manufacturers' Association were defeated. It was finally left in the hands of the directors of the two associations—The N. H. L. A. and the A. H. M. A.—to draft a new uniform set of rules which will be satisfactory to both bodies. This is where the question stands at present and the outcome is welcomed by the Canadian members of the National Hardwood Lumber Association.

Among those from the Dominion who attended the annual convention of the National Hardwood Lumber Association held recently in Chicago were:—C. G. Anderson, W. C. Gall, George Hart, A. E. Clark, R. L. Clark, J. A. McBean, W. F. Oliver, J. O. Oliver, Toronto; Frank Kent, Meaford; and H. M. Bernard, Montreal. There were nearly 800 delegates present from every part of America.

It Tells Everything Regarding Oakum

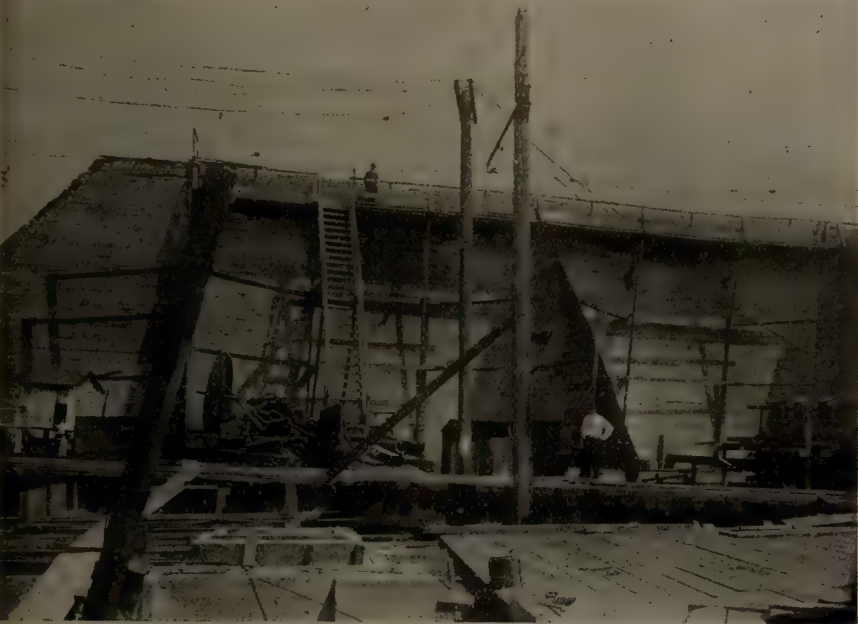
A handsomely illustrated and splendidly bound book entitled "Useful Facts About Oakum and Kindred Products," has been issued by the George Stratford Oakum Company, of Jersey City, N.J., who conduct the largest oakum plant in the world. Much valuable and interesting information is given on oakum and the illustrations are effective and distinct. The plant of the George Stratford Oakum Company has a maximum capacity of 20 tons of oakum per day, occupies about five acres of ground, and has 21 buildings. The history of the firm dates as far back as 1860, and its subsequent development has been progressive and permanent. The company announce that they are the firm who put the O—K into OAKUM.

The Fire Resisting Qualities of Wood

An excellent example of the fire resisting qualities of an ordinary wooden fire wall was furnished in the fire which destroyed the old plants of the Northwestern Box Company and the West Side Lumber & Shingle Company at Portland, Oregon, a few days ago.

This wall was all that stood between the fire and the plant of the Portland Lumber Company, one of the largest and most modern mills in the Northwest. While the flames made a clean sweep of the Northwestern and West Side mills, the Portland Lumber Company's property was not even scorched.

The wall is 35 feet high, constructed of 2 x 6 Douglas fir planks



Fire wall, thirty-five feet high, of Douglas fir planks, which saved plant of large lumber company

laid flat on top of one another, and with buttresses on the side toward the Portland plant, to give stability to the wall. It was constructed about ten years ago. Recently part of it was torn down to make room for a power plant, evidences of which can be seen in pile driver, derrick and steel framing in the foreground.

The fire raged for three or four hours and, on account of the thoroughly seasoned and oily condition of the timbers of the old mill, was of such intensity that it could not be approached within several hundred feet. Despite this, work on the opposite side of the wall continued without interruption.

An examination afterwards revealed that the maximum depth of the charring over the surface of the wall exposed to the fire was less than one inch.

Veteran B.C. Lumberman Visits the East

John D. McCormack, vice-president and general manager of the Canadian Western Lumber Company, Fraser Mills, B.C., spent a few days in Toronto recently, the guest of his son, P. J. McCormack. Mr. McCormack, who is a native of Prince Edward Island, left the insular province some thirty-six years ago, and after spending twenty-five years in lumbering operations in Minnesota proceeded to the Pacific Coast Province, where he has become prominently identified with the development of the industry. He knows the lumbering game from the woods operations to the finished product, and his many friends in the east were glad to meet him.

Touching upon western conditions, Mr. McCormack stated that his firm was employing about 1,500 men in their mills and logging activities. The eight-hour day movement has prevailed along the Coast since March 1st. The Canadian Western Lumber Company, who operate the whole year around, are turning out about 300,000 feet of lumber a day, principally fir and some cedar. It is estimated that during the past few months the labor expense in logging at the Coast has increased about 25 per cent., and that in the sawmills 20 per cent. The hours in both branches are now 55 a week, all plants closing down at 12 o'clock Saturday. Mr. McCormack said that he did not care to discuss conditions likely to arise after the war, nor did he wish to make any predictions regarding what would happen during the period of readjustment. At the present time business was very good and the demand from the prairies steady and promising. While there was a shortage in certain kinds of labor, still there was little complaint to make regarding skilled help. On the whole affairs are regarded by him as satisfactory, although, in his opinion, the price commanded by the finished product has not kept pace with the augmented expense of production.

B. C. Shingle Plants are Busy

Shingle mill manufacturers throughout British Columbia are making strenuous efforts to clean up as far as possible all eastern United States orders before the new freight rates on that side of the line becomes effective, says a recent despatch from Vancouver. Consequently the mills are working to capacity as the most of their business at present comes from the American market. Provision is made that all shingles billed on June 24 will be accepted at the old rate, which will mean a difference of from five to seven or eight cents per hundred pounds. Up to the present, B. C. shingles have always been in eager demand in all of the eastern markets of the United States and Canada and action as regards future orders from the east is eagerly awaited by the manufacturers.

The labor situation in the shingle mill and logging camps is a very serious one, but the producers are making every possible effort to keep pace with the demand.

Personal Paragraphs of Interest

Gardner I. Jones of the Jones Hardwood Co., Boston, Mass., spent a few days in Toronto, recently, on business.

G. E. Farley, who for seven years has been a valued member of the head office staff of the R. Laidlaw Lumber Co., Toronto, has enlisted with the Royal Engineers and gone to St. John's, Que., for training.

Lt.-Col. R. S. Wilson, who has been commanding officer of the Military Hospital Commission, Toronto, for the past year and a half, has resigned. Col. Wilson is the head of the Wilson Lumber Co., Toronto, and previous to going overseas, was prominently connected with the industry.

A. E. Clark, President of the Wholesale Lumber Dealers' Association, Toronto, who is a member of the Inspection Rules Committee of the National Hardwood Lumber Association, which held its twenty-first annual convention in Chicago on June 20 and 21, has been elected a member of the Board of Directors of that body. Mr. Clark will fill out the unexpired portion of the three-year term of the late W. J. Hetherington, Toronto.

Where Bard and Statesman Differ

"What is the difference between Shakespeare and President Wilson of the United States?" asks a well-known Toronto lumberman.

Of course, you give it up, and then, with a twinkle in his eye, the interrogator remarks, "Well, Shakespeare wrote 'Much Ado About Nothing,' while Wilson writes McAdoo about everything."

This sums up the situation correctly so far as Mr. McAdoo is concerned, for he is not only Secretary of the United States Treasury, but Director-General of all the United States railways.

His first action in connection with the conduct of the enormous railway systems in that country was to wipe off the slate every president of every big railway. He abolished competition. Luxurious passenger offices were consolidated into comfortable work-a-day agencies, old barnacle employees were dismissed, and big salaries cut 60 per cent.

Sitka Spruce Finest in the World

Referring to the statement of Mr. Johnson Hicks, chairman of the British Parliamentary Air Committee, that England was preparing to launch into a tremendous campaign of airship building and fighting, the Imperial Munitions Board, Ottawa, stated that Canada's organization for the production of airplane timber was complete except in one particular.

"The production of airplanes depends as much upon the supply of suitable timber as upon any other one thing," said an officer of the board. "The best timber so far discovered for airplane construction is Sitka spruce, which grows exclusively on the Pacific coast, and then only in favored localities. Washington and Oregon states have a fair area of this timber, but Queen Charlotte Island and the deeply indented bays and inlets of the mainland and Vancouver Island, on the British Columbia coast, have the greatest areas in the world, the trees in some districts averaging eight feet in diameter and running as high as twelve feet.

Employees Honored Patriotic Day

Flag Day was enthusiastically celebrated June 14th by the employees of G. E. Elias & Bro., 965 Elk St., Buffalo, N.Y. More than three hundred were present when the exercises were opened by Mr. A. J. Elias, who spoke briefly of the work done by the employees during the Liberty Loan and Red Cross drives. Mr. Henry G. Price then gave an instructive address, dealing with the history of the American flag. A splendid band was engaged for the occasion by the firm and the even closed by the employees singing "The Star Spangled Banner."

New Officers of Quebec Limit Holders

The fifteenth annual meeting of "The Province of Quebec Limit Holders' Association" was held at The Windsor hotel, Montreal, Thursday, June 13.

There was a good attendance, Ed. Ouellette, M.L.A., President, being in the chair. The President's annual report and financial statement were read and approved.

Discussions took place on reforestation and the ravages caused by tree destroying insects, and resolutions were adopted nominating special committees to examine into these.

The election of officers resulted in the following being elected:

President—D. McLachlin.

Vice-Presidents—A. J. Price and M. C. Small.

Executive Committee—F. M. Anderson, H. Biermans, Arch. Fraser, Wm. Russell, B. A. Scott, S. L. de Carteret, Geo. Cahoon, Jr., W. G. Power, F. I. Ritchie, G. M. Stearns; ex-Presidents, (who are members of the Executive Committee)—Wm. Power, Rod. Tourville, M. L. A., Ed. Ouellette, M. L. A.

Auditor—P. B. Murphy.

Secretary-Treasurer—P. G. Owen.

Attorneys—Pentland, Gravel & Thomson.

The meeting adopted by a standing vote a resolution expressing the great loss to this Association by the death of Gustavus G. Stuart, K.C., who had been Counsel for the Association since its organization.

Newsy Notes from Canada's Capital

The erection of a million dollar nickel and refining plant, owned by the British American nickel corporation at Deschambault, Que., will likely result in keen competition among Ottawa lumber merchants for boarding for the concrete forms, and interior wood work finishings. The plant, which is to be erected entirely of concrete, is under construction, and will be in operation before the winter months. Definite amounts of materials and specifications of the big plant have not been made public. James Davidson's Sons appear to be in line to quote successfully for a good part of the lumbering work, as their lumber in transit from Fort Colongue comes down the north shore of the Ottawa River, close to the site where the building operations are going on. Both British and Norwegian interests are reported to be back of the scheme.

According to opinions expressed by a leading real estate man at Ottawa recently the Dominion Government will soon have to step in and assume the responsibility for housing employees doing war work and important government work at Ottawa.

A report on the operations of the Canadian Forestry Corps reaching the Militia department at Ottawa, states that one Company made a record production for sawn lumber. In ten hours' sawing the company turned out 156,000 feet board measure, or 372 tons. of one, two and three inch butted lumber. In the course of their operations the workmen sawed 342 logs.

Grant Davidson of James Davidson's Sons, who was recently confined to hospital through an injury received in the woodworking plant, has returned to work.

Urgent Need for Lower Priced Houses

The pressing need of housing accommodation in the city of Toronto is dealt with by the Medical Health Officer (Dr. Hastings) in his annual report, which was presented to the Board of Health recently as one of the most serious problems to be dealt with. Such condition, the report points out, was to be expected with the increase of the population of Toronto, which has caused a doubling of families in many of the old buildings, that ought to be pulled down and replaced by proper habitations.

The lack of accommodation now felt will be augmented in the very near future, when the war ends and peace is declared," states Dr. Hastings. "We shall probably, within the next five years, have another 150,000 added to our population. That means some 30,000 families, taking the average of five to each family, to be provided with dwellings. This will necessitate at the very lowest calculation 25,000 additional dwellings within the next five years, if a recurrence of the congested and unsanitary conditions which existed a few years ago is to be prevented. We should have an average of 5,000 of these lower renting houses erected every year, and there is no evidence of this provision being forthcoming. The records of the city architect for the year 1917 show the number of dwellings erected was only 902, at an average cost of \$2,500 to \$3,000 each."

The report states that there are over 5,000 families now in Toronto requiring sanitary dwellings that cannot be had owing to the shortage. Land values and the increased cost of material and labor have made the building of low renting houses prohibitive so far as the speculative builder is concerned. The unskilled laborer cannot

afford to pay the rent demanded for a \$3,000 house, and the few \$2,000 houses erected have been rapidly taken up.

Motor Cycle Patrol Proves Successful

The work of the St. Maurice Forest Protective Association, Limited, with headquarters at Three Rivers, P.Q., continues to produce good results. During May there were 35 fires, practically all of a small character. The settlers, says Mr. Henry Sorgius, the secretary and manager, are realizing the beneficial nature of the work, and are co-operating more freely with the officers of the association. In conjunction with the clergy, the Canadian Forestry Association, and the Quebec Government, the association has held meetings at different points at which talks on the value of forest protection have been given, and lantern slides shown, with a view of impressing on the settlers the importance of preserving the standing timber. The meetings were very largely attended—in one instance 300 were present. "It would



Motor cycle and horse patrol in St. Maurice Forest Protective Association

be a good idea," said Mr. Sorgius, to extend this work to the lumber camps."

The Association has added to its equipment. The motor cycle patrol has proved of very great service, as the machine can go faster than the horse, and can get to places where an automobile cannot penetrate.

Mr. Ellwood Wilson, chief forester of Laurentide, Ltd., Grand-Mere, P.Q., has been appointed to the staff of the Imperial Munitions Board, and is now purchasing spruce for aeroplanes.

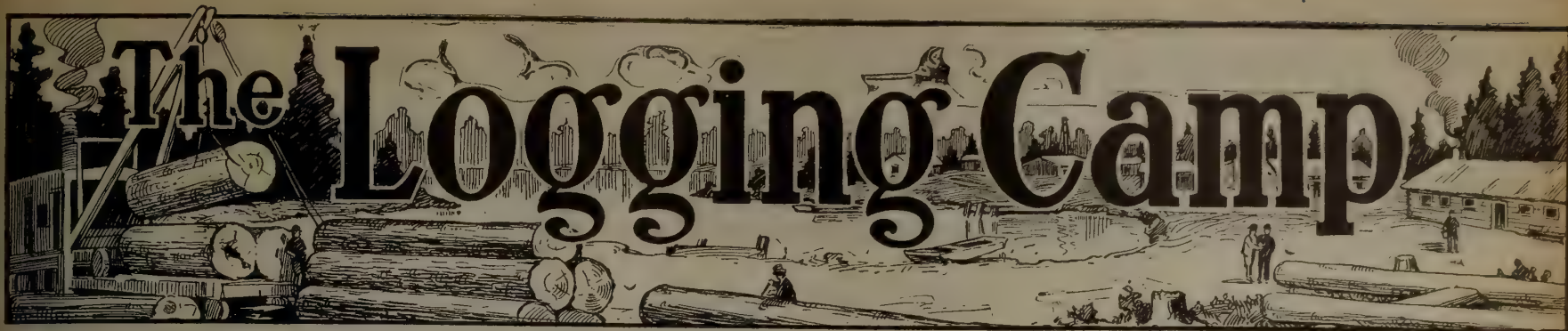
Mr. G. C. Piche, chief of the forest service of the Province of Quebec, has also taken over the duties of superintendent of forest protection, including that of fire prevention.

Pacific Coast Men Fear Car Shortage

Western lumbermen are viewing the progress of events just at this time with considerable concern, especially in their relation to transportation, says a late despatch. A recent decision of the United States fuel controller to place a limit on shipments of anthracite coal and the decision of the fuel controller of Canada, following a lengthy conference with coal men from all over this country, to limit shipments of anthracite to Winnipeg as the farthest western point, has an influence on the lumber trade of British Columbia. The great wheat crop which the prairies promise this season will reflect detrimentally on the lumber trade also. The wheat outlook and the coal outlook will both work against this year's lumber output of British Columbia mills.

R. H. H. Alexander, secretary of the B. C. Lumber and Shingle Association, recently drew attention to the fact that there is strong probability of a serious car shortage for the carrying of lumber, and will be caused by the extraordinary demands on the railway companies for cars for wheat and coal. The wheat crop would not have given unusual concern but, combined with the new coal regulations, it will mean that a shortage of cars must follow and become a serious drawback to the progress of the lumber industry.

Kenneth Gilson, of Corry, Penna., who returned lately from Spitzbergen, Norway, where he was general manager of a coal company, said they had no oats to feed the mules at the mines on account of the war. Just when it was a question whether the mules should be killed instead of being allowed to starve to death, a steamship arrived with a cargo of "paper oats," a feed substitute from Germany. "We bought two tons," he continued, "and expected that the mules would refuse to eat the stuff, but the animals took a liking to the new die and actually thrived on it."



Is Cafeteria System Practical in Logging?

There was presented in a recent issue of the Canada Lumberman a comprehensive and illustrated article of the cafeteria plan of feeding men in mining camps as practised by the Kerr Lake Mining Co. at Cobalt. This organization is delighted with the economy, convenience and cleanliness of the service.

"How would the system work out in the ordinary logging camp?" is a pertinent question, and in view of the new rationing regulations about to go into effect in all camps is particularly appropos at the present uncture. The opinion of several large-woods operators has been obtained. They nearly all declare that the method employed by the Kerr Lake Co. is not feasible or desirable in lumbering activities, owing to the shifting character of the operation, the different classes of labor employed, etc.

W. Gerard Power, St. Pacome, Que., president of the Canadian Lumbermen's Association, says that as far as the province of Quebec is concerned, the cafeteria system could not be adopted.

"You are probably aware," he adds, "that all logging in this Province is done by small contractors, and very few camps have over 25 men, and a lot of the cooking is done by the contractor's own family, and in some cases his wife or daughter does the work. I even doubt if this plan would be feasible where companies are operating their own camps in this province, as the class of labor used in logging camps is quite different to class of labor used in mining."

"At the present stage of the game with the great shortage of labor, we will simply have to do the best we can to keep our help and also try and devise some plan to save food. This will have to be worked out when the men go back to the woods again, if any men are available for next winter's logging."

Process of Education and Co-operation.

George H. Holt of the Holt Timber Co., Chicago, who carry on extensive operations in both Canada and the United States, asserts: The account of the cafeteria system at the Kerr Lake Mining Co. plant is a valuable contribution to the study of food conservation, but it is perfectly apparent that it cannot be accepted bodily as a standard for a great number of detached and temporary lumber camps. The principle may be set down now as approved by many lumbermen, but the "modus operandi," the details of method, equipment, utensils, proportions and qualities of materials, and the rotation of bills of fare, the training of the staff of cooks and assistants, and competent overseers who shall supervise and coordinate the actual operation of the system so that standardization and conservation may actually be effected, and the collapse of the system and the defeat of its purpose prevented, the questions of penalties for infraction of regulations, or rewards for efficiency, the fixing of responsibility and authority in some organization or department, with its personnel of help-giving and trained executives, accountants, price and quantity regulators, laboratory workers, production and distribution employes,—these and many other practical details of getting down out of dreamland and walking every day on the unstable earth must have first consideration and fixation before this machine for food conservation is ready to run.

Who should act first? If there is one thing that a practical lumberman knows less about than another my guess is that it is a successful modern cafeteria.

We have a damaging rudimentary experience in this self-serving or picnic scheme long characteristic of the log drive and the voyageur. The chief characteristics of the drive feeding are wastefulness, discomfort, and short-lived tolerance. It is no model for an efficient cafeteria, but some men talk as though they were the same thing. Of course such men must denounce the cafeteria as impracticable. Other men visualize the fanciful, showy, advertising features of the city cafeteria, and of course they also denounce the cafeteria.

Why should we take the slow, uncertain, costly course of working out a new system individualistically, and blunder along for years? The problem is national, or if you like, international, and the effective way is for the government to be prepared at the time that it puts its new regulations into effect, to issue a pamphlet of instructions and

requirements, and tables of materials and utensils, standardized to units of 10 or 100 men, and directions to employers, superintendents, cooks and clerks to guide them at the start and along the way, so that there may be no lost motion and no regrets and no failures.

How can this be accomplished? First, by commandeering a group of the best cafeteria men and placing the problem of a practical system before them for solution. If the lumbermen know little about running a cafeteria, I have a sneaking notion that the cafeteria men know less about a lumber camp, therefore practical lumbermen should be brigaded with practical cafeteria men, at least that much to begin with. Anything short of that is to muddle.

The cafeteria system is certainly a practicable model which can be developed into a food-and-labor-saving system for lumber camps, and all similar aggregations. Methods of cooking and serving and taking care of and utilizing materials can be made to greatly reduce costs at the same time that the crew is being better fed than now.

Lumbermen have not been students of feeding-for-profit; they have been chiefly concerned with hustling log and lumber quantity production. Feeding has been an unavoidable and hateful incident in that major process. Now that we face the problems of international defeat and starvation, feeding has become the major and lumbering the minor problem. If we write that large and see it larger, we can manage successfully."

Let All Unite in Food Reforms.

A representative of the Schroeder Mills and Timber Co., Pakesley, Ont., declares:

Well, Sir: "I am from Missouri." The writer of that article does not show that he has saved anything; in fact, using his own words, he says: "It has been found by experiments that less bread, butter, tea, coffee and milk were used when all of these were placed on the table where men can help themselves."

"Now why is it not the same with meats? I venture to say that if they look closer they will find different reasons to account for the saving of meat, if there is any."

In my opinion the proper way to save meat would be to have meatless meals. For instance, allow us to use no meat for breakfast; then if we find that there is as much used for dinner and supper as we now use in the three meals, then have it served; but it must be law. There is no use of one man starting out alone to make these reforms. In regards to flour, we could stand a much lower grade of war flour than we have to-day. In fact, the war flour that we are using makes just as white bread as the flour we used before the war! commodity was thought of.

"As for sugar and lard these can be regulated very easily. Sugar can be eliminated from table use and lard can be regulated to so many pounds to the bag of flour."

"Is it not a fact that the people of the United States, at the request of the Food Controller, saved so much meat that the packers began to complain, and Mr. Hoover had to ask the people to resume the normal consumption of it to keep it from spoiling? Sometimes I wonder if the packers did not see a slump in prices in sight, but, of course, our packers are different. They would not use their influence with the government to further their ends at the expense of the country."

Views Expressed in Short Shape.

W. B. Snowball, president of the J. B. Snowball Co., Chatham, N.B., says: "I read the article in the June number, re Cafeteria. I do not think, however, it could be applied to the lumber camps in this section, although a great deal could be done to conserve food in all our camps."

Melville Bertram, president of the Collins Inlet Lumber Co., Toronto, declares: "We are confident that the cafeteria plan would not work with us for a good many reasons which we do not care to discuss at the present time."

W. J. Bell of the Spanish River Mills, Sudbury, stated that the cafeteria plan would not work out satisfactorily in the lumber camps which are shifted too frequently, while the help employed is generally of a totally different class to that engaged in mining operations which are more fixed and stable in character.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch), \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

For Sale-Lumber

Piling

We are operating in the woods this Summer and can supply piling any size and length. Enquiries solicited.

Knight Bros. & McKinnon, Limited, Box 569, Cobalt, Ont. 10-13

WANTED to buy logging equipment for operation on Canadian Pacific Railway. Box 756. 13-14

For Sale-Lumber

Would like to hear from U. S. or Canadian parties requiring Spruce and Balsam or Peeled Poplar Pulpwood with best quotations F.O.B. Kenogami Lake Siding, New Ontario, T. & N. O.

W. J. POST, Kenogami Lake P.O., Ont. 13-14

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW, Montreal, Que. c

For Sale-Machinery

For Sale

Steam Log Hauler, only used one season, in best of order.
Eighteen pairs of sleds, spare parts. Also yarding, and loading equipment. Now at a railway station.

MURRAY & GREGORY, LTD., St. John, N.B. 11-t.f.

For Sale

McGregor & Gourlay Double Surfer, 26 in. \$350.00 cash.

Canada Lumber Company, Ltd., 13-13 Weston, Ont.

FOR SALE -40 horse power steam engine, heater and duplex steam pump. All in good condition. Will consider any reasonable offer.

-JAMES PEARS, SR., 200 Eglinton Ave. West, Toronto, Ont. 13-13

Machinery For Sale

One 40-inch Crocker Turbine Water Wheel.
One 18-inch Little Giant Water Wheel.
One 75 h.p. Corliss Engine.
One Waterous Lath Machine.
One Clapboard Machine.

VALLEY LUMBER CO., Smith's Mills, Que. 11-14

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3/4-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves, 115 lbs. Government Steam Test.

HOPE LUMBER CO., Thessalon, Ont. 11-14

Machinery For Sale

Boiler for sale, Goldie & McCulloch, 60 in. x 14 ft.

GUELPH LUMBER COMPANY, Guelph, Ont. 11-15

Steam Equipment For Sale

Steam Power Equipment in A1 condition, consisting of the following:

BOILER
1-Horizontal Fire Tube, Goldie & McCulloch 60 in. x 14 ft., 74 3-in. flues, 100 lbs. normal pressure.

ENGINE
1-Goldie & McCulloch "Ideal" tandem compound horizontal, style T.C. 10 in. and 16 in. x 12 in. stroke, 100 lbs. pressure, 300 r.p.m., 60 in. x 10 in. flyball governor wheel and 60 in x 12 in. belt pulley.

ADDITIONAL EQUIPMENT
1-Belt-driven Goldie & McCulloch Condenser and Pump; Horizontal Action.

1-Horizontal Feedwater Heater, Goldie & McCulloch No. 18.

1-Vertical Belt-driven Feed Pump, with loose pulley and adjustable crank.

All of the above equipment is in first class shape and was removed to make room for a sub-station of the Hydro-electric Power Commission. For further information address,

The Smith's Falls Hydro-Electric System, 11-14 Smith's Falls, Ont.

Wanted-Machinery

WANTED-Second-hand burner, suitable for mill of 35,000 feet capacity. Address Pierce-Jacobs Lumber Co., Timmins, Ont. 13-13

Wanted

Second-hand Chain, 3/8 in., 1 in., 1 1/4 in., 1 1/2 in., boom shackles for same, wire rope, same sizes, black pipe, 2 to 5 in. State lengths. Will pay cash.

D. G. RHEAULT, Mont Joli, Que. 13-13

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

EXPERIENCED LUMBERMAN, married, wants position as manager. Still employed. Superintended lumber cut, estimate and shipment. Reason for change, company not doing further business. Reference given. Box 662, Canada Lumberman, Toronto, Ont. 11-13

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED SUPERINTENDENT FOR WOODWORKING PLANT, specializing on interior trim, Bank, Office and Store Fixtures, as well as general building trade. Must be able to read plans and details, make accurate estimates and be able to make sketches and drawings. Apply, giving references and salary expected. Also want saw filer, and Machine men for sticker and shaper. The S. Hadley Lumber Co., Ltd., Chatham, Ont., Canada. 12-13

Business Chances

PARLIAMENT BUILDINGS, OTTAWA

Tenders Wanted for Interior Doors, etc.

Sealed tenders will be received by the undersigned until noon, July 16, 1918, for the "Interior Doors, etc." required in the reconstruction of this building.

All tenders are to be based on the supplying and delivering to the site in the manner indicated and under the conditions set forth of all doors, door frames, transom sash, door trim, base-board, picture mould, etc., as indicated and described on the drawings and in the specifications.

The work of this contract shall be proceeded with as may be directed and in such a manner as to comply with the requirements of the specifications.

Plans, specifications and any other information required can be obtained at the office of the General Contractors, P. Lyall & Sons Construction Company, Limited, Ottawa.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works for a sum not less than five per cent. (5%) of the amount of the tender, which will be forfeited if the parties tendering decline to enter into a contract when called upon to do so. If the Tender is not accepted the cheque will be returned. If the tender is accepted an additional cheque for a sum equivalent to five per cent. (5%) of the tender must be deposited before the contract is signed. The total security will be forfeited if the contractor fails to complete the work contracted for.

Payments for material will be made monthly. Samples must be submitted as required by the specifications.

The lowest or any tender not necessarily accepted.

Envelopes containing tenders to be marked, "Tenders for Interior Doors, etc." and addressed to the undersigned.

JOHN A. PEARSON, Architect.
J. O. MARCHAND, Associate.
Centre Block, Parliament Bldg., Ottawa. 13-13

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON, P. O. Box 2624, Montreal, Que. 8-t.f.

For Sale

260 miles of Timber Limits, St. John River, County Saguenay, North Shore, P.Q. For particulars address

D. BREAKEY, 13-14 Breakeyville, County Levis, P.Q.

Planing Mill and Lumber Yard FOR SALE

Well established and everything in good condition. Will be sold at a bargain, as owners have other business that demands their strict attention. The lumber can be bought at right prices, of which there is a large stock. We ask personal investigation.

13-13 LAIRD BROS., Dresden, Ont.

The New Forestry System in New Brunswick

In connection with the new Forestry System which will prevail in New Brunswick the administration of the Forest and Forest Fires Acts will be under the Minister of Lands and Mines. A provincial forester will be in charge of the administration of scaling, enforcement of cutting regulations on Crown lands, continuation of the forest survey, forest fire protection, and the enforcement of the laws and regulations concerning fish and game.

The merit system of appointments will be strongly promoted through the appointment of a Forestry Advisory Commission, consisting of the Minister and Deputy Minister of Lands and Mines, the Provincial Forester, one prominent lumberman selected by and representing the licensees of Crown timber lands, and one other lumberman or forester associated with the ownership or management of Crown-granted forest lands. This Commission will supervise appointments, which are to be based upon a practical examination, written and oral, designed to test the knowledge and ability of the applicants to perform the duties of the office which they seek.

The provisions relative to forest fire protection are based upon the most advanced legislation in the several provinces and states. The organization will cover Crown timber lands.

U. S. Government Fixes Douglas Fir Price.

Prices on Douglas Fir lumber, both for government use and for the trade, have been established, by the Price Fixing Committee of the War Industries Board at approximately \$26 per 1000 feet, in car-load lots, according to advice received by the lumber manufacturers from Washington, D. C.

This price is a net advance of approximately 75 cents per 1000 over the present government prices, and is based on the comprehensive cost data covering a group of more than 30 typical Fir producing mills in Western Oregon and Washington.

The slight advance authorized by the Price Fixing Committee will only partially cover the additional costs of operation due to the adoption of the eight-hour day, the higher prices of material, increases in freight rates and all other increased expenses that are being experienced in the lumber industry the same as in other industries. Up until this time the government never has made an allowance to the mills for the extra costs growing out of the eight-hour day, which was established by the mills on March 1st.

While the new price schedule nominally provides for an increase of \$1.75 per 1000 feet, the government advanced the log prices so that the mills automatically are required to pay \$1 per 1000 feet more for their logs than under the old schedule, leaving them the narrow margin of 75 cents per 1000 to absorb all their other expenses.

In a letter to the press on the Maritime Provinces, John G. Kay, of Fredericton, N.B., takes strong exception to so much pulpwood being cut at the present time and adds: "Men are engaged in peeling pulpwood who might be better employed at some real useful work. I am informed that many thousands of cords of pulpwood are piled along the railways in this province awaiting shipment, and because of the shortage of cars cannot and will not be moved until after the war."

"Now there are a great many men engaged in peeling pulpwood who call themselves farmers. They are doing a needless work and could be much better employed in France. The price of pulp was never so high as now and if the waste is kept up, what will timber be worth twenty years from now? If we had prevented the extract mills from destroying our hemlock years ago, we would now have untold wealth in hemlock."

"I am sure the piling up of pulpwood along the railway tracks in this country is going to bring bad results in the future. The country is being haggled over by thoughtless people who will live to see the day when they will curse the pulp business."

"I believe there is greater need of a pulp controller than there is of a food controller. It takes forty years to raise a crop of pulpwood while a crop of food can be raised every year."

"I will go further and say that if the same amount of labor that is now used in getting out pulpwood was used in providing food, we would have a better country."

William Rutherford, of William Rutherford Sons Company, Limited, Montreal, is active in the work of the Navy League of Canada. Arrangements have been made for a strenuous campaign in the province of Quebec with a view to create a wider feeling of interest in the creation of a strong mercantile fleet manned by Canadians, and already many applications for membership have been received. A membership of 25,000 for the province is aimed at, and to this end a thorough canvass of the province is to be made. Extensive publicity has been given to the objects of the League, it being pointed out that the people of the province are vitally interested in Canada becoming a great maritime power, as in addition to having the best connections between rail and sea, the product of forests and farms must be insured against the lack of transportation that now constitutes a most serious problem. It is further pointed out that a race of natural born sailors are bred along the shores of the St. Lawrence.

In Montreal the general chairman in charge of the membership is Mr. J. H. Sherard, of the Parkhill Manufacturing Co., Mr. William Rutherford being chairman of the manufacturers' committee.

Lumber, Lath Flooring, Cedar Poles and Posts Railway Ties

Doors, Windows, Architraves and all kinds of Mill Work, done by experts.

Ask for our prices and services of our architect

J. P. DUPUIS, LTD.

592 Church Ave., Verdun, Montreal, P.Q.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

**PEDWELL HARDWOOD
LUMBER CO.**

79 Spadina Ave - TORONTO

Union Lumber Co.

Limited

White Pine Jack Pine Red Pine Spruce

Spruce, Red and White Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building
TORONTO, CANADA

Manufacturers of
WIRE For TYING, BUNDLING
and many other purposes.
NAILS, etc.
LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

DR. BELL'S Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

HORSES

UNION STOCK YARDS OF TORONTO, Limited

'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

Review of Current Trade Conditions

Ontario.

General market conditions remain much the same as they have during the past few weeks. In a few lines there is a seasonable quietness, while in others there is marked activity. Values are well maintained and there is no tendency in the direction of reduced quotations. Wholesalers who have been hanging aloof in the matter of buying stocks, fearing to assume the risk and believing that prices would drop have come to the conclusion that the market after all, is a sellers' one, and there is now considerable competition. It is reported that several million feet of white pine were sold recently at an Ontario point at \$43, box and better, which is certainly a record figure. The recent awarding of over a million shell boxes by the Imperial Munitions Board has caused considerable activity and will require some ten or twelve million feet of white pine, spruce and hemlock to execute the work.

The recent increase which has gone into effect in freight rates over the line will sooner or later be reflected in carrying charges in Canada, and it is rumored that the Canadian roads are already planning to make application for an elevation in the tariff. Everything portends stiffer lumber prices, and as time for starting logging operations draws near there is no visible sign that anything like the number of men who were secured last season will be available. The decreased cut this season and the restricted operations of next will have every tendency to boost present prices.

Building operations have taken a swing upwards and returns from the 36 largest cities in the Dominion show that the value of the permits exceeded \$5,000,000, a gain over May, 1917, of approximately \$1,500,000. Up to the end of May, comparing the five months of 1918 with those of 1917, a net increase of half a million is revealed. This is encouraging to the retail lumbermen, many of whom have for several weeks been marking time. There is little or no export business being done with the Old Country. A well known Toronto firm who wanted to ship maple roller blocks to England for the purpose of having them converted into mangles, was astonished when advised from New York that the rate, which before the war was 19c per hundred, had jumped to \$12.50. As a thousand feet weighs about 4,000 lbs., the total carrying charge per M would be \$500, which is practically prohibitive. The Toronto concern concluded that it would rather let the blocks remain on the docks of New York than pay any such money to have them sent overseas.

As the season progresses more men are available for the mills than was at first supposed would be forthcoming. The action of the government in enforcing the anti-loafing law has made many so-called wealthy foreigners get down to business, instead of playing "gentleman" part of the time. On the whole the situation is regarded as substantially strong and a better feeling exists throughout all branches of the trade than prevailed some weeks ago. Business from across the border is good.

In connection with the increase in U. S. freight rates the following bulletin was sent out by the Canadian Lumbermen's Association, and explains itself:

At midnight, June 24th, the increases authorized by Director General McAdoo on international rates takes effect. The board of Railway Commissioners for Canada has indicated that rates from Canadian points to the United States, will necessarily be increased correspondingly.

These advances are to be allowed to become effective on one day's notice.

The increase of the old rates made by the Canadian roads on international traffic to the extent of 15 per cent. (without any maximum) will become extinct midnight, June 24th.

After midnight of June 24th, the following will be the legal rates: Add to the old rates 15 per cent, but with a maximum of 1c per hundred lbs. Then add to this 25 per cent with a maximum of 5c per hundred lbs.

To illustrate:

Take an old rate of	11 cents
Add maximum of 1c. per 100 lbs.....	1 cent
	—
	12 cents
Add 25 per cent with a maximum of 5c per 100 lbs.	
25 per cent. of 12 cents equals.....	3 cents
	—
	15 cents

Take an old rate of	23 cents
Add maximum of	1 cent

	—
	24 cents
Add maximum of	5 cents
	—
	29 cents

If 25 per cent were added to 24c it would make such rate 30c, instead of 29c.

Great Britain.

Recent advices received from the Old Country are to the effect that the import of wood goods from Scandinavia is now in the hands of the government and licenses for fresh contracts are being refused. There have been no imports of Quebec board pine, square pine or red pine during the last three years, while the stock on hand at Manchester shows only 32,000 cubic feet. Another report of the month of May shows that during the present year there has been imported at Liverpool only 210 standards, of N. B. and N. S. spruce and pine, which is slightly more than was imported in 1917, and about one-eighth of what was imported in 1916. There has also been a decided falling off in consumption and stock. The stocks of spruce standards, in Manchester and Liverpool combined, are now 7,330, whereas in 1914 there was nearly double this number. There are only 120 loads of birch logs in Manchester and Liverpool as against 1,180 in 1914, and in birch planks there are only 84 standards at the two ports as against 940 in 1904. Imports, consumption and stocks have sadly fallen off in every line of imported wood since the outbreak of the war. Reviewing current conditions the "Timber Trades Journal" says the trade returned to work after the holidays in the hope of finding something to do; but, as far as foreign business is concerned, there has been no change except an increasing wonder as to when the new arrangements will be announced. Some are rather more hopeful about the future, assuming perhaps that no news is good news; but the majority are pessimistic and suspicious of any Government scheme bringing much relief or benefit to private trade. There is plenty of inquiry for all balances of imported wood in merchants' hands, and the top prices allowed can nearly always be obtained. The home-grown trade is, of course, absorbing more attention as the import business dies away, but the demand is greatly in excess of the present supplies with the labour available can produce, and merchants dare not take orders for very long in advance.

There is no break in the conditions that dominate the hardwood market. Activity in meeting Service requirements alone sustains the life of the trade, otherwise matters are dormant, and the gradual depletion or final exhaustion of all supplies, whether held in docks, at wharves, or in yarded quarters, points to an immediate future prospect in which a steady ebb in the vitality of the trade is to be contemplated. The outlook is not encouraging, however great the desire may be to envisage the prospects cheerily.

The softwood section of the trade has been for some time past in a state of expectancy in regard to the steps that are being taken respecting the entire control of the supplies of these woods. Although it was at one time anticipated by many in the trade that hardwoods would be included in this scheme, it is now the general idea that such a contingency is altogether remote.

The demand for home-grown stuff shows no sign of slackening, but the supply is still very meagre. The railway companies appear unable to cope with the traffic and only allow a very small proportion of stock to come forward.

United States

Lumber cut in the United States amounted to 35,831,239,000 feet in 1917, the Forest Service has announced. That was approximately ten per cent. less than in 1916. The general tone of business is good, and with the promising crop reports there is every indication that prices will be well maintained. So far no announcement has been made regarding the fixing of hardwood prices by the government, though it is generally recognized in the industry that such an announcement may come at any time. The manufacturers, in the meantime, are putting their house in order and preparing to show just what it costs to produce lumber. Should the price fixing policy be extended to cover hardwoods it seems probable that lists will be made up for the various softwoods first and then attention will be turned to the hardwoods. Thus it may be some weeks before anything definite is



View of Mills in Sarnia.

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done. In some buying centers not a great deal of new business is being booked, in others bookings are brisk. The embargoes restraining shipments east are gradually being relieved and as the East is badly in need of hardwoods the gradual opening up of the district to commercial business will do much to nullify the seasonal dullness that appears in other markets. The demand for lumber for direct and indirect government needs continues and there is no indication of any slackening in the demand.

White pine manufacturers are urging customers to place orders at once in order that they may be shipped while the supply of cars remains adequate. The supply of cars in the North is good just now, but those who have been looking into the future are convinced that the outlook for this fall is anything but encouraging. The mills, broadly speaking, decline new business that is offered where it is stipulated that this business must be shipped prior to June 25, the reason being that the mills have on hand all the orders that can be attended to before that period. More government business is being handled by the mills than is realized by the general public.

The demand for hemlock is fully up to the volume of lumber that is offered for sale. Probably some retailers and wholesalers have delayed the placing of orders pending the outcome of the government price fixing program, for on the whole hemlock sales are made for immediate, pressing needs that must be satisfied at once. Just how soon the government authorities will get around to fixing the price for hemlock can not be stated, though it will be some days. What the basis will be is also something that cannot be predicted, but to judge from the Pennsylvania list it will be fairly satisfactory. Hemlock—dry, good hemlock—is certainly not any too plentiful, and despite the fact that this is the dull season it moves in volume fully equal to the new cut. Every effort is being made to get forward as

large a volume as possible before the certain car shortage shuts down.

Referring to the situation in spruce the "American Lumberman" says: Eastern spruce manufacturers, on the whole, continue to do a great deal of business with the government, and as long as the cost of production does not greatly increase the prices obtained are said to be satisfactory. Despite the nearness of the mills to the buyers, deliveries are hard to make, and so the ability to deliver is not infrequently the determining factor in settling the price question. This statement, of course, does not apply to government business. On the other hand, retail dealers are not buying more than they absolutely need. Prices remain firm. In Canada the demand for spruce has picked up, largely because of the call for this wood for the manufacture of shell boxes. The increased demand, together with the amount of lumber that is moving into the United States, puts the Canadian mills in a good position, especially as it is now certain that the summer cut will be smaller even than was expected.

Speaking of current market factors, the same paper says:—A most important point to remember is that the prices fixed by the government at present apply to the retailers, but not to the customers of the retailers. Retail lumbermen should bear in mind the fact that the handling of the case is a new departure in fixing prices. Previously, when prices have been fixed, they have applied to the ultimate consumer, and unless the retailer keeps on the job there is apt to be some misunderstanding on this point. There are numerous ways to meet the situation. One is to advertise liberally and acquaint the public with the true situation, and at the same time watch out and see that the local papers do not receive garbled accounts. Then, too, the retailer will find it more and more to his advantage to sell houses, or barns or grain bins, instead of just lumber at so much a thousand feet.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Reports Falling Off in Trade

A continued decline in the volume of business done, both foreign and domestic, was the principal factor asserting itself in the Ottawa lumber market during the closing period of June. Orders and enquiries, especially from the United States, showed a further falling off.

Despite the general decline, local prices remained firm or in some grades advanced. The market, while slow, did not weaken. No developments warranting a decline in price presented themselves. Higher operating costs, unfavorable water conditions, and the prospect of a reduced cut, were three factors pointed to as being likely to sustain present prices.

The outlook for midsummer business did not appear any too bright, unless the demand increases considerably. There are hopes held out that the domestic demand will strengthen. A greater volume of building, both governmental and private, will be undertaken this summer than for any year since the war began. Only two companies in the Ottawa district reported the previous demand keeping up.

The Ottawa market for stock suitable for shell box manufacture did not show particular activity, following the issuance of contracts for over one million shell boxes, recently let by the Imperial Munitions Board. Only one Ottawa woodworking plant received a contract. It was for 150,000 boxes. This plant manufactures its own wood for the boxes.

The demand for the higher grades of stock fell away. There is no surplus of it and the prices asked for it is not cutting any figure, according to manufacturers' reports. Manufacturers believe that a good summer's Canadian business will develop for the lower grades of marketable stock. The chief demand from the United States lately was for dead culls, mill culls, cull spruce, and No. 2 hemlock. The reason for this demand being in existence for Canadian stock in the United States is thought to be largely due to the inability of shippers in the Southern States to ship to points where army cantonments are being erected. There is very little of such stock on the Ottawa market and in price it ranges from \$35 to \$40 per M. f.o.b. mill. There was practically no dry stock of these grades. Lath and shingles remained slow. There was not much activity in the sash and door trade.

The labor situation with the sawmills did not show much change. Sawing operations were confined to the day shift only, indicating that the cut this year will not likely be as large as last. The log situation by the water routes did not show much change as compared with the early part of June. Just about enough logs to keep the

mills running are coming down. None of the mills have yet reported receiving logs in sufficient quantities to warrant their storage in "reserves" at the mills.

A belief appeared to exist that manufacturers were not overly anxious to dispose of their stocks until they get the price asked. The increase in the cost of logs for the last two years is making itself felt in the price of sawn lumber. The amount of this season's mill cut that has already been sold is not proportionately as large as last year.

Wholesalers mostly reported a slow trade, and stocks of the retailers did not show much activity.

Official information as to the dispositions of the shell box contracts were refused the "Canada Lumberman" by the Imperial Munitions Board. Even the total amount of the contracts was withheld. From another source it was heard the total was one million, one hundred and ninety thousand. So far as could be learned, it is reported that ten of the contracts, totalling 913,000, went to the following parties: Eureka Planter Co., Woodstock, Ont., 40,000; H. Labelle, 100,000; H. Chagnon and Co., Montreal, 100,000; Guelph Carriage Top Co., Guelph, Ont., 43,000; James Davidson Sons, Ottawa, 150,000; Lindsay Factories, Ltd., Toronto, 100,000; Georgian Bay Shook Mills Ltd., Midland, Ont., 100,000; J. R. Eaton and Sons, Orillia, Ont., 70,000; Canadian Wood Products Ltd., Toronto, 110,000; Lally Lacrosse Mfg. Co., Cornwall, Ont., 100,000.

The average price at which the contracts were let it is understood was around \$1.15. The work is to be started about July 15th and completed in October.

From information gathered the highest of the ten contracts above was let at a price of one dollar and seventeen cents per box, and the lowest at one dollar and twelve cents per box. The contracts called for the two round six in. box.

Montreal Business Fair with Values Firm

Market conditions in Montreal are, on the whole, satisfactory. Local business, it is true, is nothing to boast about, but against this must be set the good demand for the United States. Prices hold very firmly, and there are many wholesalers who believe that there will be a gradual increase during the remainder of the year. This is, of course, a matter of opinion, but all are agreed that there is little prospect of any lowering of values. All the same, firms are still inclined to adopt a cautious policy in the matter of buying, in view of the stiff prices demanded by the manufacturers.

The pulpwood market is not as strong as it was, prices being down about \$1.50 per cord. Large quantities of wood are being ship-



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ped out to the United States, the improved car service enabling more expeditious delivery to be made.

It is understood that the Imperial Munitions Board has changed its policy in regard to the construction of wooden ships. It was authoritatively announced that no more orders for wooden vessels would be given out, but it is now stated that the Board is making inquiries from builders as to further boats. This will mean further business for British Columbia, where prices are now a little higher.

In conversation with provincial manufacturers, emphasis was laid on the serious increase in the cost of labor and material, which has compelled the high quotations for the new cut. The manufacturers also pointed to the labor shortage and to the lack of efficient help, this making for enhanced cost. In this connection the Provincial Government has ordered that, on account of the scarcity of labor in the factories engaged in the manufacturing of military supplies and munitions, and consequent upon a great number of young men having been called to the colors, the provisions of the regulations in certain industries be modified, permitting girls and adult women to form part of night shifts. This will allow of the employment of girls over 18 years of age on night shifts, providing that the night shift shall not be for more than eight consecutive hours.

Deals for the United Kingdom are still being sent in small quantities. Lumber is also being loaded here and at Three Rivers for South Africa. In the St. Maurice Valley mills which formerly manufactured for Europe are now cutting largely for the United States, there being a considerable amount of lumber cut in 1917 for overseas still in the yards.

St. John Complains of Many Embargoes

The car order business for United States points is not as good as two weeks ago. Prices have not weakened to any extent, but orders are very scarce, and just at the moment embargoes are on in many yards and sidings, being lifted a few days at a time and only nicely open when the railways again put up another hold up and the shipper, if he has any orders at all, is worrying as to how long he will have to fill them before he has an embargo placed against him.

During the past few days market quotations cut no figure, as very few buyers are to be found. What few there are in some cases have very far apart ideas of values. If they have a customer who wants goods the price makes very little difference.

The English market is forgotten. No lumber is being forwarded either by the government or the deal merchants, therefore price does not figure at all, as there is no market. Not a sale of any consequence has taken place at St. John and the mills are piling up their cut of lumber very fast. Unless an opening is made before long some will have to shut down.

Factory work at St. John is very good. Prices for this work are gradually increasing and will do so as long as labor and raw material keep climbing. Practically all jobs being carried out here is of a repair nature. No large buildings and very few houses are being erected. No doubt repair work will be steady as buildings are always depreciating and must be kept up. Low grade stocks are in good demand and no great stocks of culls are on hand at the mills.

The St. John River Log Driving Company are doing very good work, both on the driving in the main river and also in their rafting operations, having at the present time about a normal crew at work.

Proposal to Log Big Timber Limits

Seven hundred million feet of fir and cedar timber lying to the north of Port Haney will be opened by Messrs. Abernethy & Loughheed, local representatives of the Miami Corporation, of Wilmington,

Delaware, providing the municipal voters of Maple Ridge vote in favor of a plebiscite to be taken shortly.

The area to be logged is known as Limit W and to bring the logs to the Fraser River a railway fifteen miles long is an essential. At a recent meeting of the council Mr. N. S. Loughheed placed a concrete proposition before the municipal fathers and went thoroughly into the details of the scheme before preferring a request for permission to cross certain roads in the municipality with the proposed railway.

Mr. Loughheed later amplified his statement to the board when he told of quietly conducting negotiations, extending over the past three months, by which the company had purchased land through the municipality for a right of way. Last week saw these efforts practically completed when a substantial section of foreshore was obtained along the Fraser River in the vicinity of Kanaka Creek.

"There is enough timber in these limits," said Mr. Loughheed, "to give a continuous supply to the mills at Haney, Hammond and New Westminster for the next fifteen years.

"It will cost the company at least \$250,000 to build the road and means a steady crew of several hundred men, all of whom will receive high wages. Not only will the project mean much to the lumbermen of the Coast, it has immense possibilities as an asset to the municipality itself, providing as it will, an all year market for farm produce of all kinds, through the local merchant as well as the individual producer."

It is learned that the Miami Corporation directly represents the heirs of the late millionaire, James Deering, of the Deering Harvester Company. The company is licensed to operate in British Columbia and it is likely that when actual development begins, that Abernethy and Loughheed will be their British Columbia agents.

Toronto Lumberman Passes Away Suddenly

The death of Wm. J. Hetherington, who died very suddenly at his home in Toronto on June 16th, caused a shock to his many friends in the trade with which he had been associated all his life. Mr. Hetherington had not been in good health for some time, but was able to attend to his duties as manager of the Wm. Laking Lumber Company and the Riverdale Lumber Company. He was also present at the regular monthly meeting of the Wholesale Lumber Dealers' Association, which was held at the Queen's Hotel on June 14th. He took an active part in the discussion and was in bright spirits, although toward the end of the evening he complained to a friend sitting next to him that he had a pain in the region of his heart. Only a few days before Mr. Hetherington, who was on the board of directors of the National Hardwood Lumber Association and was completing the second year of his second term, had called a gathering of the members in Toronto over which he presided. He always took a deep concern in the welfare of lumber organizations and the trade generally, and had resided all his life in Toronto. Of a genial, kindly disposition, he was well thought of and highly regarded by every branch of the industry. Mr. Hetherington was a member of Zetland Lodge, A. F. & A. M., and other organizations. He is survived by an aged mother, a wife and six children. There are five daughters and one son, the latter being a member of the artillery at Petawawa Camp. The funeral, which took place on June 18th, was largely attended by representative lumbermen who mourned the loss of one whom they had learned to esteem through many years of business and social intercourse. The floral tokens were beautiful. A huge wreath was sent by the National Hardwood Lumber Association of Chicago, at the annual gathering of which it was the intention of Mr. Hetherington to be present. Just as he was concluding arrangements for the Toronto party to depart on the following Monday death interfered and cast a gloom over the delegates, some of whom proceeded to Chicago immediately after attending the last sad rites.

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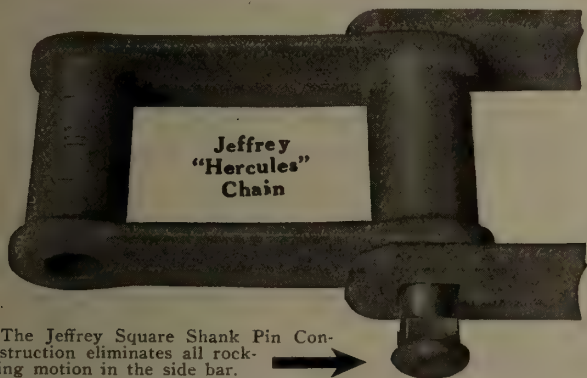
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F-4 (B. & F.)

"Reliance" Chain

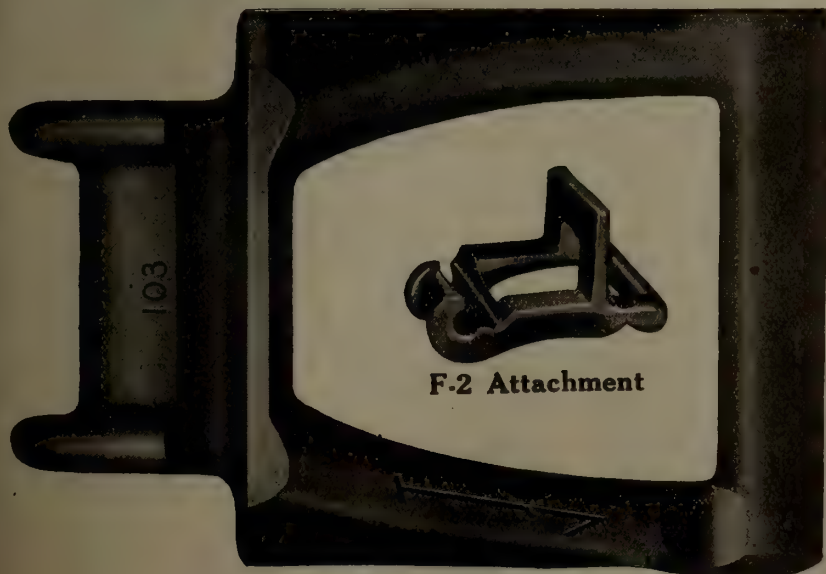
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For Log Hauls with S-1 1/2 Spurs
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License Holders Protest Against Fees

Say That B. C. Government Demands are Out of All Reason and Will Prove Disastrous if Enforced

Claiming that if the government did not grant relief in an extension of time for the payment of the licences on their holdings, or assistance of some kind, that hundreds of them would have to abandon berths which they had been carrying for years, and on which they had paid out thousands of dollars, a large deputation of lumbermen met Hon. T. D. Pattullo, Minister of Lands, at his office in Victoria recently, and made a strong plea for relief.

The situation was thoroughly gone into and the difficulties under which the lumbermen are labouring fully set forth.

It was pointed out that, in the opinion of the lumbermen at least, the trouble largely arose out of the conditions caused by the war, and the impossibility, because of those conditions, of the lumbermen disposing of their holdings.

Just previous to the going out of power of the old government, legislation was passed extending the time for payment of the licences on these berths until a period of six months after the war. The result of this, the new government claimed, was that large numbers of these holders simply quit paying their licences and a large amount of revenue the government should have been receiving they simply had to carry, and in order to, as they hoped, get that revenue coming in again they, at the last session, annulled that legislation.

The extension period provided for in the new legislation expires on July 1, and large numbers of the holders, it was stated, found it simply impossible to take up their obligations.

A. F. Sutherland, a prominent timber broker, presided at the meeting, and in a brief address laid the matter before the minister. He said that he knew of one man in the room who had been carrying a large block of timber for many years, and had actually paid out over \$165,000 in timber licence fees to the government. A great deal of this money had been borrowed from the banks on his own personal property. The banks would not take the timber as security. The licences, in spite of the large amount paid out, were still in arrears, and this dealer could not pay, and if the announced policy of the government was carried out, the licences would be cancelled and all that money would have been paid in vain, and the property he had pledged as security would be lost.

"You may say that this is a matter of speculation," said the speaker, "and that this man is carrying more than he should be, and that is true to a certain degree, but in this case at least, and in many others, the man had no control over the situation. He would have sold if he could have done so. He can get no further advances on his private property now and can pay no more."

In replying, Hon. T. D. Pattullo said he was glad to meet the timber men and to listen to their presentation of the case. The question was one which had given the government very serious difficulty. When they came into office they found that dues on timber licences had been pyramiding to a really alarming extent, and the revenues from that source was suffering very much.

Large numbers of the licences were held on the other side. Men there had taken advantage of the action of the government to cut out their payments altogether, though previous to that they had been paying with a fair degree of regularity. This was also true to quite an extent with eastern holders. They were making big profits in war contracts, but were simply making the British Columbia government wait. They wanted to use their money in enterprises in which they could see immediate profits. It was to meet that situation the government had passed the legislation complained of. He was firmly convinced in a general sense it was in a way only the individual who was affected by it and that it was not proving a general hardship. He believed that this was so because numbers who had not been paying did so as soon as the government took the attitude that they must do so. He had every sympathy with the harassed individual and believed he ought to be protected.

He did not agree with the suggestion of some of the speakers that the legislation could be called repudiation. It could not be said that if the government found improper legislation on the statutes that they must allow it to remain. The people must be protected. The government had inherited a dozen or so problems which had given them a great deal of trouble. He was, he said, blaming no one for them, but they had nevertheless, to be met, and they were doing their best to solve them. A committee of lumbermen will confer with the government.

Will Erect New Mill in B. C.

It is understood that Maurice M. Wall, of the Buffalo Hardwood Lumber Company of Buffalo, N.Y., and associates, who own several tracts of timber in the Thompson River Country of British Columbia, are arranging for its being cut. This is said to include

several exceptionally good lots of timber which were carefully selected and purchased a number of years ago with a view of incorporating them in a lumber company, with a mill at a central point, when conditions would justify marketing their product. The owners now seem to feel such time has arrived and are reported to contemplate the erection of quite a large mill which will be operated by prominent American mill owners who will join in the enterprise.

Not Much Wood will be Peeled

The outlook for a large supply of pulp wood in the Maritime Provinces is not bright. The scarcity of labor and the high rate of wages are effecting the situation. Contracts are usually made with the producer for a certain number of cords. If the fails to deliver, or come up to contracted quantities, he is liable to trouble.

Wages have increased even over last year's per diem standard for peelers. The price on fir and spruce wood, according to one well-known purchaser, will not be advanced. It is more likely that the price will drop on this quality of wood. He said the yards at the big mills were loaded to capacity (these yards usually carry a two years' stock) and there is no particular desire to wrap up more money in wood because of uncertainties in the market.

The situation gives rise to uncertainties in that government regulations may, eventually, standardize the price of wood, as well as the output of mills, and the purchasers do not care to take the gambler's chance, on present prices, as it is believed, should the standard price for wood be established by government regulations, it would be lower than now prevails.

Poplar will undoubtedly bring a higher price than during the season of 1917. If there can be said to be any particular demand for any grade of wood this season it will be for the poplar wood. The purchaser may look askance at the farmer's spruce and fir, but he will be found ready to take on the poplar.

The shipments of last season's wood to the States for May were not as extensive as had been hoped for. Secretary McAdoo of Washington, D.C., promised 1,000 cars for May shipment from points on the C.G.R. and C.P.R. He has delivered only half the number. It is not expected there will be any better results for June, and quantities of pulp will hang over another year.

Lumber Company will Build Power Plant

The St. Maurice Lumber Company are contemplating the construction of a new power plant at Les Forges Rapids. An engineering staff is now occupied, making levels, hydrography and surveys at Les Forges Rapids, on the St. Maurice River, ten miles north of Three Rivers, Que., for the St. Maurice Lumber Company. The purpose of the development of these falls is to supply electricity to a new pulp and paper mill. This company is contemplating locating at Three Rivers. The work is under the direction of Mr. Cobb; H. S. Ferguson, of New York, is consulting engineer.

If carried out the scheme will consist in the building of a concrete dam, monolithic type, which will raise the water level to some thirty feet. A conduit, a log slide, and power house will be built. By raising the water level the falls at La Gabelle will be submerged and the backwater will attain the level of Les Gres Falls. The latter power is the property of the Shawinigan Water & Power Company. The maximum discharge of the river at this site is estimated at 170,000 cubic feet a second, and the minimum 6,000 cubic feet a second.

Historic Business Comes into New Hands

An event of considerable importance in the business life of New Brunswick, and particularly in Kings County, is the retirement from the lumber, box and match manufacturing business of the G. & G. Flewelling Mfg. Co., Limited, of Hampton. Their interests have been purchased by Randolph & Baker, of St. John, but the purchasers have made no announcement of their plans, and Hampton village threatens to become a deserted village, as the mills formed the only industry and the chief means of livelihood for the people, giving employment to more than a hundred. The employees are scattering and finding work in other places.

The lack of raw materials in the vicinity is the cause of the company's decision to retire from the activities in which they were engaged, and no other manufacturing opportunity presented itself. The big lumber has been cleared off the lands within operating distance of the mills, and even the small stuff has gone the same way. The mills were established by Gilford Flewelling, who returned to his native province from Kentucky, where he had been engaged in railway construction, after the opening of the civil war. His woodworking factory prospered, matches were added to the output and later a box mill was started. Another sawmill was established at Perry's Point, and the business continued to grow until the limit of the natural resources of the district was reached.

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A Handy and Valuable Pulpwood Chart

The accompanying chart, developed and copyrighted by the American Barking Drum Company, of Chicago, Ill., will doubtless be found of considerable technical value to pulp and paper makers.

The curve is based on actual measurement, made by the engineers of the above company of four-foot wood piled in an orderly manner.

For example: How many sticks of 6-inch wood are there in a cord? Find the "6" at the bottom of the chart and follow the vertical line upward until it crosses the curve. Opposite this point of intersection is the figure "130," which is the answer. That is, 130 sticks of 6-inch wood, 4 feet long, are required to make up an average cord.

The following table will be found useful for determining the number of 13-foot logs per cord and the cubic feet of wood per cord, wood in all instances being piled in an orderly way:

Number of 13-foot Logs of Different Diameters Per Cord—Sticks Piled in an Orderly Manner

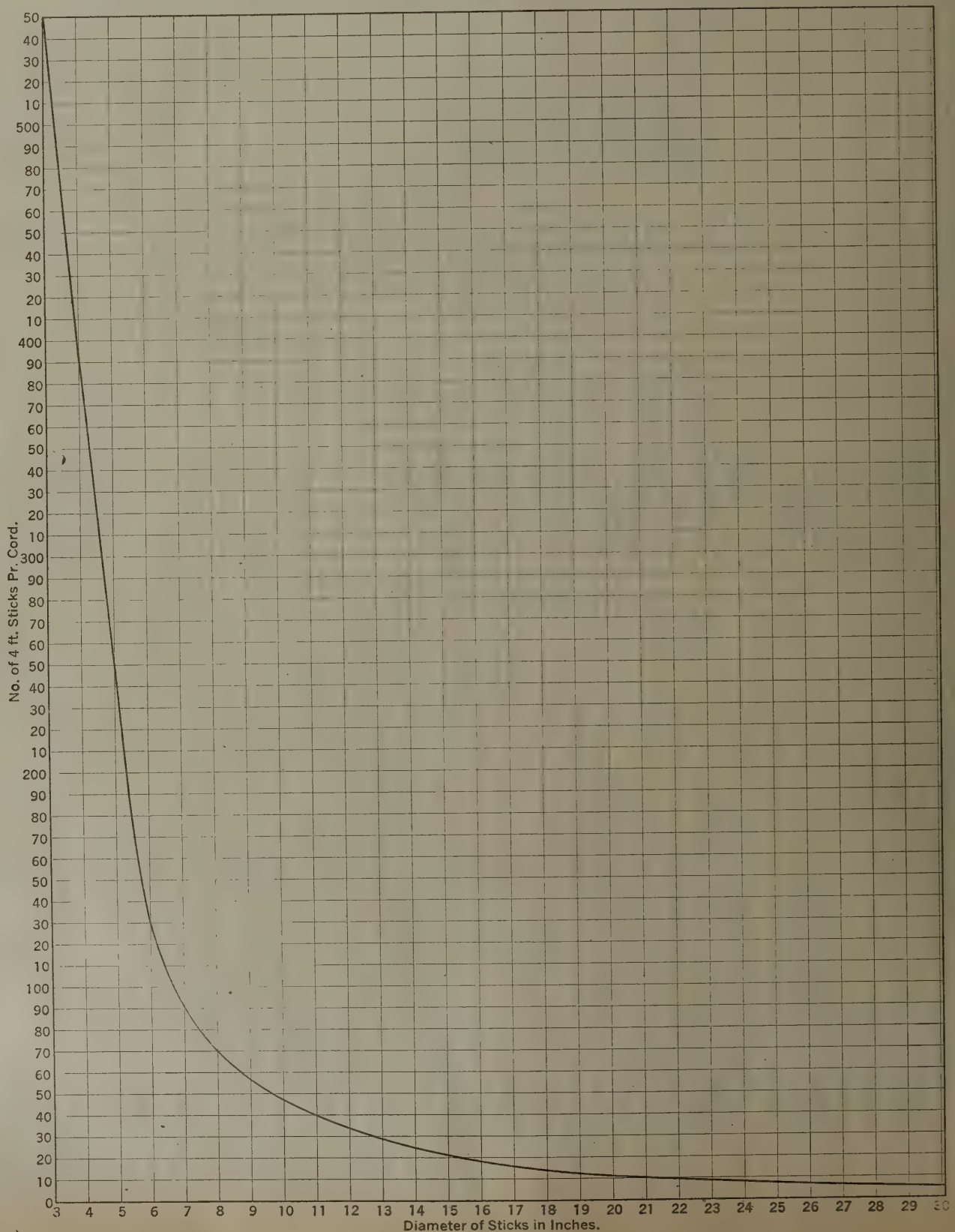
	Logs.
5 in. diameter x 13 ft.	34
6 in. diameter x 13 ft.	27
7 in. diameter x 13 ft.	22

8 in. diameter x 13 ft.	18
9 in. diameter x 13 ft.	17
10 in. diameter x 13 ft.	15
11 in. diameter x 13 ft.	12
12 in. diameter x 13 ft.	10
13 in. diameter x 13 ft.	9
14 in. diameter x 13 ft.	7
15 in. diameter x 13 ft.	6
16 in. diameter x 13 ft.	5½
17 in. diameter x 13 ft.	5

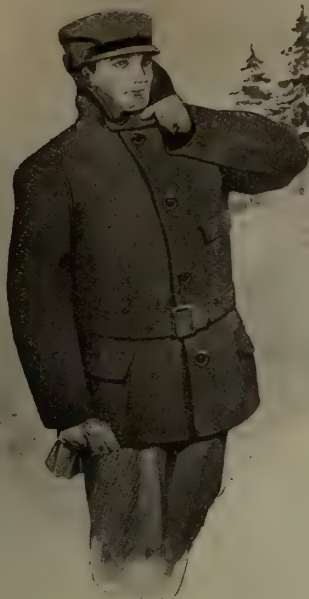
Cubic Feet of Solid Wood Per Cord, Piled in an Orderly Manner
Diameter at small end.

Length of sticks.	Over 5.5 in.	5.5 in. to 2.5 in.	2.5 in. to 1 ft.
Feet.	Cubic feet.	Cubic feet.	Cubic feet.
2	91	84	65
4	89	82	64
8	84	77	59
12	78	71	54

The American Barking Drum Company advise that they will gladly furnish a copy of this chart to any responsible man connected with a pulp or paper mill who may be interested.



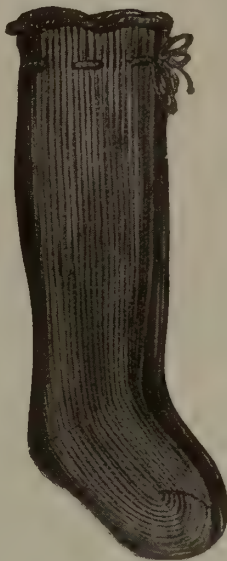
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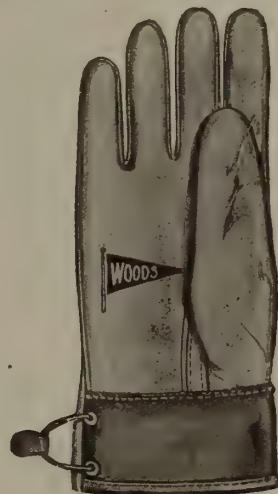
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as cut — black or
fancy stripes or
checks.

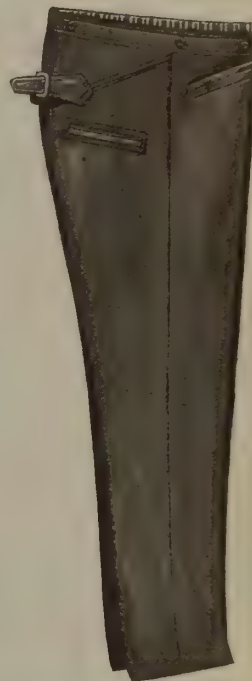


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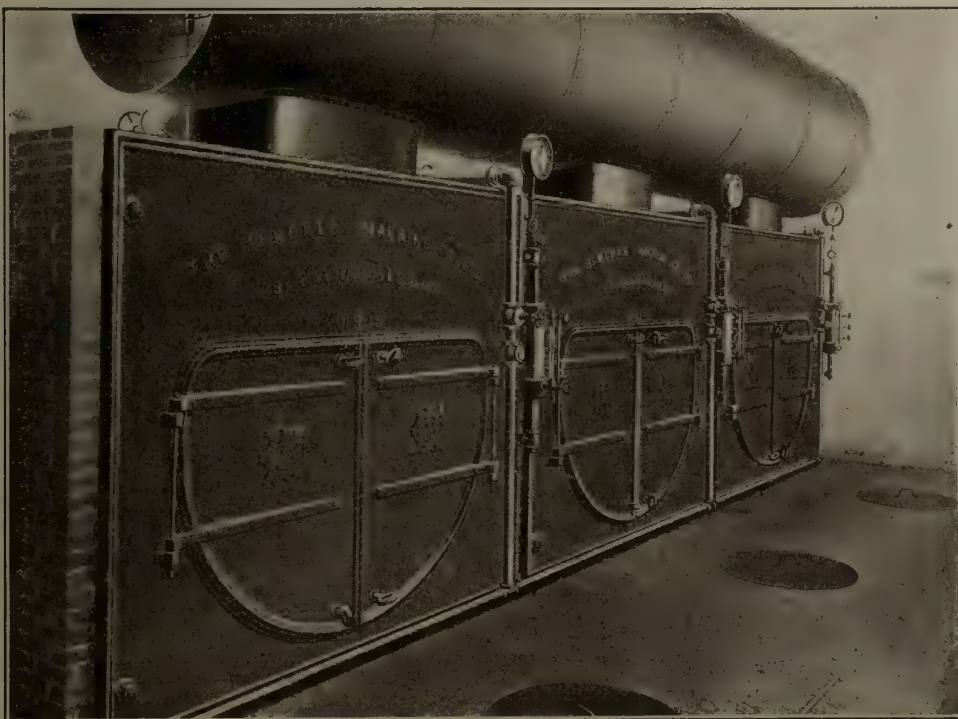
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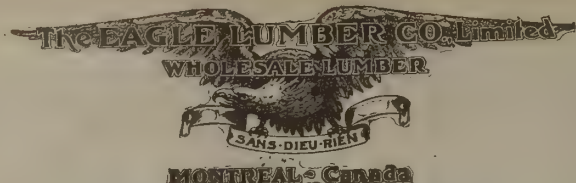
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EDGINGS

Ontario

L. S. Barrand, Pembroke, Ont., recently lost his planing mill by fire. The loss is estimated at about \$13,000, with some insurance.

Ross Staples recently lost his sawmill by fire at Indian River, Ont., Peterboro County. The loss was quite serious and there was no insurance.

The Wm. Davies Company, Limited, 521 Front Street East, Toronto will shortly commence work on the erection of a wooden box factory on Front Street East.

W. H. Hutchinson, Goderich, Ont., is erecting a shipbuilding plant to cost about \$50,000. The building will be one storey, 60 x 125, reinforced concrete construction, maple and concrete floors.

Frank Rounds, Main Street, Welland, Ont., will rebuild his lumber warehouse, at a cost of \$2,500, which was recently destroyed by fire. The new building will be one storey, sheet metal and frame construction.

The barges G. K. Jackson and Isabella Sands and the tug Crawford, loaded with 546,778 feet of hardwood lumber, have left Bay City for Southampton, Ont. It is said to be the largest single lumber shipment in the history of the port.

The Canada Pulpwood Exporters Ltd., have been incorporated, with head office at Toronto, Ont., and capital stock of \$24,000, to carry on business as manufacturers of and dealers in lumber, bark, wood, pulpwood and pulp products of all kinds. Among those interested are A. C. Brown and W. J. Kelly.

The Guelph Paper Box Company, Limited, has been incorporated, with head office at Guelph, Ont., and capital stock of \$40,000, to carry on business among other things as manufacturers and dealers in wood and lumber of all kinds; barrels, cases, pulp, etc. The provisional directors are J. S. Small, A. A. Buchner and W. E. Buckingham.

The French Bay Lumber Company, Limited, has been incorporated, with head office at Sault Ste. Marie, Ont., and capital stock of \$150,000, to carry on business as manufacturers of and dealers in logs, lumber, timber, wood and pulp and all articles into the manufacture of which wood enters. The provisional directors are J. P. Walsh, C. J. McLachlin and E. E. Purvis.

The Caswell Lumber Company, Limited, has been incorporated, with head office at Sudbury, Ont., and capital stock of \$40,000, to carry on business as timber merchants, sawmill proprietors and timber growers; to manufacture and deal in timber and lumber of all kinds. The provisional directors are G. Caswell, A. J. Jordan, G. J. Valin and A. J. Manley, all of Sudbury, Ont.

Commissioner Pringle states that there is no likelihood of the price of newsprint in Canada being immediately fixed at \$3.10 per hundred as the result of the fixing of this price in the United States. He added recently that the present figure will hold till July 1, when it may be extended till the end of August, by which time investigation as to the cost of production will be complete. The price will then be definitely decided.

A contract for the construction of a 3,750-ton merchant vessel has been awarded to the Collingwood Shipbuilding Company by the Department of Marine. It is the second contract let to that company since the government announced its shipbuilding policy. The Marine Department has placed in all contracts for ten vessels. It is now engaged in the preparation of plans for the 10,000-ton ships to be built at the new Halifax shipyard.

In a recent serious fire which took place in Pembroke, Ont., while the garage of the Thomas Pink Company, Limited, was destroyed, no harm whatever was done to the manufacturing department. The garage was altogether separate from the manufacturing plant and there has been no interruption to the activities of the firm in the matter of turning out lumbering and driving tools. This is pleasing news to the many friends and customers of the firm.

The Excelsior and Wood Wool Company, Limited, has been incorporated, with head office at Toronto, Ont., and capital stock of \$10,000, to carry on business as manufacturers of and dealers in excelsior, wood wool, lumber, woodenware and wood products of all kinds; to buy, own, hold, sell and deal in timber limits, timber lands and products of the forest, and to manufacture any article in the making of which timber or wood is required or can be utilized. The provisional directors are R. H. Greer, G. L. Smith, and G. R. Forneret.

The offices of Ed. Clark and Sons, Limited, Toronto, have been removed from the Stair Building, to Rooms 507, 508 and 509 Bank of Hamilton Building, in the quarters until recently occupied by the freight department of the New York Central Railway. Over a dozen wholesale lumber firms in Toronto now have their offices in the Bank of Hamilton Building, which some members of the trade frequently refer to as the "Lumbermen's Exchange."

Arrangements are being completed for the erection of a new sawmill at Goulais station on the Algoma Central Railway, about thirty miles north of the Sault. Some weeks ago Senator George Gordon, of Cache Bay, went up the line to look over the lumber situation and took with him a party of lumbermen, and after going over the ground decided to establish a mill in that vicinity which will turn out one hundred thousand feet of lumber a day. It is understood the work will be commenced at an early date.

Robert Bury & Company, hardwoods, veneers and mahogany lumber, 455 King Street West, Toronto, intend removing their offices in the near future to the premises lately occupied by the Wilson Lumber Company, at the foot of Spadina Avenue. The building is being improved and enlarged, making it very attractive. Robert Bury & Company lately acquired the warehouse of the Ontario Storage Company, on the water front. An extension of 100 feet has been completed, giving the company storage space of over 15,000 feet for their veneers, in which a very large business has been developed.

Eastern Canada

G. W. Ross, Bridgetown, P.E.I., recently lost his sawmill by fire. The building was completely destroyed and there was no insurance.

A Federal charter has been granted to the Electric Welding and Shipbuilding Company of Canada, with a capital stock of \$500,000, and headquarters in Montreal.

The Drummondville Match Company recently lost their match factory at

Drummondville, P.Q., by fire, which is estimated at \$100,000. The loss is partly covered by insurance.

Forest fires in Queen's County, N.S., destroyed five residences and a number of barns and outbuildings at Eagle Head, West Berline and Gull Island, three combined fishing and farming communities. All the crops in this locality were ruined.

The Belgo-Canadian Pulp and Paper Company, of Shawinigan Falls, Que., which has acquired the sawmill of V. V. Burrill at Cap de la Madeleine, have started operations with their new plant. They are adding to it a new pulp and sawmill and a short wooden trestle.

La Compagnie Pouliot Ltee., has been incorporated, with head office at Bagotville, P.Q., and capital stock of \$15,000, to carry on a general lumbering business; to manufacture and deal in timber, lumber, shingles and articles in wood of every nature and description, pulpwood, etc. Among those interested are J. A. Tremblay and A. Pouliot, of Bagotville.

It is announced that the Quebec-Saguenay Pulp Company, Limited, with mills and limits at Delmas, on the Penobscot River, Lake St. Johns, P.Q., will commence operations on July 1. The company has 7,000 cords of pulpwood at the mill, a contract having been made for three years for the sale in the United States of the mechanical pulpwood. The capacity of the mill is 30 tons a day, which is to be increased to 60 per day. The company has developed and undeveloped water rights of 12,000 horse power.

It is announced that Archibald Fraser, of Fredericton, N.B., has been appointed by the Minister of Lands and Mines, representative of the private timber land owners upon the Forest Commission which is to have charge of the Crown lands of New Brunswick, under the legislation passed at the last session of the Legislature. The other members are: Hon. E. A. Smith, Lt.-Col. T. G. Loggie, Deputy Minister of Lands and Mines; G. H. Prince, Chief Forester; D. J. Buckley, representative of the holders of timber licenses.

The directors of the Ticonderoga Pulp & Paper Company declared two quarterly dividends of 10 per cent. each recently, putting the shares on a 40 per cent. basis, and, in addition, declared a bonus of 120 per cent. Both are payable June 29th to stock of record June 27th. The two additional quarterly payments of 10 per cent. will be paid September 30th and December 21st. The Ticonderoga Company is controlled by the Riordon Pulp & Paper Company, Montreal, which owns a majority of its capital stock.

The Gerrity-Mann Lumber Company, Limited, has been incorporated with head office at St. Stephen, N.B., and capital stock of \$24,000, to take over as a going concern the undertakings, business, assets, property, and franchises of the voluntary partnership known as the Gerrity-Mann Lumber Company; to carry on and operate a general lumber business in all its branches, including logging, driving, ponding, cutting and to manufacture and deal in lumber, logs, timber, wood pulp, etc. Among those interested are J. F. Gerrity, Bangor, Me.; J. W. Gerrity, Boston, Mass.; J. M. Mann, Calais, Mo., and C. N. Vroom, St. Stephen, N.B.

D. H. Pennington, lumber merchant and a member of the Quebec Harbor Commission, recently returned from Port au Saumon, near Murray Bay, where he went to witness the result of a drive of 22,000 logs down the Sammon River. He expressed himself pleased at the success of the drive. He also remarked that he had already loaded twelve lake steel barges with pulpwood destined for the United States. These barges carry from 1,000 to 1,200 tons of pulpwood, which makes over 12,000 tons of pulpwood loaded and shipped by Mr. Pennington's interests since the opening of navigation. He states that this is a record shipment of pulpwood.

The old Dickie mill at Stewiacke, N.S., was completely destroyed by fire recently. The blaze gained rapid headway, and it was not long before the mill fell. The mill was situated at the point where the Canadian Government Railway crosses the Stewiacke River, about one mile from Stewiacke. The mill was the property of the Halifax Lumber Company, but has not been working for over ten years. It was built in 1900 and was operated until 1907, when the Alfred Dickie Lumber Company liquidated. It was a structure of 120 feet by 40 feet. About fifty yards up the Stewiacke River is the Rufus G. Dickie lumber mill, where about fifty persons are employed.

The annual report of the Chicoutimi Pulp Company shows that gross earnings for the year rose to \$962,241, or more than double the previous year, the figures of which were \$440,547. After operating expenses, the operating income was \$851,314, compared with \$335,026. After deductions for bond interest, the net profit was \$498,139, against \$52,865 in 1916. This represents a showing of 13.6 per cent. on the 36,500 common stock issued against 1.3 per cent. in the preceding year. The company has undivided profits of \$707,870, of which the past year's results contributed the \$498,139 referred to, the balance of \$209,731 being derived from previous years.

Western Canada

The Monarch Lumber Company, Limited, Sydney, Man., has discontinued. The Beaver Lumber Company have sold their branch of the business at Winkler, Man., to Peter Bueckert.

The Morgan Lumber Yards, Limited, has been incorporated with capital stock of \$50,000, and head office at Perdue, Sask.

W. P. Lynch, Port Clements, B.C., is erecting a sawmill near Prince Rupert. The owner will be in the market for machinery.

The Moose Jaw Millwork Company, Limited, has been incorporated, with head office at Moose Jaw, Sask., and capital stock of \$25,000.

The National Lumber Yards, Limited, have been incorporated, with capital stock of \$50,000, and head office at Saskatoon, Sask.

The Imperial Elevator & Lumber Company, Winnipeg, Man., will make application to change the name of the company to the Imperial Lumber Yards, Limited.

The Dyke Sawmill Company recently lost their sawmill by fire at Courtenay, B.C. The loss is estimated at \$25,000. The company will rebuild and the new plant will cost \$20,000.

John Edwards, formerly bookkeeper for the Campbell River Lumber Company at White Rock, has accepted a position in the same capacity with the Maple Ridge Lumber Company at Port Haney, B.C.

Mr. E. Edwards, of Shanghai, representing a Gothenburg Swedish paper establishment doing business since the year 1802, was in Vancouver recently endeavoring to obtain pulp and paper supplies. He said he can take a spread shipment of 1,000 tons of newsprint alone if that commodity can be secured from the various British Columbia paper mills. Besides the newsprint he wants to order other supplies of considerable magnitude.

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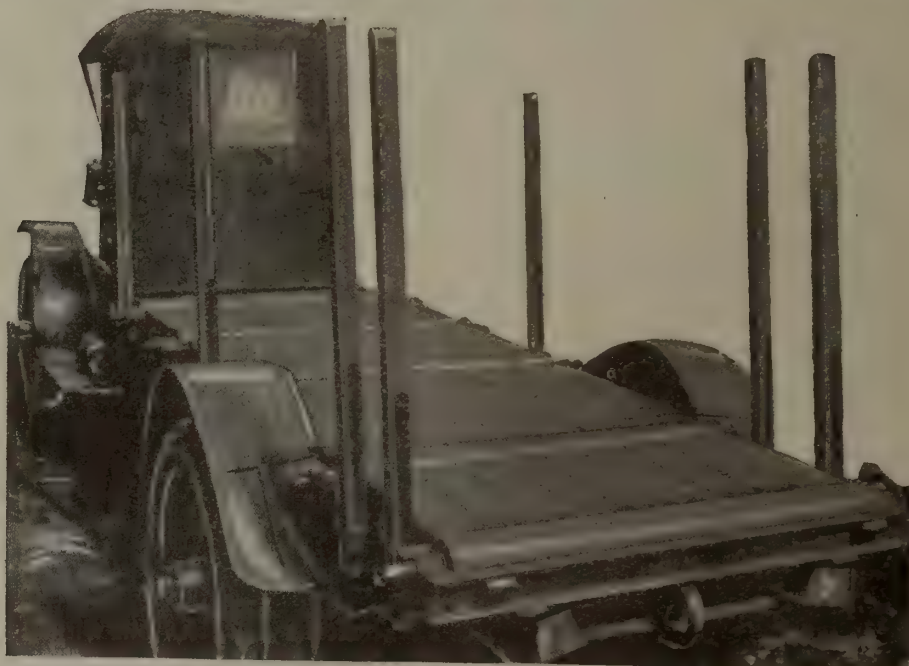
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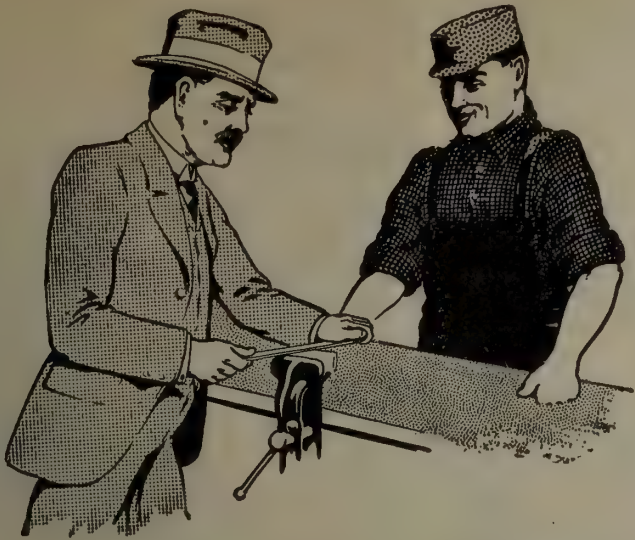
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He makes three strokes where, with a sharp file, he need make but one.

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But, educate him to turn in a file the moment it reaches its "inefficient point" and what do you get?

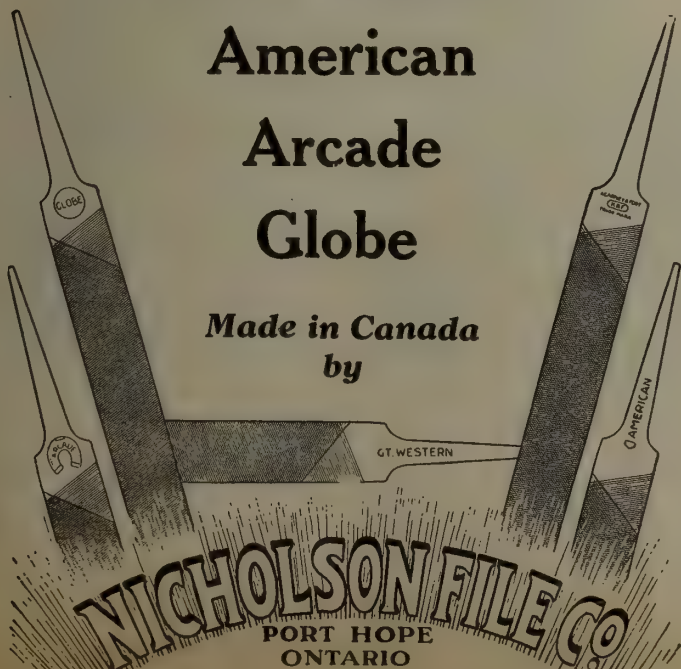
The new file costs but little. The man does his work in one-third the time. He is more satisfied with his job, and the employer has saved money on the time sheet.

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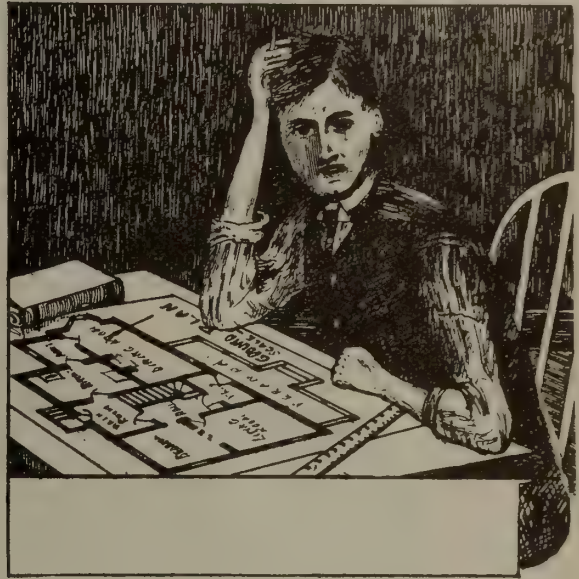
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Because of its extreme simplicity of construction, the initial cost of a C & W set is actually less than that of any other radio set of the same size in the world. It is so small and compact that it may be installed on an ordinary 2½ x 4 foot table. Once installed, the up-keep cost is negligible, because C & W sets can't break down.

May we help you solve your problem. Send us complete information and our engineers will give you their best service.

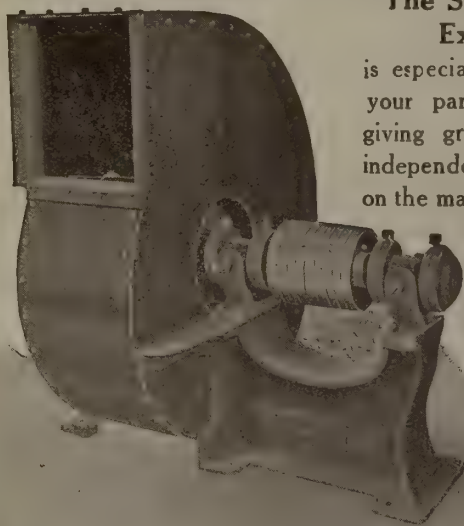
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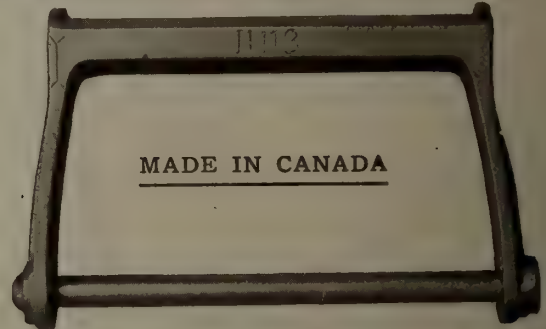
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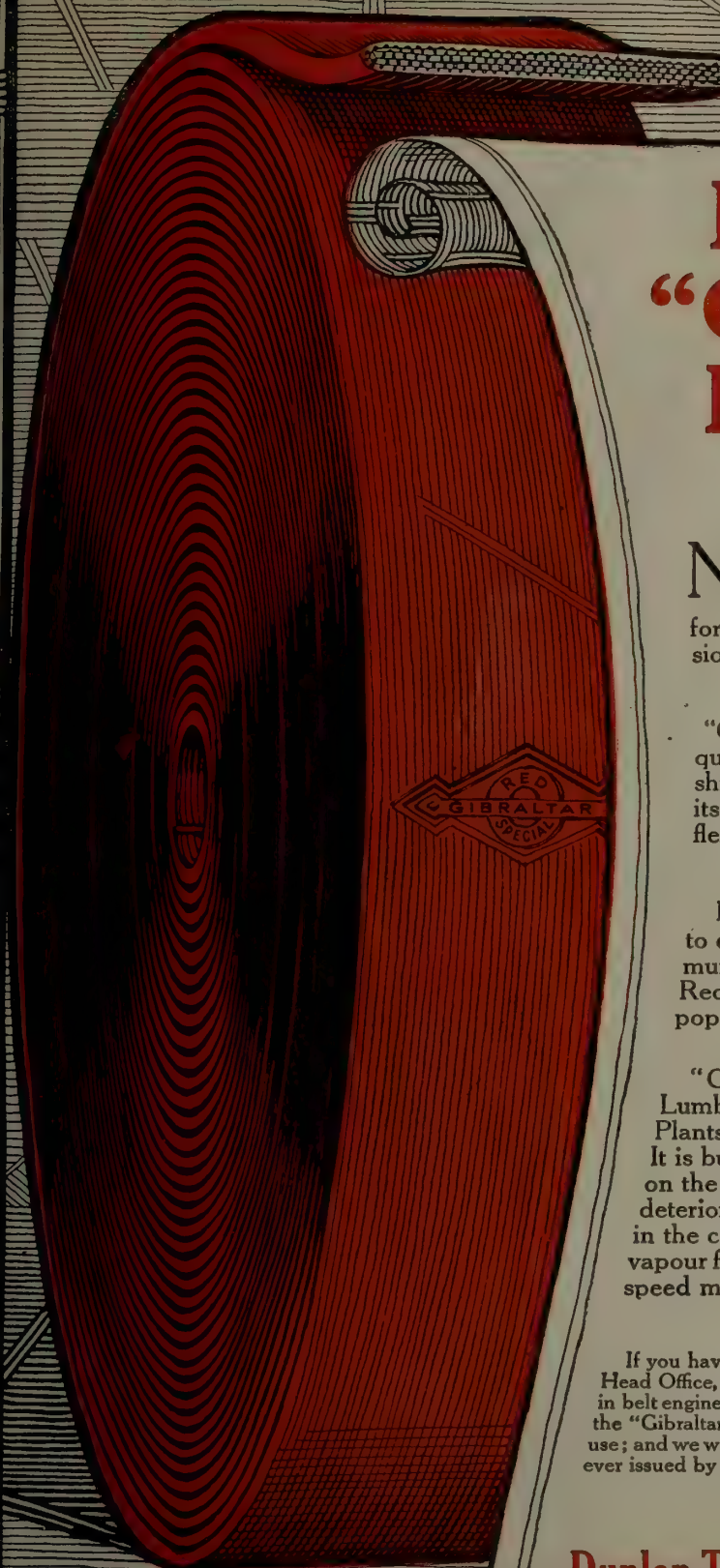
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Standard 2 Drum Engine
for Skidding or Loading
Logs the year round

"Suggestions for the Lumberman"

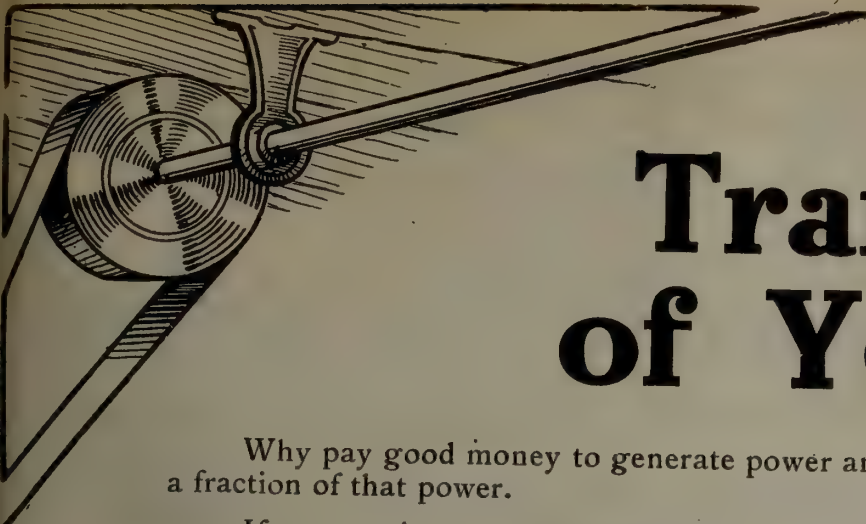
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Transmit 100% of Your Power

Why pay good money to generate power and then employ a poor belt that will only transmit a fraction of that power.

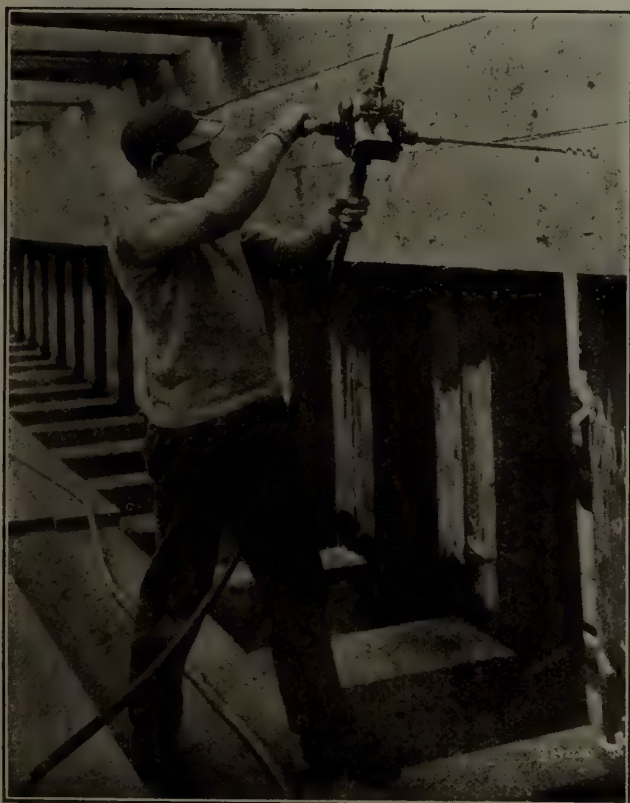
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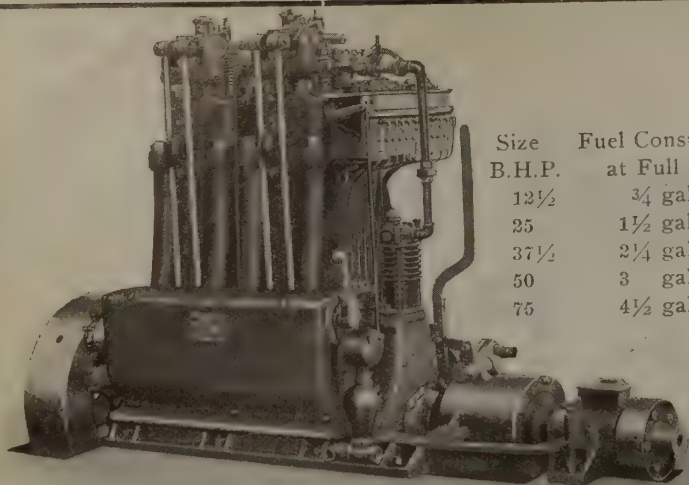
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and we forward on your reports to our dealers covering their
respective towns, and where we have no instance that the dealers
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appreciate this service from us very much.

Yours truly,

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Seasoning of Wood: A Treatise of the
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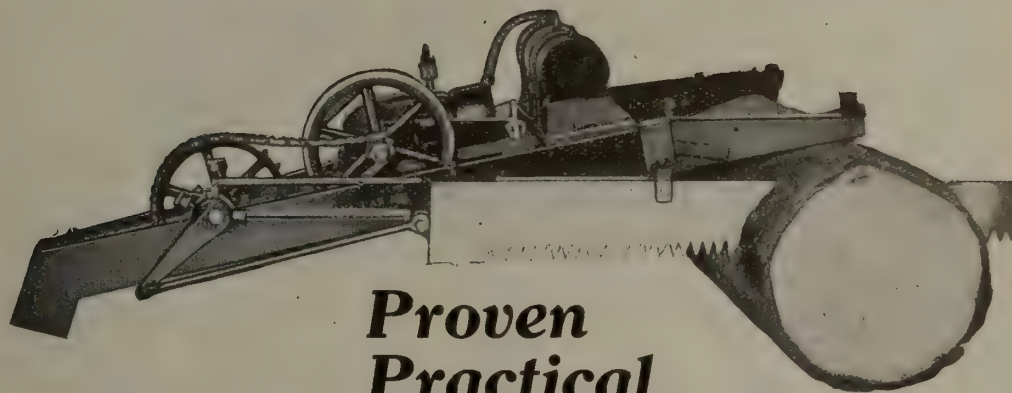
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*Proven
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Orders can be filled immediately by express or freight. All parts carried in stock.

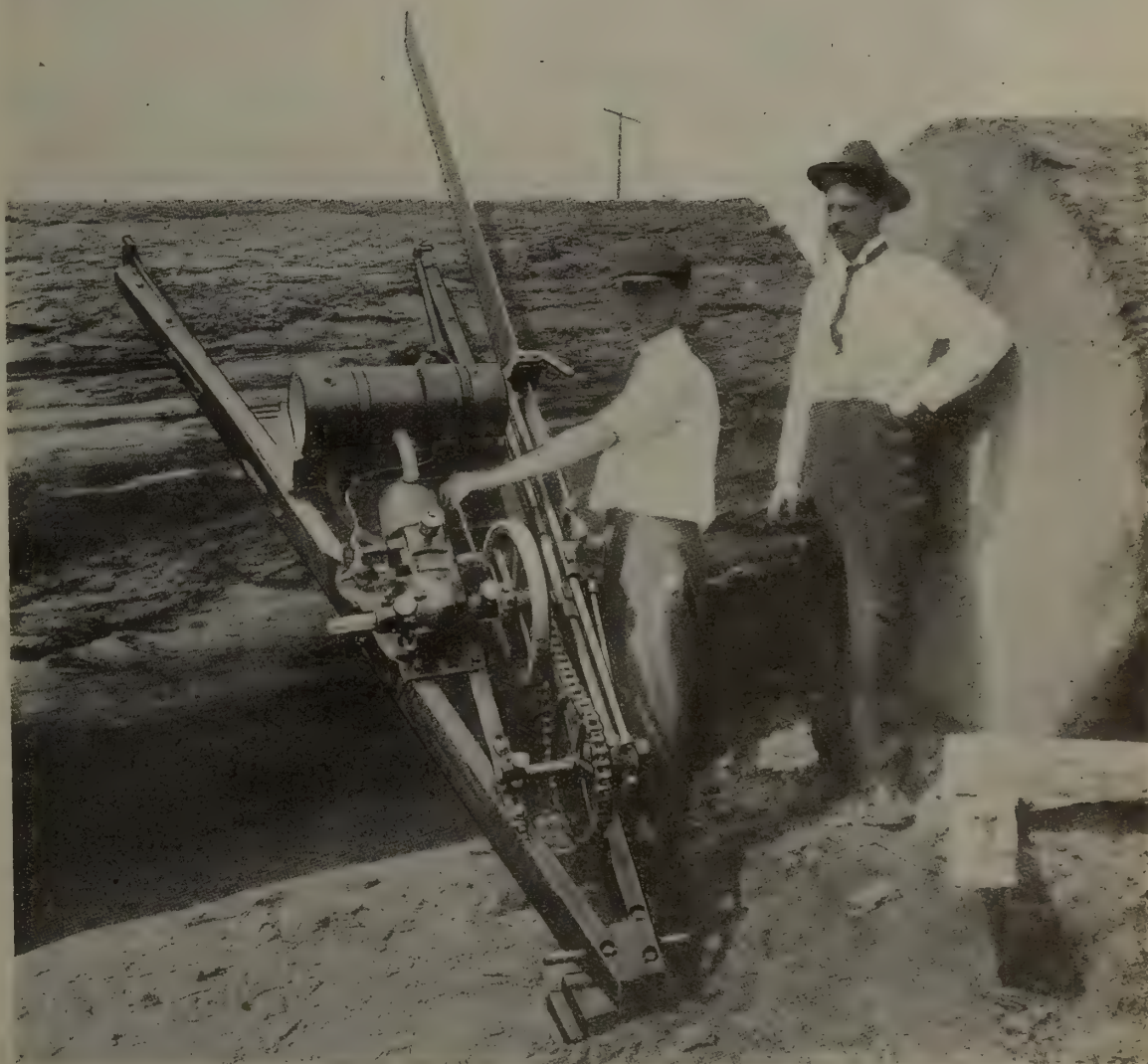
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1 x 6 Mill Run 47 00 50 00
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1 x 8 Mill Run 47 00 50 00
1 x 10 Mill Run 50 00 52 00
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5/4 and 6/4 x 4 Mill Run 46 00 48 00
5/4 and 6/4 x 5 Mill Run 46 00 48 00
2 x 4 Mill Run 44 00 46 00
2 x 6 Mill Run 47 00 49 00
2 x 8 Mill Run 47 00 49 00
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2 in. No. 2, 4-in. and up in width, 6 to 16 ft. 27 00 29 00

Douglas Fir:
Dimension Timber up to 32 feet:
6x6 and 8, 10x10 and 12, 12x12 \$52 00
6x10, 8x10, 10x14, 12x14, 14x14 52 50
6x12, 8x12 53 00
14x16, 16x16 53 50
6x14, 8x14, 10x16, 12x16 54 00
14x18 54 50
8x16, 10x18, 12x18 55 00
18x18, 20x20 55 50
12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.
Fir flooring, 1 x 3, edge grain .. 60 50
Fir flooring, 1 x 4, edge grain .. 60 50
Fir flooring, 1 x 4, flat grain .. 43 50
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths). 48 00 64 00
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough 57 50 61 50
No. 1 and 2, 2-in. clear Fir rough 50 50 57 50
1 x 5 and 1 x 6 Fir casing 60 50
1 x 8 and 1 x 10 Fir base 62 50
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping 71 25
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping 61 25
1-in. clear Fir, d. 4 sides 48 00 56 00
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides 56 00 58 00
XXX B. C. cedar shingles 3 46
XXX 6 butts to 2 in. 4 46
XXXXX 5 butts to 2 in. 5 12

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.
1s & 2s No. 1 No. 2 No. 3
4/4 \$80.00 \$63.00 \$45.00 \$30.00
5/4 & 6/4 85.00 68.00 50.00 35.00
8/4 115.00 80.00 50.00
10/4 & 12/4 135.00 105.00 65.00
16/4 150.00 125.00 65.00

Ash, Brown
4/4 70.00 50.00 40.00 30.00
6/4 75.00 60.00 50.00 30.00
8/4 78.00 65.00 52.00 32.00

Birch, dry weight 4000 lbs. per M. ft.
1s & 2s No. 1 No. 2
4/4 65 66 42 45 32 35
5/4 and 6/4 72 75 55 60 38 40
8/4 75 77 56 62 40 42
10/4 and 12/4 85 90 70 75 50 55
16/4 90 92 75 78 60 65

Basswood, dry weight 2500 lbs. per M. ft.
1s & 2s No. 1 No. 2 No. 3
4/4 \$75.00 \$60.00 \$40.00 \$35.00
5/4 & 6/4 75.00 55.00 45.00 32.00
8/4 76.00 58.00 50.00 37.00

Chestnut, dry weight 2800 lbs. per M. ft.
1s & 2s No. 1 Sound No. 2 Wormy
4/4 \$65.00 \$50.00 \$45.00
5/4 & 6/4 72.00 56.00 48.00
8/4 72.00 56.00 48.00

Elm, soft, dry weight 3100 lbs. per M. ft.
1s & 2s No. 1 No. 2 No. 3
4/4 58.00 \$45.00 \$35.00 \$28.00
6/4 & 8/4 63.00 50.00 40.00 28.00
12/4 70.00 57.00 45.00 32.00

Gum, red, dry weight 3300 lbs. per M. ft.
1s & 2s No. 1 Com.
4/4 \$65.00 \$42.00
5/4 & 6/4 70.00 60.00
8/4 70.00 60.00

Gum, Sap
1s & 2s No. 1 Com.
4/4 \$50.00 \$45.00
5/4 & 6/4 54.00 47.00
8/4 55.00 47.00

Hickory, dry weight, 4500 lbs. per M. ft.
1s & 2s No. 1 No. 2
4/4 \$75.00 \$45.00 \$30.00
6/4 100.00 75.00 50.00
8/4 90.00 60.00 35.00

Maple, hard, dry weight 3900 lbs. per M. ft.
1s & 2s No. 1 No. 2 No. 3
4/4 \$60.00 \$47.00 \$35.00 \$28.00
5/4 & 6/4 63.00 48.00 38.00 30.00
8/4 65.00 50.00 42.00 32.00
12/4 80.00 62.00 52.00 35.00
16/4 115.00 100.00 60.00 35.00

Soft Maple
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$35.00
No. 2 and better 42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com.
4/4 \$85.00 \$60.00
5/4 & 6/4 92.00 65.00
8/4 100.00 72.00
10/4 125.00 95.00
12/4 125.00 95.00
16/4 125.00 95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1
4/4 \$115.00 \$80.00
5/4 and 6/4 130.00 95.00
8/4 135.00 100.00

Red Oak, quarter cut.

1s & 2s No. 1 Com.
4/4 \$100.00 \$70.00
5/4 & 6/4 115.00 85.00
8/4 120.00 90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
1-in. x 7-in. and up \$60 00 70 00
1 1/2-in. and 1 3/4-in. x 8-in. & up 70 00 75 00
2-in. x 7-in. and up 72 00 78 00
No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:
1-in. 53 00
1 1/2-in. and 1 3/4-in. 60 00
2-in. 60 00

Pine good shorts:
1-in. x 7-in. and up 50 00
1-in. x 4-in. to 6-in. 40 00
1 1/2-in. and 1 3/4-in. 58 00
2-in. 58 00
7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 50 00
Pine, No. 1 dressing strips 40 00 45 00
Pine, No. 1 dressing shorts 38 00 40 00

Pine, 1-in. x 4-in. s.c. strips 44 00
Pine, 1-in. x 5-in. s.c. strips 44 00
Pine, 1-in. x 6-in. s.c. strips 46 00
Pine, 1-in. x 7-in. s.c. strips 46 00
Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00
Pine, 1-in. x 10-in. M.R. 51 00
Pine, s.c. sidings, 1 1/2 and 2-in. 47 00
Pine, s.c. strips 1-in. 40 00
1 1/2, 1 3/4 and 2-in. 42 00

Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
Pine, s.c. and bet., shorts 1 x 5 36 00
Pine, s.c. and bet., shorts, 1 x 6 40 00
Pine, s.c. shorts, 6'-11', 1"x10" 45 00

Pine box boards:
1"x4" and up, 6'-11' 38 00
1"x3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00
O. culls r & w p 26 00

Red Pine, log run:
mill culls out, 1-in. 32 00 36 00
mill culls out, 1 1/2-in. 38 00
mill culls out, 2-in. 34 00 41 00
mill culls, white pine, 1"x7" and up 34 00

Mill run Spruce:
1"x4" and up, 6'-11' 32 00 33 00
1"x4" and up, 12'-16' 34 00
1"x9"-10" and up, 12'-16' 40 00 42 00
1 1/2"x7"-8-9" and up, 12'-16' 40 00 42 00
1 1/2"x10" and up, 12'-16' 46 00
1 1/2"x2" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull 25 00 46 00
Hemlock, 1-in. log run 30 00 35 00
Hemlock, 2x4, 6, 8, 10, 12/16' .. 30 00 35 00
Tamarac 24 00 26 00
Basswood, log run, dead culls out 40 00 50 00
Basswood, log run, mill culls out 45 00 50 00
Birch, log run 30 00 32 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00
Ash, black, log run 32 00 40 00
1 x 10 No. 1 barn 52 00
1 x 10 No. 2 barn 46 00
1 x 8 and 9 No. 2 barn 42 00

Lath per M:
No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
No. 2 white pine 4 50
Mill run white pine 4 75
Spruce, mill run 1 1/2-in. 4 00
Red pine, mill run 4 25
Hemlock, mill run 4 00
32-in. lath 2 00 2 25
White Cedar Shingles:
xxxx, 18-in. 5 00
Clear butt, 18-in. 4 00
18-in. xx 2 75
Spruce logs (pulp) 13 00 15 00

QUEBEC, QUE.

White Pine
First class Ottawa waney, 18-in. average, according to lineal. 80 90
19 in. and up average 85 95

Spruce Deals
3 in. unsorted Quebec, 4 in. to 6 in. thick \$31 00 \$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00
3 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak
According to average and quality 55 ft. cube 85 95

Elm
According to average and quality, 40 to 45 feet, cube 95 1 05
According to average and quality, 30 to 35 feet 75 85

Ash
13 inches and up, according to average and quality, per cu. ft. 25 30
Average 16 inch 30 40
Birch
14 inch, average 32 35
15 inch, average 40 45
16 inch, average 45 50
18 inch, average 50 55

Birch Planks
1 to 4 in. thick, per M. ft. 40 00 45 00

SARNIA, ONT.

Fine, Common and Better

1 x 6 and 8 in. \$80 00
1 in., 8 in. and up wide 90 00
1 1/2 and 1 3/4 in. and up wide 100 00
2 in. and up wide 105 00

Cuts and Better

4/4 x 8 and up No. 1 and better 75 00
6/4 x 8 and up No. 1 and better 85 00
8/4 x 8 and up No. 1 and better 87 00

No. 1 Cuts

1 in., 8 in. and up wide 63 00
1 1/2 in., 8 in. and up wide 72 00
1 3/4 in., 8 in. and up wide 73 00
2 in., 8 in. and up wide 76 00
2 1/2 and 3, 8 in. and up wide 100 00
4 in., 8 in. and up wide 105 00

No. 2 Cuts

1 in., 6 in. and up wide 47 00
1 1/2 in., 6 in. and up wide 58 00
1 3/4 in., 6 in. and up wide 60 00
2 in., 6 in. and up wide 62 00
2 1/2, 3 and 4 in., 6-in. and up wide.. 90 00

No. 3 Cuts

1 in., 6 in. and up wide 41 00
1 1/2 and 1 3/4 in., 6 in. and up wide .. 47 00
2 in., 6 in. and up wide 49 00
2 1/2, 3 and 4 in., 6 in. and up wide 50 00 53 00

ST. JOHN

Spruce

Wholesale to the Retailer

Random Lengths. 10 to 35 feet.
2 x 3 D 1 edge and 3 x 3 D 1 edge.. \$34 00
2 x 4 D 1 edge and 3 x 4 D 1 edge.. 34 00
2 x 5 D 1 edge and 3 x 5 D 1 edge.. 34 00
2 x 6 D 1 edge and 3 x 6 D 1 edge.. 34 00
2 x 7 D 1 edge and 3 x 7 D 1 edge.. 36 00
2 x 8 D 1 edge and 3 x 8 D 1 edge.. 36 00
2 x 9 D 1 edge and 3 x 9 D 1 edge.. 47 00
2 x 10 D 1 edge and 3 x 10 D 1 edge 47 00
2 x 11 D 1 edge and 3 x 11 D 1 edge 47 00
2 x 12 D 1 edge and 3 x 12 D 1 edge 47 00

Timber at accompanying prices:
Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6 31 00
Merch. Spruce boards, 7 and up 36 00
Refuse boards, plank deals 25 00

Laths \$3 25
Shingles, Extra Cedar 4 75
Clears 4 50
2nd do 3 50
Ex. No. 1 2 35
Spruce 3 10

Pine Lumber

1" Planer Pine Bds., Large \$62 50
1" Planer Pine Bds., small 45 00

Smooth Shipper Pine Boards 52 50
West India Shipper Pine Boards 45 00
1 1/2 and 2 in. Planer Pine 70 00
1 1/2 and 2 in. Shipper Plank 45 00
Small Shipper Pine Bds. 35 00
Poor 4th Pine Bds. 32 50

WINNIPEG, MAN.

No. 1 Pine, Spruce and Tamarac.
Dimension. S. 1 S. and 1 E.
6 ft. 8 ft. 10 ft. 14 & 16 ft.
2 x 4, 6, 8 .. 16 00 19 00 22 50 23 50
2 x 10 20 00 20 50 23 50 24 50
2 x 12 20 00 21 00 25 50 25 00
Dimension in the rough or surfaced one side 50c. per M. extra.

FIR, HEMLOCK, SPRUCE AND LARCH.

Mountain Stock.
Dimension.
2 x 4, 8, 12, 14, 16 23 50
2 x 4, 10, 18, 20 25 50
2 x 6, 8 to 16 23 50
2 x 8, 8 to 16 23 50
2 x 4-6 and 8 in., 24, 26, 28, 30, 32 ft. 31 50
2 x 10 and 2 x 12; 8-16 ft. 28 50
2 x 10 and 2 x 12; 18, 20, 22 ft. 30 50
2 x 10 and 2 x 12; 24, 26, 28, 30, 32 ft. 82 50

No. 1 Common Boards.
4 inch 23 00
6 inch 25 50
8, 10, 12 inch 27 50
Mixed widths 26 50

Flooring.
4 or 6 inch No. 1 37 00
4 or 6 inch No. 2 32 00
4 or 6 inch No. 3 26 00

Shiplap—Finished.
6 inch 24 00
8, 10 and 12 inch 25 00

Siding.
6 inch No. 1 37 00
6 inch No. 2 35 00
6 inch No. 3 27 00

BRITISH COLUMBIA COAST FIR.

Dimension S1S and E.
2 x 4 in.; 6 and 8 ft. 27 00
2 x 4 in.; 12 and 14 ft. 28 00
2 x 4 in.; 10 and 16 ft. 29 00
2 x 4 in.; 18 and 24 ft. 30 00
2 x 4 in.; 22 and 24 ft. 31 00
2 x 4 in.; 26 to 32 ft. 33 00
2 x 10 in.; 10 to 16 ft. 29 00
2 x 10 in.; 18 and 20 ft. 31 00
2 x 10 in.; 22 and 24 ft. 32 00
2 x 10 in.; 26 to 32 ft. 34 00
2 x 14 in.; 10 to 16 ft. 34 00
2 x 14 in.; 18 and 20 ft. 36 00
2 x 14 in.; 22 and 24 ft. 37 00
2 x 14 in.; 26 to 32 ft. 39 00
3 x 3 and 3 x 4 in.; 8 to 14 ft. 30 00
3 x 3 and 3 x 4 in.; 16 ft. 31 00
3 x 3 and 3 x 4 in.; 18 and 20 ft. 32 00
3 x 3 and 3 x 4 in.; 22 and 24 ft. 33 00
3 x 3 and 3 x 4 in.; 26 to 32 ft. 35 00
6 x 6, 6 x 8, 8 x 8 in.; 6 to 16 ft. 33 00
6 x 6, 6 x 8, 8 x 8 in.; 18 and 20 ft. 33 50
6 x 6, 6 x 8, 8 x 8 in.; 22 and 24 ft. 34 00
6 x 6, 6 x 8, 8 x 8 in.; 26 to 32 ft. 34 50
Shingles, XXX B. C. Cedar 3 75

BUFFALO AND TONAWANDA, N.Y.

White Pine

Wholesale Selling Price

Uppers, 4/4 \$115 00
Uppers 5/4 to 8/4 100 00
Uppers 10/4 to 12/4 130 00
Selects 4/4 110 00
Selects 5/4 to 8/4 110 00
Selects 10/4 to 12/4 120 00
Fine common 4/4 80 00
Fine common 5/4 85 00
Fine common 6/4 82 00
Fine common 8/4 85 00
No. 1 Cuts 4/4 63 00
No. 1 Cuts 5/4 72 00
No. 1 Cuts 6/4 73 00
No. 1 Cuts 8/4 76 00
No. 2 Cuts 4/4 45 00
No. 2 Cuts 5/4 59 00
No. 2 Cuts 6/4 60 00
No. 2 Cuts 8/4 67 00
No. 3 Cuts 5/4 47 00
No. 3 Cuts 6/4 47 00
No. 3 Cuts 8/4 43 00
Dressing 5/4 62 00
Dressing 5/4 x 10 65 00
Dressing 5/4 x 12 70 00
No. 1 Moulding 5/4 72 00
No. 1 Moulding 6/4 72 00
No. 1 Moulding 8/4 72 00
No. 2 Moulding 5/4 64 00
No. 2 Moulding 6/4 64 00
No. 2 Moulding 8/4 64 00
No. 1 Barn 1 x 12 61 00
No. 1 Barn 1 x 6 and 8 52 00
No. 1 Barn 1 x 10 54 00
No. 2 Barn 1 x 6 and 8 48 00
No. 2 Barn 1 x 10 52 00
No. 3 Barn 1 x 6 and 8 45 00
No. 3 Barn 1 x 10 43 00
Box 1 x 6 and up 43 00
Box 1 x 10 43 00
Box 1 x 12 44 00
Box 1 x 13 and up 45 00

The following quotations on hardwoods represent the jobber buying price at Buffalo and Tonawanda:

MAPLE
1s &

Electric Hand Barker

**A Very Important
Economy Factor in
These Days of
Labor Shortage**

Every pulp, lumber and paper mill should have one of these handy electric barkers. It is the quickest device obtainable for removing small patches of bark, bumps, knots, etc.

The barker is suspended from any convenient point and balanced by a weight. One hand brings the entire barker and cutting head to cutting position while the other hand may be used for holding the work as indicated in the illustration at the right.

Length—About two feet; Weight—50 lbs.; $\frac{3}{4}$ h.p. motor.

*Any details you may wish will be gladly and freely
furnished upon request.*



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ELECTRIC

American Barking Drum Co.

Manufacturers of Modern Barking Equipment

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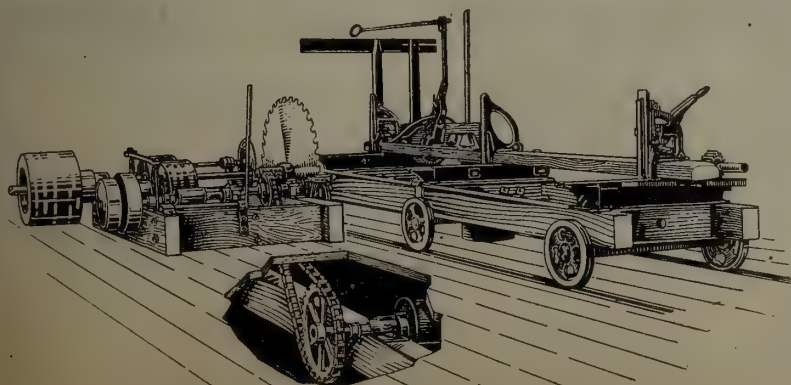
The Carriage may be built in any length, with as many single or double knees as desired.



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CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	29 - 31	19 - 21
5/4 to 8/4	65 - 67	34 - 36	20 - 22
10/4 and up	75 - 88	41 - 49	23 - 25

BOSTON, MASS.	
Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.	
White pine uppers, s 1 to 2 in.	129 00
White pine uppers, 2½ and 3 in.	144 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	119 00
Selects, 2½ and 3 in.	132 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	85 00
12 in. and up	80 00
Fine common, 1 x 8 to 11 in.	95 00
Fine common, 1¼ to 2 in.	129 00
Fine Common, 2½ and 3 in.	139 00
Fine Common, 4 in.	68 00
1 in. shaly clear	72 00
1¼ to 2 in. shaly clear	59 00
1 in. No. 2 dressing	64 00
1¼ to 2 in. No. 2 dressing	75 00
No. 1 Cuts, 1 in.	84 00
No. 1 Cuts, 1¼ to 2 in.	88 00
No. 1 Cuts, 2½ and 3 in.	110 00
No. 2 Cuts, 1 in.	59 00
No. 2 Cuts, 1¼ to 2 in.	71 00

Barn Boards, No. 1, 1 x 12 ...	68 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10 ...	63 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8 ...	59 00	2 x 8 in.	39 00
No. 2, 1 x 12 ...	63 00	All other random lengths, 7-in.	31 00
No. 2, 1 x 10 ...	60 00	and under, 8 ft. and up	31 00
No. 2, 1 x 8 ...	57 00	5-inch and up merchantable	35 00
No. 3, 1 x 12 ...	56 00	boards, 8 ft. and up, p 1s ...	40 00
No. 3, 1 x 10 ...	56 00	1 x 2	40 00
No. 3, 1 x 8 ...	54 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1½ in. spruce lath	4 50
1 x 10 in.	52 00	1½ in. spruce lath	4 25
No. 1, 1 x 4 to 7 in.	55 00	New Brunswick Cedar Shingles	
No. 1, 1 x 8 & 9 in.	56 00	Extras	5 00
No. 1, 1 x 10 in.	57 00	Cleats	4 50
No. 2, 1 x 4 & 5 in.	38 00	Second Cleats	3 85
No. 2, 1 x 6 & 7 in.	45 00	Cleat Whites	3 50
No. 2, 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites in)	1 75
No. 2, 1 x 10 in.	48 00	Extra 1s (Clear whites out)	1 85
No. 2, 1 x 12 in.	52 00	Red Cedar Extras, 16-in. 5 butts	5 08
Spruce, 12 in. dimension	55 00	to 2-in.	5 18
Spruce, 10 in. dimension	53 00	Red Cedar Eureka, 18-inch 5	5 40
Spruce, 9 in. dimension	50 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	6 07
2 x 10 in. random lengths.	44 00	to 2½	6 07
8 ft. and up	45 00	Washington 16-in. 5 butts to 2-	4 80
2 x 12 in., random lengths...	48 00	in. extra red cedar	4 80

L. N. GODFREY COMPANY

Wholesale Lumber

We buy extensively to be shipped in car and cargo lots CANADIAN Lumber of all kinds including—

SPRUCE, PINE, HEMLOCK

ALSO HARDWOODS

Douglas Fir and Cedar
—Lumber—

Red and White Cedar Shingles, Laths, Etc.

We handle Canadian and New England SPRUCE in all sizes and grades

We ship from some of the Largest Mills in America Quantities of

MAPLE, OAK and BIRCH FLOORING

Short and Long Leaf Southern Pine

60 Congress St., BOSTON, MASS.

7 EAST 42nd ST., NEW YORK CITY, N.Y.



Ring Oiling

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Bond
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Eliminate
Hot Bearings

Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happened to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

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Canadian Bond Hanger & Coupling Co.

LIMITED

ALEXANDRIA, ONTARIO

PRATT & WHITNEY CO.

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SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills

MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

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HOE SAWS are now in
use in all parts of the
world.

HOE HAS NO EQUAL

Hoe Chisel Tooth Saws
are backed by 90 years'
experience in the manu-
facture of saws.



Hoe Saws are made
from the finest quality
steel evenly tempered
throughout.

Special Flanged Shanks
and Superior Bits for
sawing Hardwood.

America's Oldest Saw Makers

"SAWS" ALL OVER THE WORLD



There are more *Disston Saws* made and sold than any other brand.
This is a fact, and is the strongest possible evidence of their *Reliability*.

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(Continued on page 66)

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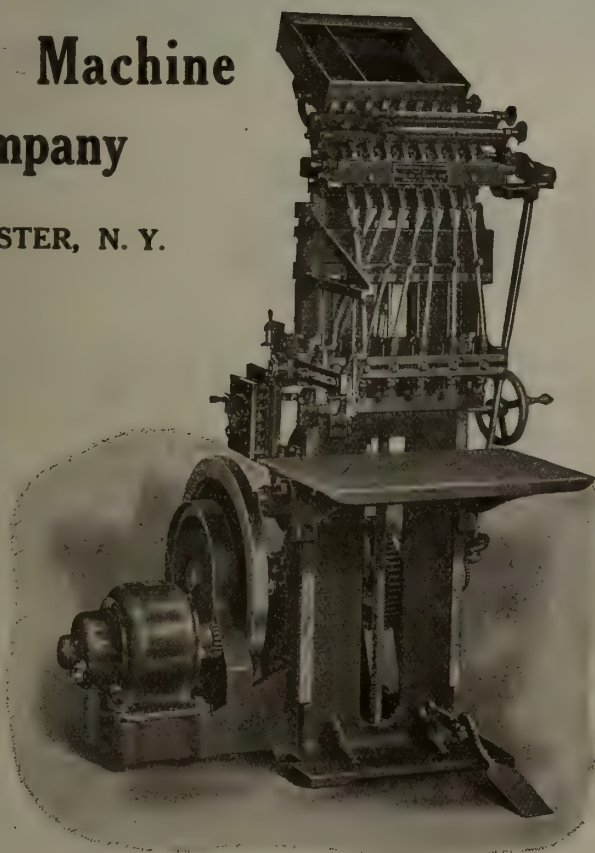
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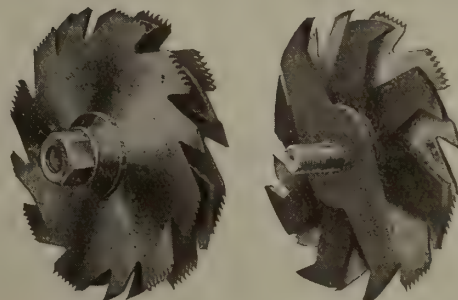
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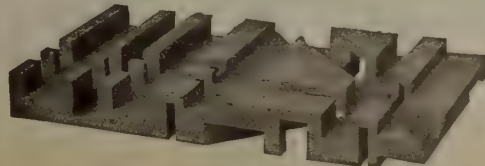
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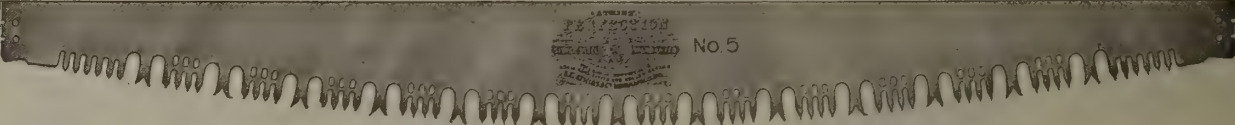
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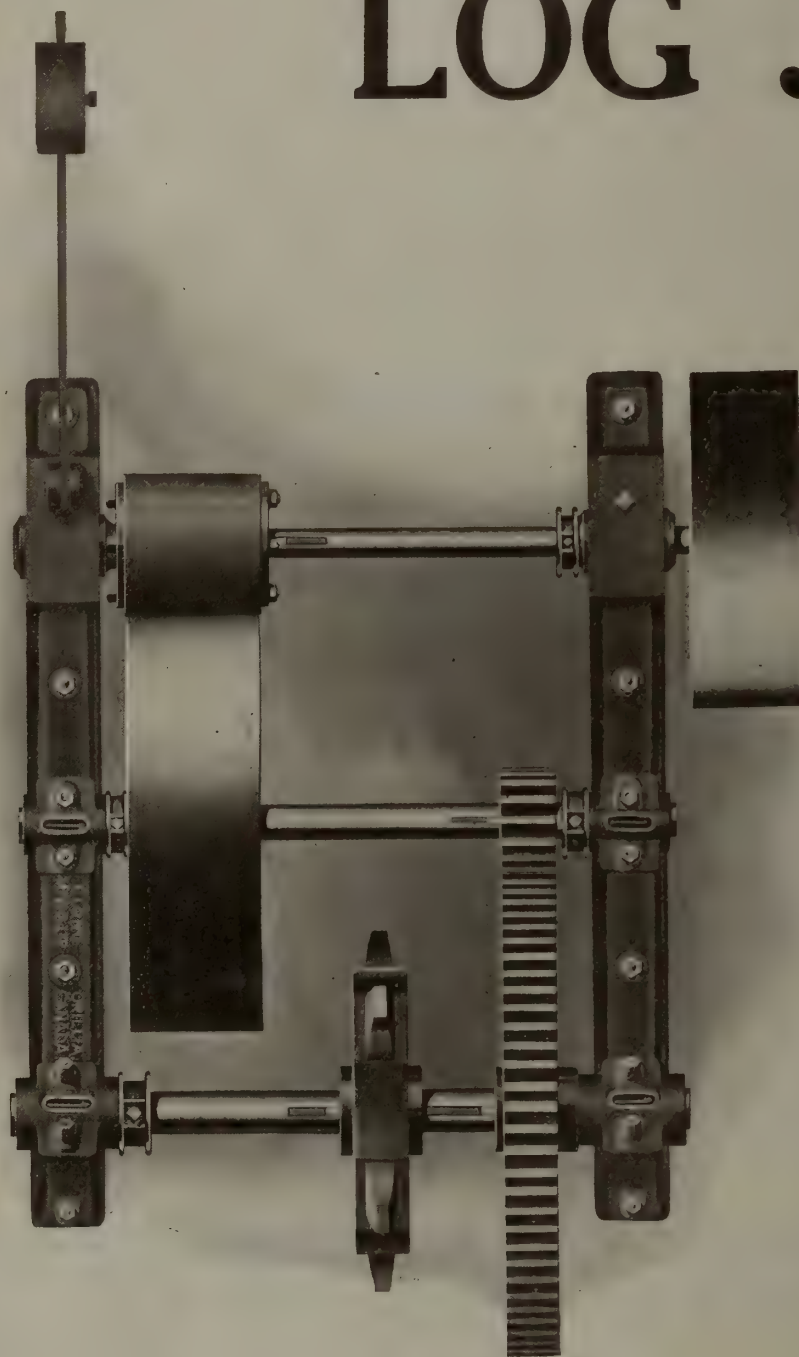


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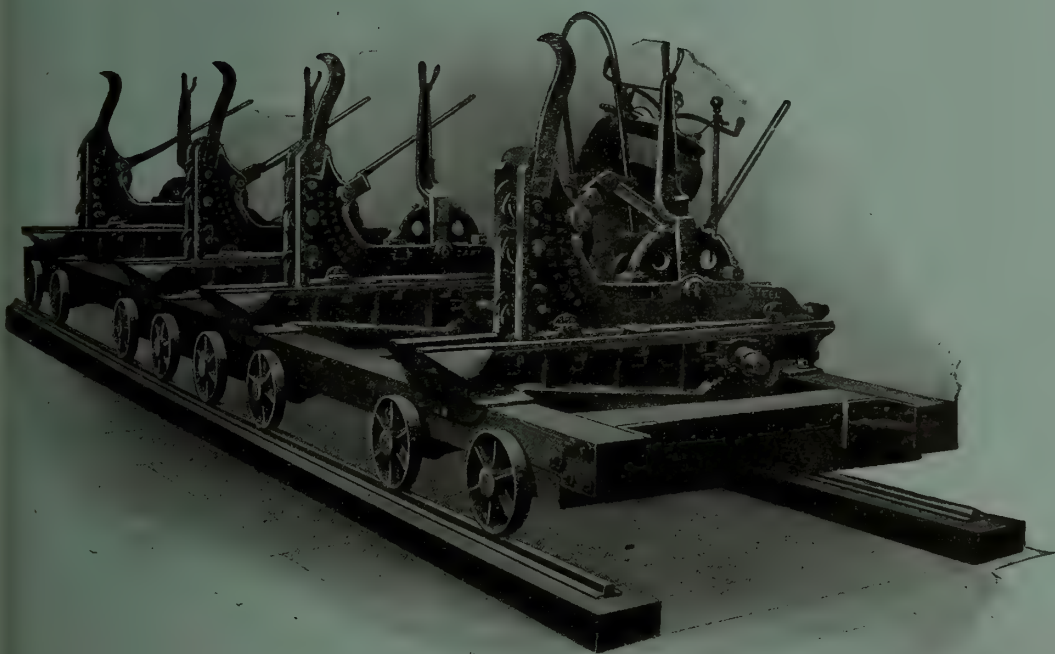
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WATEROUS Steel Carriages are being used in the largest, best equipped Mills in Canada to-day. Built for fast cutting, for accuracy, and to give operating service, they are carefully put together of the best materials obtainable—they stay right.

Increase in cutting efficiency and the increase of cutting speed have been taken care of in the design of these carriages. Improvements in the knee and head blocks and in all moving parts to overcome lost motion; a new setworks—our No. 4—(which may be attached to Steam Setter, or be replaced by trout Power set works) which absolutely prevents and will not develop slack; new style, inserted tooth; quick and easy operating dogs; a friction receder that is operated with the Setworks—these special features are what keep the Waterous Steel Carriage at its place at the head of the list of "Up-to-date Sawmill Equipment." We build our Steel Carriages in sizes of 36" to 72" knee opening, in any length and with any number of head blocks—screw or rack motion. They are adaptable for rope or gunshot feed.

Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 90c per lb.; West of Fort William, \$1.00, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00

worth of mixed metal
sold annually.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

New York, N. Y.

London, Eng.

St. Louis, Mo.



**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



Montreal

Toronto

The J. C. McLaren Belting Co.

Limited

General Mill Supplies

MONTREAL

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO



**MADE IN
CANADA**

It's a Pink
anyway, you
take it, and
it's the best
Peavey
made.

Canada Lumberman

& Wood Worker

THE CYCLONE ^{SAW MILL} BLOWER

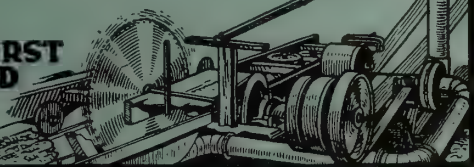
SAVES ONE MAN'S WORK

REDUCE YOUR LABOR WORRIES by installing a Cyclone Saw Mill Blower. Proper sizes for any make of mill, portable or stationary. Is guaranteed to get all the dust, all the time. Guaranteed against breakage. Carries dust 50 to 100 feet in any direction desired.

Won't clog, choke or gum.

PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

The Ramey Mfg. Co.,
Columbus, Ohio.

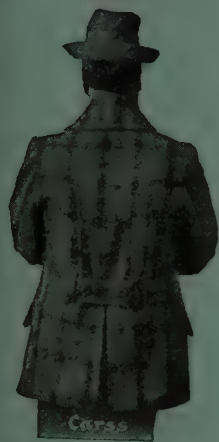


New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS

Jno. J. Gartshore

58 Front St. West, Toronto



"Carss" Clothing Stands Steady Work

It's Quality that counts in Clothes for Lumbermen

Warm, waterproof clothing will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

Carss Mackinaw Clothing Co., Limited
ORILLIA, ONTARIO



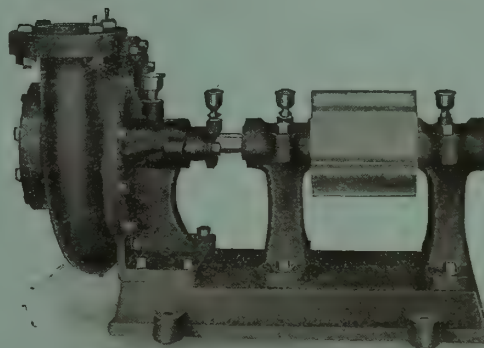
GENUINE "TURBROS"

Balata Belting

Waterproof and Stretchless.

The best belt for sawmills.

Atlas Asbestos Co., Limited
MONTREAL



Buy for Long
Satisfaction

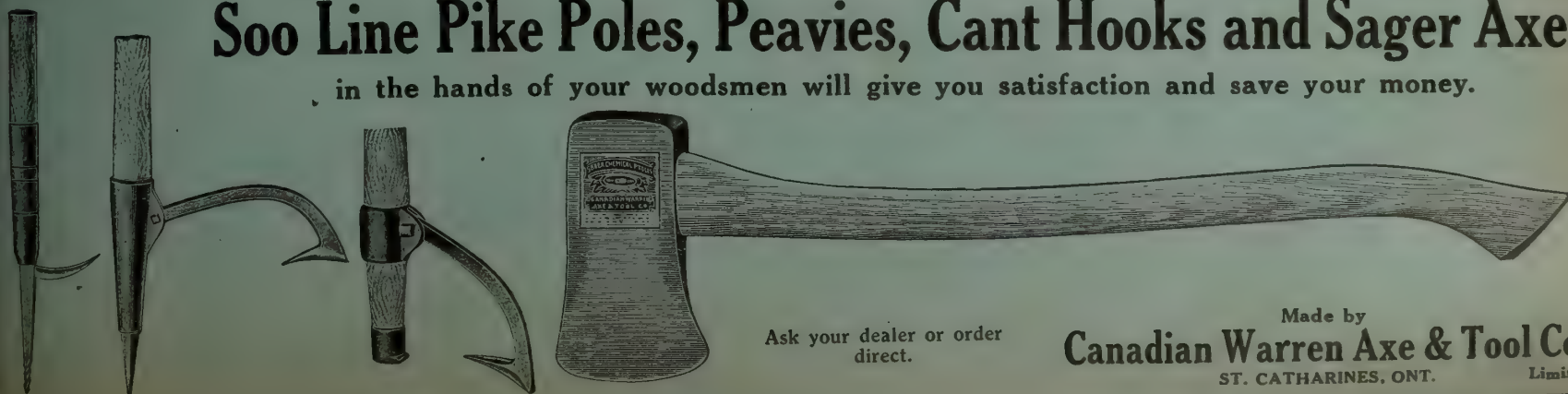
It is assured when
you order

**Smart-Turner
Pumps**

THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
direct.

Made by
Canadian Warren Axe & Tool Co. Limited
ST. CATHARINES, ONT.

A Great Personal Satisfaction

GEORGE S. GARDINER
President
EASTMAN-GARDINER LUMBER CO.
Laurel, Miss., says

"Sober, saving, permanent labor is one of the best assets a lumbering manufacturing plant may possess. Our experience has been that the Y.M.C.A. is of the greatest assistance toward this end. It helps all to help themselves—morally, mentally and physically. We feel that those who are willing to spend in this way will find a great personal satisfaction in cooperation with their employees along this line and will reap many indirect results from the closer interest and contact with them."

Write now for particulars

INDUSTRIAL DEPARTMENT
NATIONAL COUNCIL OF YOUNG MEN'S CHRISTIAN ASSOCIATIONS
120 Bay Street
TORONTO

The Y. M. C. A. in Industry

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production,	905,442,000 ft. B.M.
Pulpwood,	246,282 cords.
Railway Ties,	5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,
Minister of Lands, Forests and Mines.

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

1918 Sawing

2 x 4 x 10/13	20,404 ft.
2 x 5 x 10/13	33,642 ft.
2 x 6 x 10/13	62,265 ft.
2 x 7 x 10/13	40,213 ft.
2 x 8 x 10/13	27,204 ft.
2 x 9 x 10/13	58,664 ft.
2 x 4 and up x 6/9	4,969 ft.
1 x 4 x 10/13	102,121 ft.
1 x 5 x 10/13	45,323 ft.
1 x 6 x 10/13	82,454 ft.
1 x 7 x 10/13	38,304 ft.
1 x 8 x 10/13	15,740 ft.
1 x 9 x 10/13	882 ft.

MERCANTABLE SPRUCE

1917 Sawing

1 x 4 and up x 8/18 ft.	80,000 ft.
1 1/4 x 4 x 10/16 ft.	100,000 ft.
2 x 4 x 8/16 ft.	120,000 ft.
2 x 5 x 8/16 ft.	100,000 ft.
1 car 2 x 4 x 8/16 Cull Spruce.	
5 cars 2 in. and 3 in. Cull Spruce.	

HEMLOCK

33,000 ft. 2 x 6/13 x 10/16 Merchantable.
4,000 ft. 2 x 10 x 12/16 Merchantable.
9,000 ft. 1 x 4 and up x 12/16 Merchantable.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B.C. Fir Lumber and Timbers

Rough and Dressed

B. C. Fir Timbers in Transit

500,000 ft. in sizes 10 x 10 to 18 x 18.

Timbers to Offer

1,500,000 ft. to be sawn to your specification.
Lengths 24 to 80 ft. Sizes 10 x 10 to 30 x 30.

B. C. Dressed Stock in Transit

ALL KILN DRIED

6 cars 1 x 4 Sheathing, V Joint
6 cars 1 x 4 Flooring
2 cars 1 x 3 Sheathing, V Joint
2 cars 1 x 3 Flooring
10 cars 1 x 8 Boards, Fir
5 cars 1 x 10 Boards, Fir
5 cars 1 x 12 Boards, Cedar
3 cars 1 x 10 Boards, Cedar
Boards all dressed one side.

WE HAVE BEEN ADVISED TO EXPECT A SEVERE CAR SHORTAGE THE
NEXT NINETY DAYS ON WESTERN LINES.

Wire us your enquiries.

KNOX BROTHERS, Drummond Building, Montreal, Que.
511 St. Catherine St.,

VANCOUVER OFFICE: PACIFIC BLDG., VANCOUVER, B.C.

SPECIALISTS IN BRITISH COLUMBIA FOREST PRODUCTS

Sole representatives of The Victoria Lumber & Manufacturing Company, Ltd., in Eastern Ontario, Quebec and Maritime Provinces.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

**Logging By Rail Enables Us To Run
Our Plant the Year Round**

This Means Better Service to the Trade

Hemlock, Pine and Hardwoods

ALWAYS IN STOCK READY FOR SHIPMENT

Hemlock, Hardwood and Spruce Timbers a
specialty—lengths 10/26' long.

We can dress and rip to your orders.

A postal will bring you our monthly stock list with our best prices.

Fassett Lumber Company, Limited

Fassett, Que.

Want to Buy

6 cars Hemlock Timbers, 6 x 6, 6 x 8, 8 x 8, 8 x 10, 10 x 10, 10 x 12, 12 x 12.
200,000 ft. 4/4 No. 3 Com. Birch.

Want to Sell

200,000 ft. 2 x 6 Merchantable Hemlock, Dry.
200,000 ft. 2 x 8 Merchantable Hemlock, Dry.
100,000 ft. 2 x 10 Merchantable Hemlock, Dry.
2 cars 1 x 5 Mill Run Jack Pine.
2 cars 1 x 9 Mill Run Jack Pine.
2 cars 1 x 10 Mill Run Jack Pine.
1 car 1 x 12 Mill Run Jack Pine.
2 cars 2 x 8 Mill Run Jack Pine.

WRITE FOR PRICES

The Long Lumber Company
Hamilton
Ontario

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
**B. C. Fir, Cedar and
B. C. Hemlock Products**

TWO LARGE MODERN
MILLS AT YOUR SERVICE

**Fir Finish
Fir Flooring
Fir Timbers**

**"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES**

Eastern Sales Office:

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TORONTO, ONT.

Representative---C. J. BROOKS

"T & G QUALITY" BRAND
SHINGLES



"T & G STANDARD" BRAND
SHINGLES

Special Prices to the Trade

on the following DRY STOCK

132,000 ft. 3 x 10 White Pine Mill Run
55,000 ft. 3 x 12 White Pine Mill Run
100,000 ft. 5/4 x 4 Spruce, Mill Run

275,000 ft. 3 x 7 Spruce, Mill Run
175,000 ft. 2 x 6 Spruce, Mill Run
and many other items.

5 cars B. C. Cedar Shingles in transit.

TERRY & GORDON, HEAD OFFICE: TORONTO, ONT.

Eastern Agents:
F. H. STEARNS & CO.
306 Transportation Bldg.,
Montreal, P. Q.
Phones Main 5266 and Uptown 2431

Ontario Representatives of
THE BRITISH COLUMBIA MILLS TIMBER & TRADING CO.
of Vancouver, B. C.

Vancouver, B. C., Branch
F. W. GORDON
408 Metropolitan Bldg.

MR. RETAILER —

If you are in the market for Pine Squares, or Oak, please communicate with me at once, as I have started cutting a bush of ninety acres of virgin forest.

I have the following B. C. Shingles in transit:—

Car 65348—

70 M. 6/2 in. x 16 in. Federal XX, \$3.50
188 M. 6/2 in. x 16 in. Federal XXX, 4.40

Car 64330—

258½ M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 56280—

258½ M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 210328—

217 M. 5/2 in. x 16 in. Federal XXXX, 5.35

The above prices are F.O.B. Cars 82c rate. Please wire orders collect. Shingles are all guaranteed.

PERCY E. HEENEY, Wholesale Lumber
207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

Northern-Southern Hardwoods

—PINE—

I specialize in

Plain Oak and Quartered Oak, Chestnut and
Poplar and Southern Pine Finish.

CAN SHIP MIXED CARS AND SAW LUMBER
TO ORDER.

Let me have your inquiries when in the market.

SAM D. SMITH

910 Kent Building

TORONTO, Ont.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

Fraser Bryson Lumber Co., Ltd.

Office, ^{Castle Building}
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Wholesale Lumber Dealers
and Selling Agents for

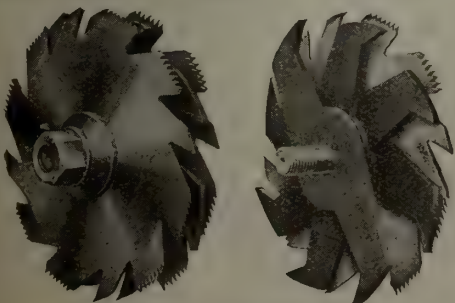
Fraser & Co.

Mills at

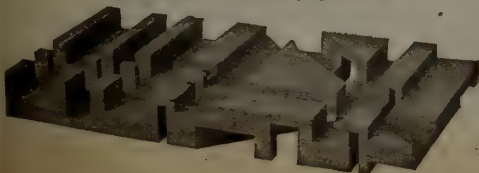
DESCHENES

QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huther Bros. Dano Heads.

Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

Write for New Illustrated Catalog.

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MFG. COMPANY, Inc.**

1103 University Ave.
ROCHESTER, N. Y.

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in **Birch** and **Maple**
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product. If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order. We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74



"Forked Leaf" Brand Oak Flooring
"The Kind That Makes Good"
 THE LONG-BELL LUMBER COMPANY
 R. A. Long Bldg - Kansas City, Mo.

View of Ball Room
 Hillcrest Country Club
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"Forked Leaf" Brand Oak Flooring will please your most particular customers. It is even in color and texture. It is guaranteed to be of superior grade and perfect manufacture.

Watson & Todd Limited OTTAWA

WHITE PINE NORWAY

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles



We Specialize in—

New Brunswick White Cedar Shingles

We also manufacture
Spruce and Pine Lumber,
Lath, Cedar Ties, etc.

Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.

Double Band Mill For Sale

Including :

Carriages	Trimmer
Niggers	Edgers
Loaders	Resaws
Sprockets and Chain	
Shafting and Pulleys	
Engine—28" x 62"	
Log Machinery	
All the machinery for a clothes pins mill	
Filing Room Equipment	

Write for prices and information

Stearns Salt & Lumber Co.
LUDINGTON, MICH.

California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

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Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

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FIR TIMBERS

"SHAMROCK" BRAND RED CEDAR SHINGLES

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Ontario:

Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

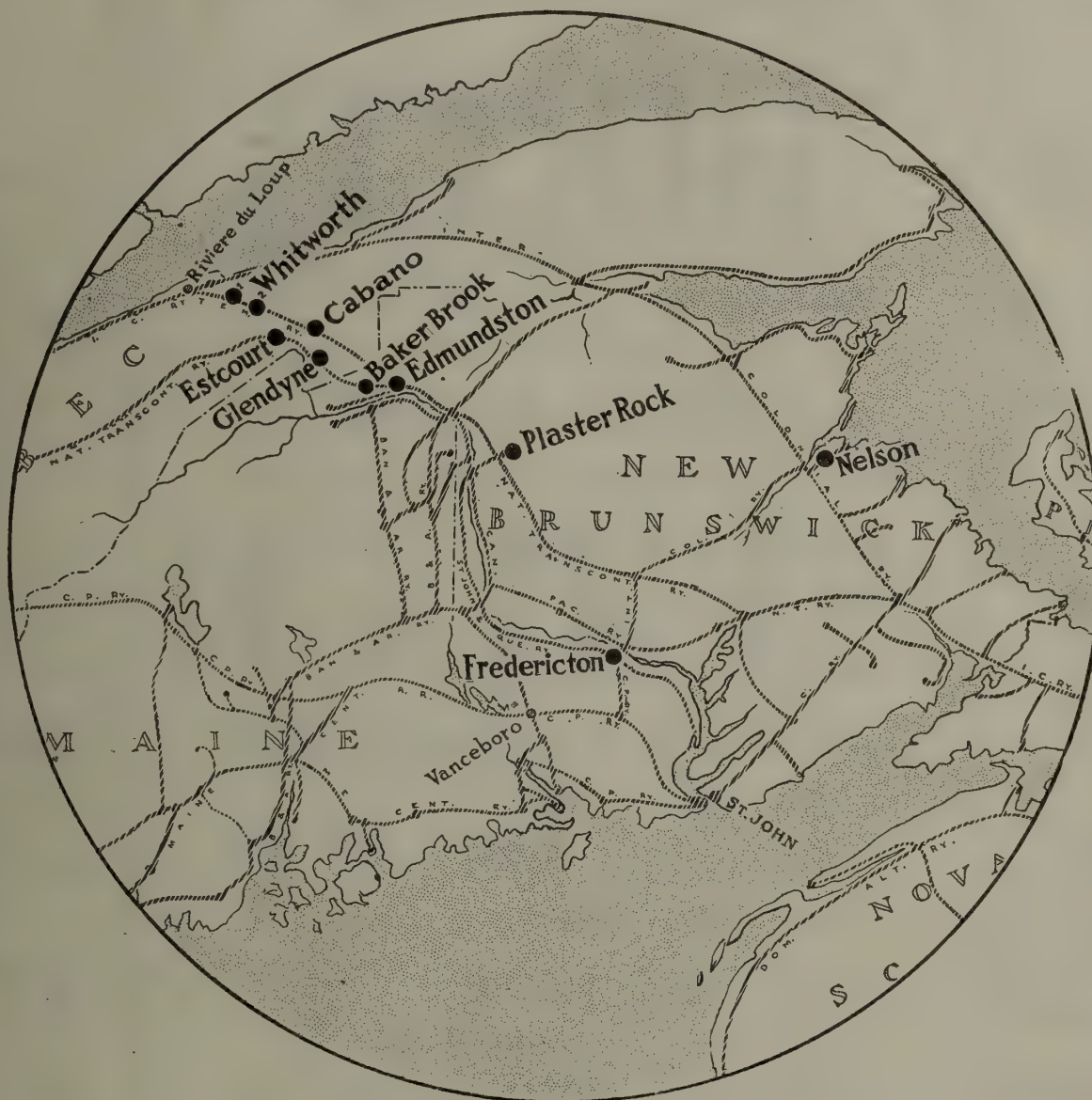
Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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W. K. GRAFFTEY, Managing-Director

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Ottawa Office: 46 Elgin St.
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Manufacturers of

**SPRUCE,
HEMLOCK TIMBERS AND
PILING
AND LATH**

Prices promptly given on all enquiries.
New Glasgow, N. S.

H. Cardinal O. Page

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180 St. James Street
Savings Bank Chambers
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**Wholesale Lumber and
Pulpwood**

No matter what you require in
Lumber, write or wire us.

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings

James WEBSTER & Bro.

Limited

Bootle, Liverpool, England

London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

BIRCH

Car each:

4/4, 6/4, 8/4 and 10/4

for immediate shipment

SPRUCE

10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

10 cars 2 x 6" "

8 cars 2 x 8/12" "

3 cars 3 x 5 to 7" "

1 car 3 x 8/12" "

A few cars in transit

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

**Practical
Timber
Estimates**

by

EXPERT TIMBER MEN

James W. Sewall

OLD TOWN. - MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of

2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also

Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath

Advise us of what you have to offer

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52 St. Enoch Square
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& JARDINE**

Cable Address: Farnworth, Liverpool

**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

I am in the market for:
50,000 ft. Hardwood, No. 2 and
3 Common.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.
1 to 2 in. Basswood, log run.
Dimension Spruce and Hemlock
Factory Flooring.
1 in. and 2 in. log run Ash.

I HAVE TO SELL

Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.

Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

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Selects		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft	
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1st and 2nds . . .	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft	
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PLAIN WHITE OAK.									
1st and 2nds . . .	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft	
No. 1 Com. . . .	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft	
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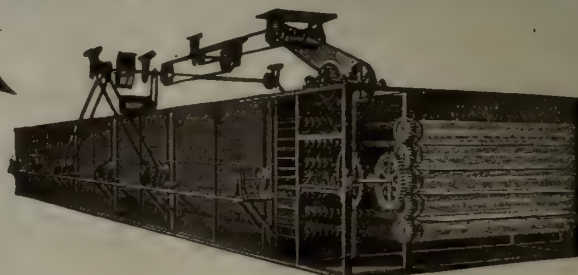
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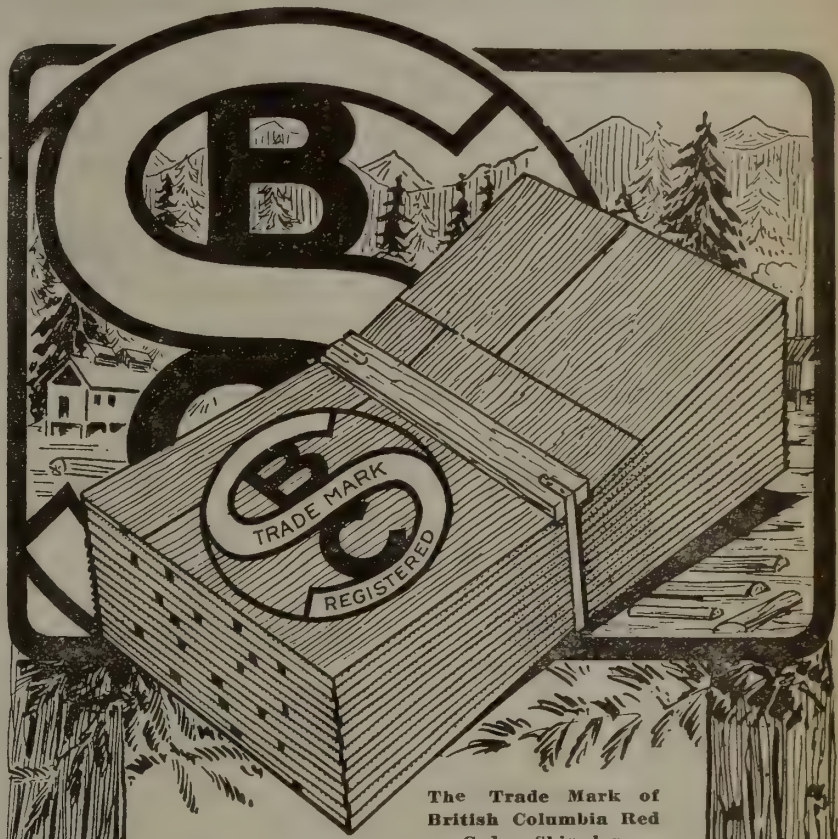
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120,000 ft. 2 x 10 and 12	Mill Run Pine.
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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Vol. 38

Toronto, July 15, 1918

No. 14

The Housing Problem Must Be Grappled with Promptly

No problem is receiving greater attention from municipal, provincial and other authorities at the present time than that of providing suitable and comfortable homes for the working people in order to meet the extreme necessity which is being faced in various industrial centres. More and more large employers of labor are recognizing the fact that when help is properly domiciled there is less restlessness and discontent in the ranks. The housing proposition is now being considered from every angle and various plans are being put forth in order to meet present requirements. Among those who have given considerable thought to the question is Finance Commissioner Bradshaw, of Toronto, who thinks that municipalities might well co-operate with large firms and employers of labor, and assist them to provide self-contained dwellings for their workmen.

It is realized that the best citizen in any community is the one who owns a home, has some stake in the prosperity and welfare of his own town or neighborhood, and rejoices in its general progress and uplift. Private and public sentiment are thus created and these are two very active and vital forces in the stability of any burg. The spirit engendered has its effect upon many and when the multitude become possessed of an ambition to excel substantial evidence is soon seen on every hand. The most feasible proposition which has been put forth seems to be that for working men's houses a lot should have about 25 feet frontage, the owner having a plot of ground in front and a suitable garden in the rear. These houses will cost in the neighborhood of \$2,000, and be provided with six or seven rooms, including all modern conveniences. Some will be detached and others semi-detached, and arrangements can be made by the various housing companies for the sale of these dwellings to the occupants on the method of regular monthly installments similar to rent. Thus, after a period of ten or twelve years the workman would possess his own roof, vine and fig tree. Citizens securing such places would be pay-

ing for the full value—although not an excessive one—while organized, well planned construction would keep down the expense to the lowest point. There would be no surplus entering the pockets of speculative builders or avaricious landlords, who too often mortgage the tenant's future in order to realize handsomely on the present. Owing to the exceedingly high cost of materials, including labor, private enterprise does not feel like undertaking any very extensive programme in the house-building line, and therefore, housing companies and municipalities must come to the rescue. It is a matter which must be dealt with without delay and while numerous theories and various solutions are propounded none has been evolved as yet which answer adequately the necessities of the situation. Owing to the amount of study being given the question, there is no doubt that a satisfactory outcome will result in the near future whereby the class of dwellings most desired will be undertaken on an economical basis and a larger proportion of urban population become home owners instead of mere renters, thus imparting permanency and progress to any centre.

Where people own their own homes they become greater forces and more aggressive factors in the success of any community, and what means the individual prosperity of each spells expansion and exceptional opportunities in the larger assemblages designated as our cities and towns. Unless the situation is speedily relieved it will grow relatively worse after the war. Now is the time to grapple with the problem. The Housing Committee of the Organization of Resources Committee has work ahead and an opportunity to render practical public service that is seldom presented. The visionary or speculative is not what is wanted, but the concrete, the definite, and the immediate.

Building Up Business in Lumber Line with Rural Customers

The average retail lumber dealer does not perhaps devote enough attention to the special wants and interests of his country customers. He is content to accept what business is offered him by rural purchasers and let matters go at that. There is no doubt that during the late summer and early fall there will be considerable building in the country if the present bright crop prospects continue. There is no man today who appreciates a little attention and personal contact so much as the farmer. He probably reads more closely than any other member in the business community all literature sent to him, and, with the rural mail routes that form part of our modern postal service, every facility is afforded of reaching distant patrons by well directed publicity.

In the last decade in Ontario and all the other provinces there has been a remarkable change in the character and number of farm buildings. The whole surface of the land is dotted with attractive dwellings; and well-built, modern barns, sheds, implement houses, henneries, etc. The community spirit of progressiveness is infectious and no greater evidence of advancement in pastoral life can be afforded than by means of a motor trip through any of the prosperous sections where development in the structural line is presented on every side.

One of the best articles on the subject of increasing country building during war time appears in a recent edition of the "Mississippi Valley Lumberman," from the pen of C. H. Ketridge, who has given much thought and attention to the subject. What he outlines can be applied in most instances by every yard man in the Dominion, with the result that he is bound to see his business grow. Here is what he says in part:

"Every lumber office in the country towns should have a separate map of every section in that part of the country, showing on it every farm and the location, number and character of every building on it. An inventory of this every year would show what has been added. Make these section maps large enough to do this. Of course, this may seem at first thought a difficult and costly thing to do. But after you have commenced and proceeded on it a little way you will find that it won't take as long or cost as much as you thought it would. And,

when it is completed, you will value it at several times what it has cost you. Having this information on file in your office, you will have something specific to work upon. You will know just what farmer is lacking in sufficient grain storage, shelter for stock, and farm machinery, whether he has got a coal house or a decent privy, a silo, screens or storm sash on his house. You will have all this information to work on to assist you in creating more business in the slack periods of the year. Just at this time, for instance, you have a general idea of more or less need for grain storage this fall, and if you had these maps you would know just what farmers are lacking in this particular item and you could begin now to influence them. The same thing could be followed with any of the other items. In this way, you could begin to develop your trade for several months ahead.

"I don't know of any other line of business that offers the opportunity for an inventory that I have outlined, because in the matter of building improvements on a farm everything is in plain sight, and requires but a few minutes to note them down on paper. Preferably, it would be best, if the dealer canvassed the territory himself, as he could meet the farmers individually and give them some building talk. I never yet made a call on a farmer on his home place that I could not afterward trace a sale from the result of that visit. I really think that the lumberman, as well as the rest of the business men of a town, make a serious mistake in keeping from personal contact with the farmers on their home premises. I know it is an old, old notion that every man should stick close to his place of business, so as to be there when customers came. This is all right enough as a general rule to follow, but it has been carried to the extreme, especially by lumbermen. It is a fault that has caused them to sit tight in their offices and wait for business to come to them without any particular effort on their part to induce it; other than a willingness to cut prices to get it. I don't believe, of course, in a dealer's gadding about the streets, or leaving the office because it's tiresome sitting round doing nothing, but I do know there are many times during the year that he can make more money by being out in the country calling on the farmers than by staying around the yard. If you have never lived on a farm, you cannot realize the pleasure it is for a farmer to have a friendly visit with a business man on his place, and he will take pride in taking him around and showing him his stock and other things he has. The dealer may not say a word of business to him, but the subtle influence of the friendly interest manifested by his call will surely remain with that farmer to bring him to the yard when he wants to build.

"As I have said, country lumber dealers keep too much to themselves in this regard. They only see the farmer when he is in town, and in this business atmosphere he is not the same as when you meet him in his own farm yard. Farmers are the most sensitive class of people I know of in the matter of social relations. They often imagine that business men look down on them as clodhoppers and as being all very well to do business with, but not to associate with in a social way. This is a false idea, we know, but we unconsciously encourage it by our practically forcing upon them a social isolation which keeps the country and town apart in social relations. You can put it down as fundamentally true, that the average farmer will trade with those business men whom he likes best as friends and particularly those who manifest their interest in him by social calls on him at his home."

Bringing About Better Results by Closer Co-operation

The average man is so engrossed in his own problems that too frequently he has neither the time nor the disposition to give any thought or heed to those of the other fellow. If he is in the manufacturing business he is prone to believe that he has troubles enough of his own without becoming vitally concerned in the problems of the chap in the retail ranks. He bestows slight consideration on the latter and thus interest becomes divided and differences which might be readily adjusted grow larger and more difficult of solution. The get-together movement is one of the most hopeful signs of the times, and, by cooperation, the manufacturer can help the retailer, and the

latter can aid the industry generally in presenting frankly and fairly and in an inspirational spirit the condition of affairs so far as he is concerned.

Recently the President of a large western lumber company who had been engrossed for years with his own problems, saw some light in another direction and more particularly in the merchandizing of lumber. He says that only a few years ago when he became absorbed in the distribution of lumber to the consumer did he begin to appreciate the large part which the retailer plays in the successful marketing of the products of the forests, and how many possibilities manufacturers have overlooked. He was also astonished to find out how little the average retailer knows of his source of lumber supply and the vast amount of labor and expense required of the manufacturer in producing it. The more he investigated the merchandizing of lumber the more he found that the producing and distributing factors of the business were separated by a simple lack of appreciation of the numerous ways in which they might help one another sell the greatest amount of material at the largest profit.

"It is wise to get a right perspective and see every question from different angles. Points of view vary and only by having a comprehensive knowledge can clear, well reasoned opinions and logical conclusions be reached. Here is the unbiased verdict arrived at by this leading exponent of the trade:

"Many of the difficulties arising out of such a situation can be easily cleared away by a little bit of sales co-operation and a more intimate knowledge of what the other fellow is contending with. For instance, I know from experience that while successful manufacturers try to cut their logs in such a way as to obtain the most desirable and most profitable stock out of them, they are in the end finally compelled to sell everything that those logs actually produce. There is of necessity an unbalanced accumulation of various sizes, lengths and grades; and the manufacturer's sales, therefore, cannot stop with the moving of only so-called standard items. Part of our manufacturing cost has gone into them and they must also be sold. What we need, then, is for the manufacturer to assist the retailer in finding uses and creating a demand, at the retailer's yard, for all the products that his logs produce. Even now, as a retailer I find it a big advantage to know all of the varied sizes, lengths and grades that result from cutting the logs at the mill. I find that it makes quite a difference in the year's profit if we can buy even a very small proportion of our stock in short lengths and odd items and then fit them to the customer's needs. Our customers like to feel that we are on the lookout for the best purchases for them. And I know that we are helping the mills dispose of items that without this co-operation they might and probably would find it hard to move.

"It is just this lack of co-operative effort and the ceaseless demand upon the manufacturers for stock sizes and lengths that I find has resulted in a good many retailers frequently gaining the impression that lumber is scarce. Manufacturers' salesmen have sometimes left the impression that the stock of a certain item the retailer wanted to buy was unobtainable, and the dealer has sometimes concluded that lumber was becoming hard to get and that perhaps he had better turn to some substitute material, when, as a matter of fact, the shortage of that particular item may have existed only at the particular mill that salesman represented. I have in mind a retailer, for instance, who, because one salesman could sell him only a part of a car of White Pine lath on that particular day, immediately put in a car of metal lath. With all of the many mills manufacturing lath, wouldn't it have been better if that manufacturer's salesman had, through his mill office, helped the dealer find elsewhere the balance of the White Pine lath he needed, rather than to have run the risk of his buying metal lath in their place? Unfortunately it is true that stocks of necessity oftentimes become unbalanced and cannot fulfil the demands made upon them. One run of logs may cut into quite a different proportion of sizes, lengths and grades than another run of logs will cut, and the demand on any mill may settle upon an item on which that mill may temporarily be short. But that does not mean that lumber is scarce, and dealers will not get the impression that it is if they are given the whole story instead of just a part of it."

Head of Canadian Forestry Corps Gets Results

Brig.-General McDougall Says That There is Not a Man Under His Direction Who is Not In the War up to Neck—His Great Passion is Work



Brig.-General Alex. McDougall,
Canadian Forestry Corps.

The work and worth of the Canadian Forestry Corps has been frequently referred to in the columns of the "Canada Lumberman." Their great activity in getting out the timber, their resourcefulness and enterprise and devotion to duty need no extended eulogy on the present occasion. Of the man who is at the head of the Canadian Forestry Corps, not so much has been said. He has not sought the limelight but has quietly gone about his task and purpose, allowing results and achievements to speak for themselves.

Brigadier-General Alex. McDougall, Director General of the Canadian Forestry Corps, is frequently referred to as the "Lord of the Lumberjack," and is a graduate of Toronto University. He later attended the School of Practical Science and branched

out into railway contracting. Large stretches of the National Transcontinental came under his direction, and he carried out his undertakings efficiently and thoroughly. In the London Daily Chronicle there appeared lately an admirable character sketch of this man from the pen of the noted writer Harold Begbie, who says that McDougall "is a remarkable man, who has a great passion for work and the bigger and harder the job the more he is pleased." Mr. Begbie adds: Famous in Canada, from one end of that great Dominion to the other as a master-man, a man of imagination and audacity, General Alexander McDougall, who at forty years of age is Director-General of the Canadian Forestry Corps, has made a like impression upon those Englishmen who have encountered him on this side of the Atlantic.

Life Force that Drives and Inspires.

He is not so much a remarkable as an astonishing man, a man who takes your breath away and scatters to the wind a number of your pre-judgments concerning the proper behavior of civilized man. "Most people are other people"; but here is a fresh-minted soul, stamped with no image now in currency. The life force within his sturdy body is of so driving and fierce an energy that it could no more stop to copy other people than it could spend ten minutes before a looking-glass in search of its reflection. This life force has one passion, and that is work; it is in his work, and the bigger and the harder that work the more he is pleased, that the spirit of Alec McDougall, quite unconsciously, affirms its own essence. He lives in achievement.

"Say," he cries, "I'll tell you something that will make you laugh. Listen now. When our fellows got over here they thought they'd come to cut faggots. They thought that was all the timber they'd find in the little island. But when the train was running out of Liverpool one of 'em, with his eyes starting out of his head, calls out, 'Why, hang it, there's a big tree!' and then jumping up and looking out of the window he exclaims 'Why, hang it, there's two or three trees!' Since then they've cut down a tree in Windsor Park seventeen feet in diameter, and looked at one still living that's mentioned in Domesday Book." Here the General flung back his head and laughed till the room seemed to shake.

Consider these figures. The Canadian Forestry Corps, the whole expenses of which are defrayed by the Canadian Government, have provided us here in England with 300,000 tons of sawn timber a year, exclusive of 5,000,000 tons of mining timber cut in 12 months.

"The boys are splendid," says the general. "There's not a man among them who isn't in this war up to the neck. The Germans can't beat them. They've made big sacrifices to come over here, and but for them the war would have been lost a year ago; that's a fact. Timber's essential. Lucky for us you've got it here—thanks to your sporting landlords of a hundred years ago. Wonderful timber! But England's wonderful altogether. After the German offensive in March the army sent out a sudden demand for 40,000 tons of timber, wanted at once. Our boys were so keen they worked all hours God

ever made (because it was for the men at the front), and they provided 30,000 of the 40,000 tons ten days before the date fixed for delivery. They can hustle, I tell you, when they've got a reason. One of our sawmills over here was designed to cut 20,000 feet of timber in ten hours. The actual performance in that time was 155,366 feet. Some output, what?

Can't Be Beat for Efficiency.

Ah, I tell you, they're fine, they're great fellows. I'll talk about myself in a minute, I do it well; but first of all I want to talk about the corps. We've got companies all over the British Isles and in France, working from morning to night, and ready to go off anywhere for three months at a moment's notice without borrowing a nail from anywhere. Why are we always talking about German organization? Why not sometimes a word about our own? Canada ain't afraid of Germany, that's certain. You should hear what the French foresters say of Canadian efficiency—they say we can't be beat for quickness and efficiency. And we have to get our own machinery and do everything for ourselves. When we first came over there was a bit of trouble in that matter. We were sent here and there in a deuce of a hurry, and found no machinery of any kind. 'Hang it,' I said, 'you can't expect us to bite the trees down.' But I believe they did! Ah, but we've got some rare tackle now. You must see it. I tell you, we're turning out the stuff all right, here and in France.

"By-the-by, don't be shocked by our swearing. It don't mean the same in Canada as it does over here. It's natural to us. In Canada everyone swears. My little boy, he was six years of age at the time, was swearing one day in the kitchen, and the cook told him if he was not careful his teeth would drop out. He looks up at her—only six years of age mind you—and says, 'Daddy's teeth haven't dropped out!' What do you think of that?" His laughter made me think of Henry VIII. There's neither snigger nor simper in the soul of this dashing young general.

The boys are doing the biggest thing men ever did in the world. I'm ready to stay over here six years longer to make a real end of it. What happens to my business don't weigh a snap with me. This war is good for us. Colonel Penhorwood and I, both rivals in the contracting business, were worshipping at the doorstep of millionaires when it began; were we not, colonel? That's a fact. The dollar seemed an awful big thing to us. And now we know there is something bigger in the world than money. God, but what a chance this war is giving us! What an opportunity for a great Empire, outside politicians. England's discovering Canada, and Canada's discovering England. And so with the other Dominions. Our people are all assembled together here in Europe, like the parts of a machine, and we're driving forward, one big democracy, to smash a thing that would knock manhood out of the human race if we gave it a chance. Oh! I see such things for the Empire!—chances, my hat, I should think there were chances. Smashing Germany is one thing; we shall do it; realizing the British Empire is another; and that's bigger still."

Feels that Work is Big Thing.

McDougall's father was Auditor-General of Canada and a former senior wrangler at Toronto University.

"I got a dollar in his name," says the General, for his father was one of the most respected and honorable of Canadians. The son also became a senior wrangler in the same university, and, on the advice of a friend, after considering that it would cost him 75 cents to do so, he telegraphed the news to his father. "Darn it, the old man turned up the next day, came nearly 400 miles to be near me, and I couldn't shake him off for something like a week. It troubled him when I turned a contractor, for he was the enemy of all contractors; but he loved me right enough for being a mathematician. He never forgot that. I've got skeletons in my cupboard; but don't suppose I can't hide them! All the same my father was a big man, and he has meant a lot to me through life. He thought more of character than he did of dollars. He made us feel that work was a big thing. And that's what the Empire has got to feel. We've got to hang together after the war is over, and work like the very devil to make the biggest, grandest and happiest thing on earth, a democratic Empire. There's nothing like work. But you must have an ideal if your work is going to mean anything to posterity. That's what every man in the Empire ought to have, an ideal, something bigger than himself."

India Will Adopt Modern Timber Methods

F. A. Leete, Conservator of Forests in Imperial Service, Studies Milling and Logging Systems in Both Canada and United States

An interesting visitor to Vancouver, Toronto, Montreal, Ottawa and other Canadian cities was F. A. Leete, Conservator of Forests in the Imperial Forest Service of India, who for several months has been studying milling and logging methods not only in western Canada but in many portions of the United States. He also addressed several Forestry clubs.

Mr. Leete was sent to America by the British Government. For twenty-seven years he has been in the forest service of India, the latest five being at the head of the department. Born in England, his experience in lumbering and forest problems has been wide and thorough. He states that in India the great part of the forests is mixed hardwoods but that up the slopes of the Himalayas, starting at an elevation of six thousand feet and running up to twelve, soft woods grow in abundance. Mr. Leete reports that he was most cordially received wherever he visited, and had a fund of valuable information placed at his disposal in the matter of getting out timber and in the various uses of wood in different lines of industry.

After spending three months in England on his return there, he will proceed to India and put into active operation some of the pointers which he has picked up on his late extended tour. He thinks that in some respects India can get a more progressive move on in certain timber operating methods. He remarked that there was an opening for Canadian and American saw mills and logging tools in British Burma, and manufacturers of both the Dominion and the United States could well direct their attention in that line. Mr. Leete foresees much greater possibilities for the lumbering industry generally in India, and is quite enthusiastic over future development.

Methods Can be Much Improved.

Mr. Leete was much interested in the practical work of the Forest Product Laboratories in Montreal and also the institution at Madison, Wis. Speaking of conditions in Burma, he said:

To a Canadian the sawing methods in mills in Burma must seem to be behind the times. There are no big band saws and virtually all the breaking down of logs is done on plain rack benches with circular saws. The logs are held in position with wooden wedges. The cutting of boards or planks to a given thickness is done by chalking the table at both ends and levering the logs into line. The saws run from 54 to 84 inches in diameter. Inserted teeth are not much used. There are no up-to-date edgers or gangs of swing cut-off saws such as are to be seen in almost every big saw mill in America. Vertical frame saws are used in some of the larger mills. After leaving the long bench, most of the work is done on small hand or rope feed benches with circular saws of three feet or less.

The principal lumber centres in Burma are Rangoon, Mandalay and Moulmein. The Rangoon sawmills employ about 10,000 men and labor of course is cheap. About 55 per cent of the total area of British Burma, estimated at 225,000 square miles, is wooded. Teak comprises about 5 per cent. of the total stand. This timber frequently attains a diameter of four feet with a clear bole of 60 feet. One teak tree to the acre represents a fair stand. Trees three feet in diameter with 50-foot boles, producing $2\frac{1}{2}$ tons per tree, are the rule in the concessions. One ton is the equivalent of 1000 feet board measure.

Next to teak, the most important wood in Burma is pyingado, an extremely hard wood which makes excellent railway ties and is a good structural timber. It is commonly associated with the teak and grows to even greater dimensions. Unfortunately it will not flat and cannot therefore be extracted anything like so cheaply as the teak.

The total production of all species of lumber in Burma in 1909-1910 was 104,000 tons of teak and 100,000 tons of mixed woods; in 1917 the total probably aggregated 300,000 tons.

How Teak Logging is Conducted.

All trees are selected, marked and girdled by the Forest Department before the lessee is allowed to operate. It is necessary to girdle the trees three years before cutting to insure floating. The lessee pays for the timber on the basis of the cubical contents at a measuring station, usually at a rafting station or on the edge of the forest. Small steams carry the logs singly to the larger rivers, where they are rafted for delivery to the mills. Driving can be done only in the rainy season, covering a period of six or seven months. No trees are felled more than three feet from the ground. The logs are yarded by elephants, one ton for an elephant being quite a fair load.

The average drag is about one and a half miles, and one hundred logs per elephant per season is a fair average.

Teak has its habitat in rugged territory, as a rule growing on ridges. Trees are thrown up hill whenever possible in felling.

The Forest Service of Burma also carries on logging operations on its own account. The logs are delivered at Rangoon and sold at monthly sales. They help to keep the small sawmills supplied.

Mr. Leete did not care to discuss the possibility of extended use of skidders in Burma, but he said he was on the lookout for a smaller and more portable type of machine capable of hauling logs up to three tons in weight. An oil engine would be preferable, as water is a difficulty and oil is cheap. The one thing to be desired is that the machine should be readily taken to pieces and easily put together again. For transport from place to place no part should exceed 1000 pounds in weight, and an even smaller limit would be better. Such a machine would soon be taken up in Burma, as elephants are nowadays so expensive. The price of elephants is double what it was 15 years ago and now stands at \$3000 for a full grown tusker. Further increase in price is likely.

Some interesting observations on the growing of teak since the inauguration of the re-planting program in 1865 were made by Mr. Leete. Teak in its natural state attains a diameter of 30 inches in 150 years. Where the trees are planted and given care they may be expected to reach this diameter in 90 years, showing the value of forestry methods in stimulating production. The age of the larger teak trees varies from 500 to 1000 years.

The Lumber Has Doubled in Price.

In 1914, before the war, the smaller and inferior quality of round teak logs sold for \$30 per thousand feet and the larger sizes and decking grades for \$130 per thousand feet. The prices of sawn timber at the mills was double these amounts.

Lessees pay royalty at so-much per ton of 50 cubic feet on the teak logs extracted by them from the government forests. The logs are graded into three classes: full sized, undersized and refuse. The rates vary in different forests and average from about 25 to 30 rupees for full-sized logs and from 10 to 15 rupees for the other two grades. Three rupees are equal in value to an American dollar.

The success of a teak operation is in a large measure dependent upon the driving streams traversing the concession. A driving stream which will permit the logs to come out the same year as they are put in is considered first class. Three to four years are often required to bring the logs into the main rivers. The improvement of the Burmese rivers has been a subject which has been given much attention, and many plans for increasing the usefulness of the waterways have been evolved.

The Forest Service of India embraces Burma, Bengal, Assam, United Provinces, Punjab, Central Provinces, Madras and Bombay. The personnel of the Forest Service of Burma includes Chief Conservator C. G. Rogers, with headquarters at Rangoon and Maymyo. There are four conservators, two of whom are located in Upper Burma and two in Lower Burma. Mr. Leete was located in one of the sections in Lower Burma. The policy upon which the forests are administered is with a view of maintaining a perpetual timber supply. The Forest Service ideals are all moulded along this idea. The Forest Department is self-supporting. The expense of administration is 45 per cent., leaving 55 per cent. of net income.

For fire protection the country is divided into blocks with regular forest patrols. Only the most valuable tracts are patrolled. Fires have not proved very serious. The protection of the young forest growth is given much attention. The cost of fire protection is about \$10 per square mile, although as high as \$10 per square mile is expended in some cases.

Crown Timber Office Returns Increase

Receipts at the Crown Timber office in June were \$5911.83, as compared with \$2839.80 in June last year, an increase of over 100 per cent, says a recent despatch from Vancouver.

During the month the scalers of the department measured some 6,937,239 feet board measure of sawlogs and 6,408 cords of shingle bolts and in May 10,075,514 feet b.m. and 5655 cords of bolts.

For the first time in a year the customs receipts decreased, totaling \$18,159.69 for June of this year, as against \$26,475.12 in that month last year.

Big Timber Operations in Great Clay Belt

Canadian Northern Railway Takes Out Large Quantity of Ties and Logs— Model Sleeping Arrangements for Men Employed at Foleyet

Extensive timber operations are being conducted by the C.N.R. in the townships of Foleyet and Ivanhoe, north of Sudbury, and are assuming proportions that are particularly gratifying. Last winter twenty contracting camps were operated and 400,000 axe-made ties were taken out along with 6,000,000 feet of tie and lumber logs, principally of jackpine. The company also cut 17,500 cords of pulpwood from off the same ground, which is being shipped to Thorold. There is a well-equipped rossing plant which is provided with drum barkers and from 60 to 100 cords of 2 ft. pulpwood are being rossed each day. By means of pulpwood operations cars carrying coal and other supplies to northern division points and yards are assured of a return cargo, and the company not only secures a profit on its pulpwood operations, but also gets the carrying cost, besides, which averages about \$5 a cord.

Foleyet is located about 160 miles north and west of Sudbury,



One hundred thousand axe-made C. N. R. ties on lake at Mile Two, Foleyet Township, Ont.

and the sawmill this season is very busy. Some 150 men are employed and there is no restlessness or discontent in the camp owing to the splendid accommodation provided. Each man has a single steel bed, mattress and springs. This is a radical departure in the matter of sleeping accommodation, and one that has appealed particularly to the employees on the grounds of cleanliness, comfort and convenience. Excellent board is provided and there has not been the slightest difficulty in obtaining all the help required.

The capacity of the sawmill is about 70,000 feet a day, including 50,000 feet of sawn ties. The company took out about 50,000 ties in 1917, and this year the output will be some 600,000, while it is fully expected that operations will be so widely extended during 1919 that



Canadian Northern Railway Company's plant at Foleyet, Ont.

a million ties will be available. About two and a half million ties are used over the entire C.N.R. system annually. The company supply practically all the ties used west of Port Arthur to Winnipeg and east of Sudbury in Ontario, and from the operations of the sawmill last year enough lumber was secured for the erection of 107 railway employees' houses at northern divisional points. The C. N. R. expects that about 50 or 60 more houses will be completed this year. The timber and mill operations, together with colonization and mining, are in charge of Cyril T. Young, manager of the Eastern Lands-Canadian Northern Railway. Since the new mill was erected at Foleyet splendid progress has been made in supplying the company with ties and extending operations in various directions.

It is interesting to note in connection with the employees of the mill that shower baths are provided for them and the most efficient results are obtained from the housing system, which consists of large tents boarded up at the side to a distance of several feet and waterproof roof, making the sleeping quarters light and airy. It is possible that owing to the success of the enterprise at Foleyet other mills may be established in that section of the country just as soon as conditions permit. The mills and yards are electrically lighted and the town of Foleyet is growing rapidly.

The mills of the company and their woods operations provide a market in the future for the settlers of that section of the clay belt, and afford the needed source of employment when the settler has to earn some cash.

What a Difference Just a Few Days Make!

A rather good story is going the rounds to the effect that one of the leading retail lumber concerns in Toronto sent up the other day to a well-known city architect, who has the reputation of being somewhat of a crank, a load of window frames. The merchant was called to the 'phone and the architect, in high dudgeon, soundly berated him for forwarding such stuff which, he declared, was in no way up to specifications.

"All right," quietly remarked the manager of the retail yard, "have the frames returned and we will have others made that will satisfy you." The consignment came back and a couple of days later the architect inquired if the new ones were ready.

"Not yet," answered the dealer. "We cannot get out all the work required so soon. It takes some time you know. Give us a little longer and we will have them for you."

Nearly a week elapsed and, in reply to another call from the architect that gentleman was told that the stuff was completed and would be delivered in the afternoon.

On getting the material he rang up the lumber yard and calling the boss said: "Why did you not send that kind of frames in the first instance. The new ones are admirable and I am well pleased with them. Mail your bill and I will see that it is paid."

After settlement had been effected, the lumberman was incautious to confide to a friend that he was glad Mr. Blank was pleased, even if the frames sent up the second time were exactly the same ones which went out on the first delivery. They had not even been unloaded.

Western Soft Pine Man Visits Toronto

A welcome visitor from British Columbia to Toronto during the past few days was A. T. Robson, director of sales of the Nicola Valley Pine Lumber Co., Canford Mills, B.C., manufacturers of western soft white pine. The output of the firm this season will be about twenty-five million feet. The eastern Canada representatives of the Nicola Valley Pine Lumber Co. are Terry and Gordon, Toronto, who report an increasing demand for the stock into which they are going more extensively than ever. Mr. Robson states that the plant is very busy operating both night and day shifts, while other interior mills are on the ten-hour basis. The company has a modern band mill, with pine logs in abundance. Mr. Robson added that first-class manufacturing with an efficient organization and reliable grading has a lot to do with the persistent requisitions for the firm's products.

We Must Sell More Than We Buy

How Canada Can Pay the War Debt to Other Nations
After Present Strife is Over

The problem of industrial conditions after the war is always interesting and is arousing much thought and attention from leading representatives in all lines of endeavor. With his varied business interests and close connection with the activities of the North, A. J. Young of the Young Lumber Co., North Bay, Ont., has given some consideration to the problems which will have to be faced, and the readjustment that will demand attention. Touching upon the question of "Industry after the War," in a recent interview, he said:

"Canada's share in the great world-war is not only that of furnishing men to reinforce the Allied armies, but also that of producing food necessary for their maintenance and money or credit to pay our share of war munitions and supplies. Manifestly our resource in every line will be taxed to the utmost before the final decision, and while our first thought must be the immediate steps which will enable us to fully provide for all our obligations, we must not neglect these vital principles which will enable us to receive back into civil life without serious derangement to our economic system, the four hundred thousand men who laid down their tools of their usual avocation and joined in the defense of their and our liberties.

"If the history of previous great wars is repeated, to these will be added hundreds of thousands from war-torn Europe seeking new homes and new surroundings in which to reconstruct their family life.

To-day the world is short of food, and even under the most favorable conditions the 1918 crop will not be sufficient to do more than supply immediate necessities without any surplus to cause any reduction in the already abnormally high cost of living. These conditions will continue until the world is again at peace and the men withdrawn from food production are returned to the tilling of the soil and the depleted granaries are filled.

"Of the newspapers a percentage will be from the agricultural sections of Europe, and our millions of acres of unbroken lands in Western Canada will furnish homes for those who desire to settle on the land, and with an intelligent system of assistance they can be absorbed into our national life without disturbance, and in a few years add their quota to our annual production.

"The real problems will be our own citizens, the men who went to defend us, and who will return to us with minds unsettled by the stirring scenes through which they have passed, with their usual occupations gone, their earning powers decreased, and facing the necessity of carving out for themselves a new niche in our industrial structure.

"With the close of the war, the manufacture of munitions will cease, and war orders for supplies of iron, wood, cotton, wool, and leather goods, which have for some years been such a large proportion of our manufacturing output, will be largely curtailed. Therefore, to the demoralized fighting forces will be added the discharged war orders workers, and we will face a period of reorganization of manufacturing plants along peace instead of war lines, a surplus of industrial labor and a continuing scarcity of food products with consequent high cost of living.

"It is obvious with the world scarcity of food and our resources that the most immediate remunerative labor will be the production of food, and properly directed, a percentage of our men will find temporary employment in this line, but resumption of production in other countries will in a few seasons bring the demand back to normal, with a consequent reduction in the number of men employed.

"The trade returns of recent years show that our export of manufactured articles has largely increased, due to war orders. With the war orders cut off, this trade should decrease, and it must be our object to substitute other lines so that our trade returns will continue to show large balances in our favor. If we are to pay the war debt we will owe to other nations, we can only do it by selling more than we buy; and to maintain a proper balance among all our lines of industry we must sell a proportionate share of the product of each line, and in this way each will share in the general prosperity.

"The period of readjustment will try the souls of our people and during that time we must have industrial peace in our country, so that we may be able to face our problems without internal dissensions. On the workers and producers will fall the burden, and they must be protected against conditions they cannot control.

"The solutions for all our problems will not be easy to find. They will require the best thought of our country and must be dealt with along national lines.

"It may be necessary to increase the measure of National control now exercised in certain directions, and the nationalizing of certain lines of industry. These must be considered in a national spirit, calling into council representatives of all classes, and solving them along the lines of the maximum of efficiency and production, with the minimum of disturbance in our social and economic life."

Wholesalers Part in Lumber Service

Channels of Trade Established by Long Use Should Be
Conserved Under All Circumstances

The place of the wholesaler is now receiving much attention in lumbering circles, especially in the western states and steps have been taken toward securing governmental recognition of this branch of the trade as an essential factor in the distribution of the products of the forests. In years gone by there have been sporadic attempts to eliminate the wholesaler but every effort in this direction has been short lived. Under the unusual conditions in the business world to-day, the niche which the wholesaler is filling is increasingly important and useful. Many mills have no sales departments of their own and the function of the wholesaler is to give special attention to marketing matters and the varied needs of the country at large in the way of distribution. He acts as the representative of several mills, finances many of the smaller plants and makes a minute and thorough study of where products can be disposed of to the best advantage.

There has been established at Washington recently the National Bureau of Wholesale Lumber Distributors, and its membership has been growing rapidly. At a late meeting of western wholesalers, held in Portland, some important resolutions were carried, and a declaration of views and principles was set out for the consideration of the War Industries Board. Among the many points submitted in favor of the part played by wholesalers in lumber distribution were that the channels of trade established by long use and sound business principles in the lumber arena should be conserved and that any sudden and radical changes disrupting them would tend in the direction of confusion, reduced activities and increased costs.

The resolutions then went on to say:

We heartily approve of our Government's policy of efficiency of effecting the most thorough possible distribution of emergency war requirements among the mills direct. We believe that our present service to the Government in connection with quantity purchases of this character would be largely on an advisory character, and we know that our Government may rely upon our membership for unbiased council and for a very large amount of highly trained gratuitous service in distributing such requirements among the mills in this section.

We believe that (in numerous connections) on rush orders, and particularly on railroad and car material, some of our members who have for years specialized in those particular requirements, can render service to the Government of great value and importance.

In regard to the fixing of prices on lumber for commercial purposes as distinct from the Government's own emergency requirements, we believe that the priority of Government orders can be assured without abridging the right of free trading in the lumber not required for Government purposes. We would oppose the fixing of prices on commercial lumber as dangerous precedent and tendency for which no necessity in our judgment exists. But if in the opinion of the War Industries Board, after hearing all evidence, it is determined that prices should be limited, we earnestly recommend that the prices fixed by the Government be only maximum prices for each class of material.

We earnestly recommend that in fixing such maximum prices the matter of discounts which the producers make to the jobbers and dealers be left open for adjustment between the parties from time to time according to the circumstances existing and to the class of material being handled as always heretofore.

Having received from a very large preponderance of the lumber producers of the North-west statements endorsing in substance our views as to the importance of conserving the established channels of lumber distribution, we resolve and pledge ourselves to keep all those who have furnished us with these statements informed from time to time of our activities and of all matters undertaken and done on our behalf with our knowledge and support.

The American Government are experimenting with wooden soles as a substitute for leather soles in the American Army. It is reported an order for one thousand soles to be made of maple and poplar wood has been given to Brockton manufacturers. It is reported that a saving of two dollars per pair of shoes can be effected by supplementing wooden soles for leather.

It was stated in the July 1st issue of this paper that Wm. Davies Co., Ltd., contemplated the erection of a box factory in Toronto. The manager, Mr. E. C. Fox, advises us that this was a mistake and that the Company has not considered the erection of a box factory.

Accident Prevention in Lumbering Operations

What Safety Organization Can Accomplish—The Standpoint of the Work Presented from Humanitarian and Financial Points—Comparative Statistics

According to a recent report issued by the Workmen's Compensation Board of Ontario, there were 1,003 accidents in lumbering operations in the province during the year 1916, and 901 in planing mills and woodworking plants. In the pulp and paper mills of Ontario the number was 608. In lumbering, which includes woods operations, river driving, rafting, sawmills, shingle mills, lath mills, lumber yards, etc., the number of persons suffering from temporary disability during 1916 was 825; permanent disability 132, and deaths 46, while in the pulp and paper line there were 532 temporary disability, 61 permanent disability and 16 deaths.

Considering that there are about fifteen thousand men engaged in the lumbering industry in its various operations, the statistics show that on an average one man out of every fifteen either suffered a mishap of some kind which resulted in his being laid off for a few days or weeks, or was permanently disabled or killed.

Here is the record of the nature of accidents in the temporary disability cases; in lumbering, bruises, contusions and abrasions, 218; cuts and lacerations, 270; fractures, 146; crushes, 47; sprains, strains, twistings and wrenchings, 68; burns and scalds, 6; punctures, 29; dislocations, 15, while the number from other causes is relatively small in making up the total of 825 during 1916 suffering from temporary disability.

The total days lost in the lumbering industry was 28,125, in temporary disability, and from permanent disability 11,999, the average in the former being 34.09 days, and in the latter 90.90.

Writing to the "Canada Lumberman" a members of the Workmen's Compensation Board says:—

"Complete statistical information for 1917, other than what appears in the report, will not be ready for publication for some time yet and probably will not be published till the 1918 report.

"Perhaps the number of accidents reported in any class should not in itself be noted with much alarm because always the large proportion of accidents actually reported cause but slight disability.

"Take California, for example, which report for the year ending June 30, 1917, is just to hand. Out of 94,879 industrial accidents reported only 16,294 caused a time loss of over two weeks. All the remaining injuries came within their two weeks' waiting period.

"In looking at our figure of 15,500 men employed in Class 1, you must not overlook the important fact that this means full year workers. With the large labor turnover in mostly all industries at the present time, particularly the large number of short time workers in Class 1, this figure referred to is far from representing the actual number of workmen employed in the lumbering industry."

How Hazards May Be Minimized

Accidents have been, and always will be, but that they can be prevented in a large measure through safety devices and proper safeguards has been amply demonstrated. The work and worth of safety associations was convincingly illustrated in an able paper read before the Technical Section of the Canadian Pulp and Paper Association, at its recent meeting in Toronto, by A. P. Costigane, secretary and safety engineer of The Ontario and Paper Makers' Safety Association. Pulp and paper activities are closely allied to sawmill and lumbering operations, and the hazards in both are much the same. Mr. Costigane's remarks are so pertinent and logical, and his facts so pointed, that they cannot fail to be of interest in connection with all lumbering undertakings. He dealt with his subject of "Safety" under three distinct heads, and touched upon various aspects, such as the humanitarian and dollars and cents standpoints. Under the headings of "Why Safety Should Appeal to the Employer," "Why Safety Should Appeal to the Employees," and "How Can Results Be Obtained," Mr. Costigane, dealing with the first, "Why Safety Should Appeal to the Employer," said:—

It immediately strikes one that accident prevention and safety organizing should appeal to the employer from two points of view, namely, the humanitarian side and the dollars and cents side. There are nowadays few employers—and with employers are included general managers, etc.—to whom the humanitarian aspect does not make a strong appeal. They have come to realize within these last few years that the men in the mill are human like themselves, having the feelings and intelligence of human beings, and are sensitive to considerate and just treatment. Any manager who has been unfortunate enough to be present in the doctor's office when one of his employees, who has been mauled up in an unguarded belt or other hazard, is suf-

fering the process of having the stump of an arm or leg dressed, is not difficult to convince. The thought naturally occurs to him, what would his wife feel and think if he were to be brought home in a crippled condition, and what of his children's future, should they have to depend on a physically wrecked father? An experience such as outlined brings the matter home in a way that the reading of reports or listening to addresses can never do. The great majority of employers value highly the good opinion of their men and are anxious to see them working under conditions conducive to health and safety compatible with the exigencies governing the industry. Out of thoughts and feelings such as these animating leading employers of the United States has sprung that association—The National Safety Council, which has in such a short time attained to an international position in which it wields such enormous power for the benefit of all wage earning humanity. In five years' time the membership of the council has increased from 40 to over 3,500 industrial concerns employing 6,000,000 people. Could such an increase have taken place unless the high ideals of justice on which the constitution of the council is based, found ready acceptance on the part of employers and was backed up by them by the expenditure of both time and money?

The Dollars and Cents of It

Let us now examine the dollars and cents of it. This aspect may appeal to some more strongly than the humanitarian, but from my experience of the pulp and paper industry of Ontario, I would say, to very few. When by organized effort accidents in any plant have been reduced there will be a corresponding reduction in compensation paid to injured. There will also be a great saving in time lost by injured men, less interruption of work of fellow employees, less waste of material by new men, more uniform production and saving in time of foremen in training new men to take the place of those temporarily incapacitated owing to injury. All such losses can be converted into dollars and cents, and in plants where such figures have been made up they have proved most convincing missionaries of the safety movement.

Speaking of losses due to accidents, let me tell you of an incident that came under my own observation. Not long ago I met the superintendent of a plant in which there had occurred a fatal accident. In the course of conversation I put the question, What do you consider the accident cost you—expecting him to name the sum of a few hundred dollars at the outside. Imagine my surprise when he said, about \$1,000. Asked to explain, he said the accident happened at nine o'clock in the morning, and, owing to the unsettling of the other employees and the discussions among them over the various details, the output of the plant fell to practically nothing for that day. Two days later the plant shut down for the funeral, all wages being paid by the company as usual. Thus the services of 200 men for practically two whole days was the price this company paid for that one accident. The superintendent did not overestimate when he placed the figure around \$1,000.

Accidents Can Be Reduced

The question may be asked, Can accidents be reduced? I would unhesitatingly answer in the affirmative, and would point to what has been accomplished in the United States. For these figures I am indebted to C. W. Price, field secretary, National Safety Council.

The International Harvester Company, with 23 plants, employing 35,000 people and facing all kinds of hazards, have reduced compensation from 54c. per \$100 of payroll to 25c. per \$100 in five years. They have reduced the time lost per man 61 6/10 per cent. and deaths from 10 to 4, or 60 per cent. The Eastman Kodak Company, during the last two years, has reduced accidents 80 per cent. The records of the American Smelting & Refining Company, Omaha, down to the end of 1916, show a reduction of 90 per cent. in days lost and 70 per cent. in the number of accidents.

One of the most remarkable stories in the history of accident prevention in the United States is the story of what the great railroads of the country have done. Five years ago the Chicago & Northwestern Railroad began to work out an efficient safety organization. They have now 800 men serving on safety committees, and during the five years they have reduced deaths 65 per cent. The El Paso Southwestern Railroad has reduced deaths to employees 83 per cent. The Southern Pacific Railroad has reduced deaths to employees 86 per cent.

To sum up, all railroads in the United States have, over the period of five years ending 1916, reduced deaths to passengers 50 per cent.,

reduced the number of employees killed 47 per cent., and reduced the number of employees injured 43 6/10 per cent. Three hundred and twenty-five railroads having a trackage of 162,000 miles and carrying 485,000,000 passengers, did not during the year 1916 kill one passenger in a wreck. These figures are authentic and make clear answer to the query, Can accidents be reduced. That is what has been accomplished in the United States, and surely what has been done there can be duplicated in Canada.

Why Safety Should Appeal to Employees

The real safety movement consists fundamentally of constructive work for industrial betterment with the main purpose of promoting a sound body, a clear eye and brain, and a clean standard of living. Such a movement aims at preventing men from being injured; it precludes poverty, suffering and destitution in the families; it helps to prevent injury by one employee of another by carelessness or thoughtlessness; it inculcates a spirit of co-operation and good-will throughout the plant; it smooths the difficulties of the new man; it emphasizes the necessity for safeguarding physical hazards, so that employees do not feel that their lives may be snuffed out if they are not constantly on guard, to keep away from moving belts, flywheels or open gearing. It provides an opportunity for each employee to signify his interest in his fellow employees, by making suggestions for improvements. But what should appeal most strongly to employees is the toll of accidents in the industry every year. In the pulp and paper mills of the province of Ontario during the year 1917, exclusive of woods operations, there were 852 non-fatal accidents and 7 fatal accidents, involving lost time amounting to 14,249 days. That means 209 days were lost for every man or woman full time worker employed in the industry. Taking the average weekly wage of those injured at \$19.50, which is fairly accurate, we get a total loss in wages of \$39,532. Deduct from this figure the 55 per cent. paid in compensation, amounting to \$21,742, and the remainder, \$17,790, is the actual monetary loss suffered by employees injured during the year 1917. This loss can never be recovered and is an appalling tax paid annually by men for the privilege of being careless, thoughtless and indifferent. The price is enormous. Is it not worth while to take every precaution to get rid of this hydra-headed incubus that is threatening the happiness and very existence of those engaged in the industry?

The outstanding reason why employees should welcome safety is that such propaganda is for the safeguarding of their interests, both physical and moral. When all employees have grasped this fundamental truth there will be no question of their vigorous and sincere co-operation.

No matter from what angle safety propaganda may be studied, the student invariably arrives at the one and only solution of this mighty problem—co-operation. Personal co-operation on the part of the management must be forthcoming and that in no half measure, but full, free and open-hearted. The management can co-operate by establishing an official safety organization, and see that the efforts are not spasmodic, but sustained. Any safety movement to be any good must have the continuous backing of the management. Any signs of indifference on their part are readily noted in the mill and the example quickly followed. You cannot expect your men to believe in a principle you do not believe in yourself, and you cannot expect safety work to be successful in your plant unless you initiate it and back it up.

Co-operation of Foremen Vital

Co-operation of the foremen is vital and must be obtained at all hazards. There is no class of men in the mill who can more quickly or more effectually damn safety work than the foremen if their sympathies have not been aroused and their interest secured. The foreman is the man most intimately acquainted with the men, and it is really to him that we must look for results. He knows all the physical hazards of the work upon which his men are engaged; therefore, it follows that a foreman who is interested in safety and is persistent in his efforts to prevent accidents will have few accidents. What foremen do not always realize is that it is not sufficient to know that workmen are careless or that the injured man was not sufficiently attentive to his work at the time of the accident, but they should recognize that in the interest of safety this weakness on the part of men must be overcome. The foreman should be made to feel that if one of his men is injured, by a preventable accident, to that extent he is unsuccessful, or if he knows that employees under his charge are indulging in practices which involve risk of injury to themselves or others, he should co-operate by eliminating such practices, as otherwise he is morally responsible for any accident that may result therefrom. A foreman who has been successfully inoculated with safety serum will realize that constant vigilance is the price of safety, and will act as a danger signal for his men. This is especially true of foremen in charge of gangs of outside laborers.

Co-operation of employees means the be-all and end-all of safety work. The multiplicity of ways in which their influence can be made effective are governed to a large extent by the environment of the

plant and are too numerous to mention them all. What has already been said about the responsibility of the employer and the foreman does not decrease in any degree the responsibility of the employee. New men do not always realize the hazards of the occupation, and therefore unknowingly take chances. In cases such as these, older employees can be of infinite service in pointing out in a friendly way dangers which have not become apparent to the new man. Serving on safety committees, making safety suggestions, spreading the gospel of safety among their fellow employees, and using their influence in every way possible to control the demon of carelessness, which is responsible for such a large percentage of accidents, are some of the ways in which employees can co-operate in improving the conditions and increasing the happiness of their fellowmen.

This demon of carelessness is always in evidence and must be sternly exorcised.

Ontario Retailers Will Foregather

First Annual Convention Will Likely Take Place in Toronto During Progress of Exhibition

The Lumbermen's Section of the Toronto Board of Trade held a meeting recently at which it was decided to invite the Ontario Retail Lumber Dealers' Association to hold a convention in Toronto during the Canadian National Exhibition. The members of the Toronto trade had learned that it was the intention of the Association to hold a convention during the late summer and were unanimously of the opinion that it would be a good step to hold it in Toronto during the Exhibition. By way of doing their share towards assisting in making the event a success, the motion which was carried by the Lumbermen's Section of the Board of Trade, expressed the desire of the wholesalers and retailers of Toronto to have an opportunity of entertaining the visitors when they are in Toronto.

The proposal has been considered by the directors of the Ontario Retail Lumber Dealers Association, and without exception they have agreed that the plan is a good one. Accordingly arrangements are already under way for the first annual convention of the Association. The idea at present is that the convention shall consist of business meetings in the morning and afternoon, followed by a dinner in the evening, at which the visitors will be the guests of the Toronto trade. It has not yet been possible to plan the programme in detail, and it may be found advisable to hold a two-day convention. It is expected that a large attendance will be secured, as the Canadian National Exhibition will give the members of the Association an additional reason for visiting Toronto.

"In the Cause of Human Rights"

At the recent annual convention of the National Wholesale Lumber Dealers' Association, in Chicago, an interesting part of the proceedings was the reading of the resolution passed by the Canadian Lumbermen's Association at the last annual meeting, held in Montreal.

It was as follows: At the tenth annual meeting of this Association a resolution was unanimously adopted and instructions given the writer, Secretary Frank Hawkins, of Ottawa, to forward same to all lumber associations in the United States.

We shall be pleased to receive an expression of opinion from you and trust that the cordial relations which have existed and now exist between the United States and Canada may long continue.

Resolved:

That whereas, since our last annual meeting the United States of America has declared war on Germany and Austria-Hungary, and has now become the ally of other nations also at war with Germany and Austria-Hungary, Now, therefore be it resolved:

That, the Canadian Lumbermen's Association assembled in Montreal, at its tenth annual convention, send hearty greetings to, and welcome our fellow-lumbermen in the United States, as allies of those who are fighting a common enemy, in order that freedom, and security of person and property, may be the portion of man throughout the world.

That copy of this resolution be forwarded to all lumber associations in the United States.

The resolution passed by the National Wholesale Lumber Association was:

Whereas, our Association is the recipient of friendly resolutions of greeting and approbation in recognition of our relation as allies in fighting a common enemy of humanity and freedom, therefore be it

Resolved, that we reciprocate the greetings of our Northern Brother Nation and assure them of our loyal devotion to our common cause of human right and justice and record our admiration of the noble service already rendered by our Canadian Allies.

No Changes will be Made in the Service

Wm. Laking Lumber Co. and Riverdale Lumber Co. Continue Under Direction of Same Experienced Staff

There are no changes in the personnel of the Wm. Laking Lumber Co. and the Riverdale Lumber Co., 677 Queen street east, Toronto, owing to the death of Wm. J. Hetherington, general manager of the companies, which took place recently. It is understood that the duties of general manager, formerly discharged by Mr. Hetherington, will be looked after in part by Wm. Laking, President of the organizations, who while he lives in Hamilton, will make frequent business trips to Toronto, and by George Kinnon, who has been associated with the wholesale end for fifteen years, and by Hugh Brennen, for nine years in the retail end. Both Mr. Kinnon and Mr. Brennen were the "right hand men" of Mr. Hetherington, and are widely and favorably known to the trade. Mr. Kinnon is a Toronto boy, who has a thorough insight into the lumber game, and previous to joining forces with the Wm. Laking Lumber Co., was with the old Imperial Lumber Co. for four years. Since 1903 he has had charge of the yards of the Wm. Laking Lumber Co., whose piling grounds are at the foot of Spadina Ave. Hugh Brennen come of a lumber family, his father and grandfather being in the business. He is a son of E. S. Brennen, of Hamilton, who is now in the fuel business, but for a long time was in the lumber line. After serving

and limits in that vicinity. The mill, which has a capacity of thirty-thousand feet a day, is a water-power one, equipped with live rollers and a circular saw. Some four years ago it was burned to the ground and the present structure erected, an illustration of which appears in this column. The manager of the plant is Owen McAvoy. It will be remembered that a year ago last spring John Laking, the only son of Wm. Laking, and also a former Reeve of Haliburton village, was drowned in Drag Lake during the progress of a storm which overturned his canoe while he was out attending to the closing of the camps of the company.

John P. Waters of Burk's Falls, who has been with the Wm. Laking Co. for several years, continues as buyer, the same as under the old arrangement, while M. L. Smith of Guelph will still be identified with the selling-end, having been in the service for a long time.

New Match Industry for Vancouver

Match making is an industry which is practically new to British Columbia, but will no doubt become firmly established in the near future. The Hall Match Company, of Vancouver, established at 632 Sixteenth Avenue East, controls much of the city's trade in matches through being able to sell cheaper than the imported article can be sold for. Formerly it was unable to do this, but machinery has now been installed whereby the company gets its alder match wood right from the log, thus cutting down expenses materially. Some difficulty has been met with in obtaining a sufficient supply of chemicals on several occasions, the factory having to close down for a short time from this cause. At present the company is able to take care of the Vancouver demand only, but in the near future it is expected that the business will be extended to all points in the province.

Some Heavy Purchases of Season's Cuts

It is learned that during the past few days there have been some heavy purchases of season's cut at record prices. The output of red pine of Chew Bros. of Midland, which will amount to about two million feet, has been bought by Terry and Gordon, Toronto, who have also contracted for half of the production of white pine from the same firm, their portion being about two and a half million feet. The remaining two and a half million feet of white pine of Chew Bros. has been taken by the C. G. Anderson Lumber Co. of Toronto.

Campbell, Welsh and Paynes, Toronto, have bought the entire white pine cut of Pratt & Shanacy, Midland, for the season, which will exceed four million feet. It is also understood that the Oliver Lumber Co., of Toronto, purchased over a million feet of hemlock during the past few days. Other large Ontario deals are now pending, and, from the quotations which prevail, it would indicate that wholesalers do not anticipate any decline in values. The recent heavy purchases would seem to point to a strengthening of the market.

It is said that one of the biggest operators of white pine on Georgian Bay lost a raft of logs recently and that the loss will run into a hundred thousand dollars unless much of the timber is recovered.

Forest Fires are Reported Threatening

Word received recently by R. G. Chesbro, Toronto, representative of the Victoria Lumber and Manufacturing Co., Chemainus, B. C., was to the effect that serious forest fires had been raging along the new logging road of the Company above Ladysmith, and that the flames were causing the smoke to settle in thick clouds over the atmosphere. No rains of any importance had fallen since May, and moisture was badly needed. The Victoria Lumber Co. have sold their powerful steam tug to the Canadian Pacific Railway. There has been great difficulty in getting sufficient deck hands to operate the steamer.

Retail Lumbermen Visit Montreal and Ottawa

The annual educational trip of the retail lumbermen of Toronto is being held on July 13 to 17 to Montreal and Ottawa, and a representative company left by boat on the 13th inst. for the former city, where they will spend a day or two. They will then go to Ottawa and return to Toronto by train. Two years ago the retail lumbermen enjoyed a profitable and instructive visit to the trade in Detroit, and last year journeyed to Syracuse and other cities. Among those having the arrangements in hand are J. B. Reid, chairman of the Lumbermen's Section of the Toronto Board of Trade, Walter C. Laidlaw, who supervises the transportation arrangements, and others.

According to W. P. Hinton, vice-president and general manager of the Grand Trunk Pacific Railway, work will commence at an early date at Prince Rupert on the construction of at least eight steamships of 8,500 tons each. The vessels will be built by an American company using the great drydock and plant at that port.



The Laking saw mill at Haliburton, Ont. Mr. Laking is seen standing on the left.

several years with his father, he came to the Riverdale Lumber Co. with which he has been identified ever since. He is well liked and well thought of by the customers of the firm.

The history of the formation of the Wm. Laking Lumber Co. dates back about twenty years when a partnership was formed between Mr. Laking and the late Mr. Hetherington, which continued uninterrupted until the recent death of the latter. The office was first opened at 100 King street west, and as business grew rapidly, some eight years later it was decided to inaugurate a retail organization, which was done under the name of the Riverdale Lumber Co. Offices were opened on Queen street, just east of the Don river, and about a year later the offices of the Wm. Laking Lumber Co. were removed to the same address. The concerns are distinctive and separate in their operations, the activities of the Wm. Laking Lumber Co. being strictly wholesale while the retail end is looked after exclusively by the Riverdale Lumber Co., who operate a planing mill and have one of the neatest and best kept yards in the Dominion. The storage sheds are spacious and well lighted and the sorting facilities unsurpassed. The roadways are wide and clean and every pile of material is distinctly labeled so that no mistakes in filling orders can arise. Motor trucks are used for delivery purposes and a large stock of mouldings, sash, doors, frames and interior trim generally kept on hand. The shed for the storing of mouldings has lately been provided with a lantern roof.

One of the maxims of the late Mr. Hetherington was neatness, order and arrangement and this principle was faithfully carried out. The Wm. Laking Lumber Co. specialize in hardwoods, and all kinds of soft woods are handled by the Riverdale Lumber Co. Mr. Laking the head of both companies, is a former resident of Haliburton village, of which he was Reeve. He owns a well-equipped saw mill

Shipbuilding Notes East and West

Many Large Wooden Vessels Launched, While Production is Being Speeded up all Over

A contract has been drawn up and is about to be signed between the Federal Government and the St. John Drydock and Shipbuilding Company providing for the construction of a drydock on Courtenay Bay. The Government will pay an annual subsidy of $4\frac{1}{2}$ per cent on \$5,000,000 for 35 years.

The wooden steamer, "War Quebec," was successfully launched at the yards of the Quebec Shipbuilding and Repair Company on the St. Charles River recently, before a large gathering of citizens. The vessel was blessed by the Rev. Father Scully, C.S.S.R. Mrs. Dan McLaughlin, of St. John, N.B., wife of the superintendent of the shipyard, christened the ship.

An order to build two large tugs for the Imperial Munitions Board, Department of Aeronautical Supplies has been placed with the Westminster Marine Railway Company. These vessels will be 125 feet long and about 200 tons, and will be the largest ever built at the yard. They are intended for towing spruce logs down the coast from the camps in the Queen Charlotte Islands, to be sawn into aeroplane lumber. While they are under construction, about sixty men will be employed at the yard. Work has already commenced. The keel blocks are being laid, and other preliminaries are under way. It will be necessary to equip the yard with a new band saw and an air compressor in order to handle the work.

A New York despatch says that a syndicate of Canadian and American interests will construct ten steel ships of 8,800 tons each at Prince Rupert, B. C., at a cost of approximately \$16,000,000. The steel is to be fabricated in Pittsburg and assembled in Prince Rupert at the floating dry dock of the Grand Trunk Pacific Railway. It is stated that the new company has leased the dry dock for five years for shipbuilding purposes.

The largest salt water vessel, the Alaska, ever constructed in Canada, and the first of the big fleet to be built by J. Coughlan & Sons, recently made a successful trial run on English Bay at Vancouver. The event marked a new era in steel shipbuilding. The Alaska is 427 feet long and 54 feet beam, moulded depth, 29 feet 9 inches; draft, 24 feet 2 inches; speed, 11.1-12 knots; gross tonnage, 5730. The propelling machinery consists of one high-pressure and one low-pressure turbine of the Parsons type, and there are three single-ended Scotch marine boilers.

The United States celebrated Independence Day by launching between sunrise and sunset, more ships than German's submarines can destroy in a month at their present rate of undersea piracy. One hundred ships or approximately 500,000 tons of deadweight tonnage were slipped from their ways. Without holding back a single ship in order to swell the number for Independence Day launching, the ship workers by brawn and sacrifice made ready one hundred vessels. These, if completed at the same rate of speed which has made possible their launching, will take their place in the "bridge of ships to France," which will maintain the armies to defeat Germany. Twenty-seven wooden ships were launched at Atlantic ports and the Gulf of Mexico, and twenty-six wooden vessels were launched on the Pacific Coast.

Fraser, Brace & Co., Ltd., of Montreal, have launched the War Huron and the War Erie, and will shortly have the War Niagara off the stocks, whilst in a month the War Ottawa will also be launched. These four wooden ocean-going vessels are of 3,100 tons deadweight capacity each.

The British Admiralty announces that during the month of June 134,159 gross tons of merchant shipping was completed in the United Kingdom yards and entered for service.

The Government decided last year that a real lifeboat was necessary for Toronto, and work was commenced last October on an up-to-date, power, self-righting boat, capable of going out into the lake in bad weather. The boat is being built by Rickey Brothers, Laing street, Toronto, but is not expected to be ready for sea this summer. The craft is built of mahogany and oak, but the construction is very slow.

The schooner "Gaspé Trader," built by H. A. Ellis for himself and partners, was successfully launched at Barachois, Que., recently. This vessel is built solely for freighting purposes and is expected to carry around 400 tons and will very likely trade from Montreal and Quebec to the Gaspé Coast and Newfoundland. She will go to Gaspé to be rigged and engined and will be in commission around the latter part of July. Her measurements are: Length 120 feet over all; 29 feet beam and 10 feet depth of hold and registers a little over 900 tons gross. The vessel will have two masts, will be ketch rigged, having three sails and will be powered with two Fairbanks-Morse Semi Diesel crude oil engines of 75 horse-power each driving twin screws. She is equipped with patent steering gear and gasoline engine for

hoisting anchors, cargo and sails and will be electric lighted throughout. The construction of the vessel was started during last winter, and the hull was completed in about three months. The timber used in the construction of the vessel is all native Gaspé wood with the exception of the Oregon Pine used in the top, sides and water ways.

It is expected that the wooden steamer War-Ontario, which was launched recently at the new shipyards of the Toronto Shipbuilding Company, will be ready for her trial trip three weeks hence. The War-Ontario, constructed for the Imperial Munitions Board, was the first vessel to be launched at the new plant in Toronto. Her engines and machinery are ready to be installed. The War-Ontario is a 3,000 ton boat, with $43\frac{1}{2}$ feet beam and 25 foot-hold. She will be equipped with a telescopic wireless mast, stern gun, four cargo hatches, five steam winches and a deep water ballast tank with 380 tons' capacity. Accommodation for officers and crew is provided in the bridge fore-castle. The ship is constructed of British Columbia fir. The keel is 20 by 24 inches, and two sister keelsons are 20 by 20 each. The whole boat contains 1,500,000 feet of lumber and is said to be worth half a million dollars. The rudder is six feet wide and weighs three tons. The propeller is 14 feet by 6 feet. The War-Ontario is the first wooden vessel to be built in this part of Ontario for war purposes.

The wooden steamer War Nicola at the William Lyall Shipyards, North Vancouver, was recently launched. The launching, under the direction of Mr. Frank Davey, superintendent of the yard, was carried out without the slightest hitch, as has been the case with every vessel turned out by the company. The War Nicola is the fifth vessel of the six being built at these yards, the sixth and last one of this order, the War Squash, being ready to launch any time.

Logging Congress Meets in December

The tenth session of the Pacific Logging Congress will be held in Portland during December. The exact dates will be announced later. The reason for the date being later than customary is to permit as large an attendance as possible of logging operators and superintendents. At this season of the year their enjoyment of the Congress proceedings will not be marred by fear of forest fires at the camps during their absence. Then, too, at this period of the year a large number of the pine logging operations have closed down for the winter, thus permitting the attendance of delegates who must necessarily come greater distances than the fir men.

The welfare dinner, which has always been a feature of the Congress, will be given, as usual, under the direction of John A. Goodell, of Portland, industrial secretary of the Y.M.C.A.

President W. W. Peed and Secretary Geo. M. Cornwall are preparing a programme which they believe will excel all previous efforts. The Congress now has a membership of nearly 300 and continues to grow year by year. The membership list includes operators in British Columbia, Washington, Oregon, California, Idaho, and Montana.

Would Have All Useless Dogs Destroyed

Writing to the "Canada Lumberman" a leading mill man thinks that the Food Controller of Canada might do a wise thing if he had all useless dogs destroyed. He says that every village and town in the country is feeding a band of useless curs on food that would produce eggs and pork. "Take for instance," he adds, "hounds that are kept three hundred and fifty days in order that they may be used for fifteen annually to help their owners murder deer. There are too many good-for-nothing canines kept in Canada, and the sooner our authorities wake up to this fact the better. I like to see real practical moves adopted and not a lot of sensational, irrational and visionary regulations made."

Heavy Shipments of B. C. Lumber

Lumber shipments from British Columbia to offshore points have shown a big increase this year and for the six months ending June 30 the quantity of lumber exported on ships amounts to 24,806,297 feet. The half year is, therefore, better than for the whole of 1917 when the amount of lumber shipped from Vancouver overseas was 18,083,622 feet.

The building of the Robert Dollar Line sawmill on Burrard Inlet has been responsible for part of the increased activity for this mill has shipped 7,700,000 feet of lumber to China since the first of the year. Australia comes next with 5,535,934 feet; then California with 3,150,000 feet; South Africa with 2,325,523 feet; South America 1,261,400 feet, and Japan 500,000 feet. There was also a special government cargo of 4,333,438 feet sent to Europe and a shipment of 68,000 box shooks sent to Singapore.

There is no reason to doubt that the activity will keep up for the balance of the year and that the total for 1918 will equal, if not exceed, the figures of pre-war days.

Will Spruce Pulpwood Soon Be Exhausted?

Some Startling Facts Brought to Light—An Unenviable Position for an Intelligent People—What Leading Authorities Say on Canada's Supply

By Wm. Little, Westmount, Quebec

I wish to corroborate the statements made by the Hon. Senator William C. Edwards, Chairman of the Committee of Forests of the Canadian Commission of Conservation, and Mr. James White, Deputy Head of the Commission, calling public attention to the serious condition of our forests on this side of the Rocky Mountains, owing to our past imprudence, and deprecating the mischievous misrepresentations made by timber cruisers in Eastern Canada and the United States, who have grossly over-estimated our supply of spruce pulpwood timber by stating that we had in the East a supply for fifty years, when investigation has proved that between thirteen and fourteen years would be nearer the limit, with the result that America must now look to west of the Rockies for its supply of pulpwood.

We are, of course, regularly regaled with lengthy dissertations on the magnificent forests near the Pacific Coast of British Columbia, as if these were in our backyard, instead of nearly 3,000 miles distant, with two high mountain ranges intervening, but in so far as the Provinces of Ontario, Quebec and other Eastern Provinces are concerned, they might be fully as well in Texas or Louisiana, from where we are now getting ordinary building timber at a cost about four times that we should have had to pay for it from the Ottawa River if we had not been imprudently sacrificing it at one-tenth of its real value.

I may say that I have been recently favored with the valuable reports of Mr. Clyde Leavitt, Chief Forester, and Mr. C. D. Howe, Faculty of Forestry, Toronto University, both of whom corroborate the statements made by Hon. Senator Edwards and Mr. James White as to the scarcity of spruce timber in Eastern Canada, and the United States east of the Rocky Mountains. Dr. Howe has dashed to pieces the false assumptions promulgated by empirics who are deluding the public by the solatium that these forests will be restored by natural reproduction in less than a century, some even fixing the time at about thirty years, when he says, in his report, in answer to the question: How fast does a forest rebuild itself? That during the past summer he made a study of the reproduction and growth of the pulpwood species after logging in the St. Maurice Valley, Quebec, on behalf of the Commission of Conservation, that produced the following conclusions. "Over 2,000 trees were analyzed to determine the rate of growth in diameter, height and volume. While the results of this study have not yet been tabulated, they have gone far enough to justify the statement that within the forest type under consideration it takes about forty years for the little spruce trees to acquire the diameter of one inch; one hundred years to make six inch trees, and one hundred and fifty years to reach the minimum diameter limit of twelve inches established by the cutting regulations in Quebec for white and black spruce." And elsewhere he tabulates the rate of growth of the young spruce trees as follows: There are 635 spruce seedlings per acre up to 1 inch in diameter; 99 saplings, 1 to 4 inches in diameter; 30 poles 4 inches to 8 inches in diameter on the stump. Then referring to the mortality rate of these little spruce trees he says:—"There are 635 spruce seedlings per acre, but when they get up near commercial size they are all dead but six."

This is an object lesson for those who are trying ignorantly or otherwise to delude the public by falsely conjecturing that all the time required for the natural reproduction of spruce pulpwood in the forest is only about thirty years, when those who know the facts directly state that it actually requires about forty years for these little spruce trees to grow to 1 inch in diameter for natural regeneration in the woods.

Some Figures that are Significant.

That Dr. Howe's figures are fully corroborated by Mr. Leavitt is shown by his reproducing them in his own Report of Forest Progress in Canada for 1917. In his report, p. 19, he also says: "On areas lumbered earlier than fifteen years ago, no balsam was cut. In cuttings from 10 to 15 years old, 65 per cent and 35 per cent, respectively, were spruce and balsam. In cuttings 5 to 10 years old, 45 per cent. were spruce and 55 per cent. balsam, while in cuttings less than five years old the proportion is 22 per cent spruce to 78 per cent. balsam." Evidently if the same rate of retrogression in the percentage of spruce to balsam has continued to the present time, the entire stand of spruce timber in this locality has now been cut, leaving only the greatly inferior balsam to become the pulpwood stock for future paper-making, which may, to some extent, account for the flimsy,

brittle character of the ordinary newspaper issued to-day as compared with those printed fifteen years ago.

The phenomenal rise in the price of all kinds of spruce lumber in the past twenty years, due to the growing scarcity of pine timber, for which it is now being substituted, together with the great demand for spruce pulpwood, has caused a scarcity of spruce timber, all of which is emphasized in an item in "The Canada Lumberman," April 15, which mentions: "Some big sales of white pine, red pine and spruce sawlogs at a heavy advance over last year's quotations. It is understood that one Ontario concern disposed of several millions of feet of white pine logs at over \$39 per thousand feet, while red pine brought \$34 and spruce \$35. These are possibly the highest prices ever paid in the trade."

Comparing the price of spruce lumber now with that of 1899 shows an enormous increase in price in all kinds of spruce, from \$10 to \$15 per thousand, which was about the price paid in 1899, to the prices now asked for spruce flooring, shows a rise of from \$20 to \$30 per thousand feet, the present prices being quoted at from \$32 to \$46 per thousand feet for flooring.

Ignoring the Public Entirely.

Whoever will carefully read the evidence given in the quadrilateral controversy that has for many months been carried on before Mr. Robert Pringle, K.C., Paper Controller, to decide how to equitably adjust the profits on the production of newsprint between the pulpmaker, the paper maker, the printer and the publisher, and the Government (for it is usual in late years to entirely ignore the public) will, I am sure, be convinced that a spruce pulpwood famine is not only in sight, but is actually at hand, when spruce sawlogs are sold at \$35 per thousand feet.

In another part of Dr. C. D. Howe's report he states: "For thirty years, in meetings similar to this, we have been discussing the management of our timber resources, but what have we accomplished? For example, what do we really know about the extent of the timber and pulpwood resources of Ontario and Quebec, though these provinces combined contain the largest timber area in Eastern Canada?"

"It now has along its borders a population of 5,000,000, whose consumption of wood products is increasing every day, and just over the fence are the populous Eastern States, with their urgent demands for Canadian wood products. In the face of constantly widening markets and increasing demands, have we really made any methodical sustained effort to determine the possibilities and potentialities of the timber resources of Ontario and Quebec? The United States is thoroughly alarmed over its declining pulpwood supply; we are so ignorant of ours that we do not know whether to be alarmed or not. Is that an enviable position for an intelligent and progressive people?"

Too Much Dirt Contained in Oats

Recently a Pennsylvania man, who returned from Norway, told a story of how a coal company, owing to war conditions, had no oats to feed the mules at the mines. There was some talk of killing the animals instead of them being allowed to starve to death, when a steamer suddenly arrived with a cargo of "paper oats," a feed substitute from Germany. The mining company had bought two tons of the substitute provender and expected that the mules would refuse to eat the camouflage stuff, but they took a liking to the new diet and actually thrived on it.

"This story may sound all right so far as mules and Norway are concerned," remarked a leading Northern lumberman this week, "but there is right at home one matter of grave importance to which I wish you would direct attention. It is the dirty oats that we have to pay our good money for. I have taken as high as ten per cent. in dirt out of western oats. Now, just think of it! In the first place, the farmer has no moral right to palm off dirt at an oat price, and then look at the coal that it requires to make steam to haul this dirt hundreds of miles and the horse power that it requires to draw it back a great distance into the woods and the injury it is to the horses to which it is fed."

The Town of Warner, south of Lethbridge, was almost completely wiped out by a fire which did \$250,000 damage recently. Among the places destroyed were the lumber yards of Bicker and Yates.

Urge Selling at Reasonable Prices

Wholesalers and Retailers Should Avoid Profiteering and Assist Government in Every Legitimate Way

The National Bureau of Wholesale Lumber Distributors, Washington, has sent out an interesting announcement:

In connection with the price-fixing on both yellow pine and fir lumber the War Industries Board has seen fit to fix maximum prices for the manufacturer leaving free to sell without any price regulation both the wholesale and retail distributor of lumber. In coming to this decision the War Industries Board suggest that all sales made by distributors should be at reasonable prices based on a strictly legitimate margin over and above the fixed, itemized mill price, and in leaving both the wholesaler and the retailer free to sell without limit the War Industries Board has expressed its confidence that the trade would abide by the spirit of the order and confine their sales to within a reasonable limit.

Every responsible wholesaler and retailer of lumber should avoid profiteering and assist the government by regulating their sales within such reasonable limit and should not ask exorbitant profit from the consuming public.

Members of the National Bureau of Wholesale Lumber distributors are most anxious to assist the Government and to conduct their business in such a way as to avoid the necessity of any future regulations or restrictions as to sale price. They also feel it is the duty of every agency serving the consuming public to give full publicity to this situation and help avoid profiteering and consequently price regulation which is bound to follow such practice.

In a further bulletin, after explaining the results of the government's deliberations, certain frank comments are made and the following recommendations:

Every wholesaler owes it to his country to serve his regular trade to the best of his ability, and when his trade is indirectly serving the Government the wholesaler must confine such sales within the maximum f.o.b. mills basis.

Every wholesaler should endeavor especially to serve the railroads or other Government agencies, which are continuing their purchases in the open competitive market. Arrange to take the railroad business and keep your price within the maximum list, giving the railroads the advantage of any lower price you are able to quote. This will be to the credit of the wholesaler.

In selling commercial trade remember that a legitimate profit is all that any wholesaler is entitled to add and we recommend that our members limit sales to the commercial trade to a reasonable percentage above the maximum mill price, providing this margin will permit the usual services being rendered to the consumer.

Unless discretion is used and the wholesaler shows a disposition to do his part to serve the public and the Government, without profiteering, strict sales regulation is bound to follow and discredit will be reflected upon our members and wholesalers in general. Please advocate these policies to all wholesalers even though they are not members of our Bureau. Now is the time for the wholesaler to prove his economic necessity and his patriotism by assisting the Government and its agencies in carrying out the spirit of the Government's orders regulating prices.

National Hardwood Rules Still Govern

The proposed changes in the inspection and grading rules which were brought up at the National Hardwood Lumber Association in Chicago, recently, elicited a lively debate, but the following resolution settled amicably the matter of one set of inspection rules for hardwood lumber.

Whereas, it is evident that abnormal conditions due to the war have resulted in greatly increased demands for the bonded certificate of this Association; and

Whereas, the difficulty of obtaining a sufficient force of competent inspectors to meet this demand is now apparent; be it

Resolved, that it is the sense of this meeting that members will refrain in so far as possible from making sales necessitating the bonded certificate at point of origin, and only demand inspection service for the adjustment of differences arising after inspection and measurement of shipment have been reported; and be it further

Resolved, that the attention of the Board of Directors be called to the necessity for the strict enforcement of the following clause in the Inspection Service Regulations:

"This Association possesses no authority to impose its inspection in any of the markets, except through the mutual agreement of parties at interest; therefore, unless it is explicitly stated in the contract of sale or purchase, that the lum-

ber concerned in the transaction is subject to National inspection, such inspection cannot be insisted upon by either buyer or seller, and can only be made available by the mutual consent of both parties after a dispute has arisen."

and

Whereas, the mutual interests of the United States Government and the Hardwood Lumber Trade demand a single standard for the inspection and measurement of Hardwood lumber; be it

Resolved, that the members of all hardwood lumber organizations be urged to use only the inspection rules of the National Hardwood Lumber Association.

Great Call Issued to Build Ships

The Imperial Munitions Board, Ottawa, is inserting large advertisements in leading papers, stating that tradesmen are wanted in shipyards, under the heading "Help Build Ships." The announcements set forth the class of tradesmen needed and say: "If exempted from military service you can still help win the war. Shipbuilding in Canada is a fast growing industry. Sufficient numbers of skilled shipbuilders are not available. It may be that the trade you follow is closely allied to one of the trades necessary for shipbuilding, if so your patriotic duty is clear. Join Canada's shipyards if you are not engaged in farming." A list of the steel shipyards and wooden shipyards in the Dominion is given. The wooden shipyards comprise the following: The Great Lakes Dredging Co., Limited, Fort William, Ont.; Toronto Shipbuilding Co., Limited, Toronto, Ont.; Fraser, Brace & Co., Limited, Montreal, Que.; Three Rivers Shipyards, Limited, Three Rivers, Que.; Quinlan & Robertson Limited, Quebec; Quebec Shipbuilding Co., Limited, Quebec; The Southern Salvage Co., Limited, Liverpool, N.S., and Grant & Horne, St. John, N.B.

Origin of the Cross-Cut Saw

When the cross-cut saw was first originated its inventor was put to death and its users were maltreated because it was feared the use of a saw would rob others of their means of livelihood. The origin of the saw, as told in Greek mythology, was related by J. W. Moate of E. C. Atkins & Co., at the convention of the Appalachian Logging Congress at Huntington, W. Va.

Talus was the son of Daedalus' sister and was placed under Daedalus to be instructed in his art. Talus was of an inventive turn of mind and once having found the jaw bone of a snake he employed it to cut through a piece of wood. His success in cutting the wood led him to shape a piece of iron for the same purpose.

Talus' invention aroused the envy of Daedalus, who put him to death.

The saws of the ancient Greek carpenters are shown in a painting still preserved among the antiquities. Two genii are represented at the end of a bench. A piece of wood is secured by thongs. The saw resembles the wood or bucksaw of the present day except that it is larger and is much like the saws now used in parts of the Philippines. It consists of a square frame having in the middle a blade, the teeth of which stand perpendicular to the plane of the frame. The timber to be sawed extends beyond the end of the bench. One of the workmen stands on top while the other sits under the bench, each grasping a handle and working the blade up and down.

New Method of Scaling Lumber Proposed

A new lumber scale for New Brunswick is one of the probabilities for next year. This matter was discussed recently by the advisory commission and a recommendation that a new scale be determined will be made to the Legislature at next session. The lumber scale in use has not been altered for 75 years, and it is thought that changed conditions warrant the creation of a new one.

Another matter of considerable importance and which is connected with the scaling of lumber is the uniformity of qualifications for scalers. Up to the present times standard qualifications have been required only of those scalers operating upon crown lands. It will be recommended to the Legislature that uniform qualifications be required for all scalers operating within the province.

News Print Made from Sawdust

Making paper from sawdust has now entered into the practical stage in Great Britain. An Aberdeen (Scotland) newspaper has been printed from this paper, made principally of sawdust at the Donside Paper Mills, Aberdeen. The printing was done in the presence of Mr. F. E. R. Becker, director of the Donside Company, and Mr. G. R. Hall Caine, of the Department of the Government Controller of Paper. The experimental reels were in every respect satisfactory.

Piling Timber to the Best Advantage

How Every Foot of Ground Can be Utilized,
the Whole Forming One Solid Block

Possibly the manner of piling timber in a retail lumber yard described below is not new, but so far as its installation in our yard is concerned, it is original, and we do not know of another yard where it is piled in this way. One great advantage gained, is economy of space covered. Every foot of ground is utilized, the rear end of the piles of various lengths dovetailing together and making a solid block of timber. Another great advantage is its simplicity. Any ordinary laborer without previous experience can load a mixed order, as each length, no matter what the width or thickness, is in one section. The sections progress regularly in numerical order, and the width and thickness also progress regularly from the smallest to the largest, says A. M. Baylis, in the "Lumber Co-operator."

As an illustration we will describe a section devoted to sixteen feet lengths. To this length we have allotted thirty-eight lineal feet of bearings; we begin at the left and pile 100 pieces of 2 x 2, in six stocks, next 400 pieces 2 x 3 in ten stocks, then 75 pieces 2 x 5 in three stocks, then 200 pieces 2 x 6 in four stocks, 50 pieces 2 x 9 in two stocks, 150 pieces 2 x 10 in five stocks, 50 pieces 2 x 12 in two stocks, then, 80 pieces 3 x 4 in four stocks, 50 pieces 3 x 6 in three stocks, 40 pieces 3 x 8 in two stocks, 10 pieces 3 x 10 in one stock, then 64 pieces in four stocks, 50 pieces 4 x 6 in three stocks, 10 pieces 4 x 8 in one stock, 10 pieces 4 x 10 in one stock, then, 5 pieces 6 x 6 in one stock, 5 pieces 6 x 8 in one stock, then 5 pieces 8 x 8 in one stock. The bearings are made of concrete, the distance between the two outside ones being forty feet. We butt 8 ft. lengths against 32 ft., 10 ft. lengths against 30 ft., 12 ft. lengths against 28 ft., 14 ft. against 26 ft., 16 ft. against 24 ft., 18 ft. against 22 ft., 20 ft. against 20 ft.; thus all lengths from 8 ft. to 20 ft. face one driveway 250 ft. long, all lengths from 32 ft. to 20 ft. face the next driveway, in all making a solid block of timber 40 ft. x 250 ft. Over the longest lengths, which, of course, it is impracticable to pile very high, there are yellow pine girders supported by chestnut railroad ties, set one end in the ground, on which surplus stock is piled. This whole arrangement was all worked out on paper before the bearings were made; first a list was made of the average number of pieces of each individual size that we ordinarily would have on hand, then the question of the number of stocks and how high they could be piled without danger of falling, and finally, the amount of space upon the bearings necessary to carry the pile. The bearings were then marked off according to the measure of each pile, each size timbers having its allotted place upon the bearings. Should the stock at any time be larger than the allotted space can accommodate the surplus is piled elsewhere and the fact noted upon a shingle fastened to the regular stock pile.

Sudden Death of Mr. R. L. Clark

Just as the "Canada Lumberman" goes to press word was received in Toronto of the sudden death of Mr. R. Leslie Clark, who passed away in Montreal. Mr. Clark was on a business trip to the east with his father, Edward Clark, when the sad summons came. He was a graduate in medicine, and practiced his profession for some years, but in 1907 entered the service of Edward Clark and Son, Toronto. For two years he was engaged principally in looking after the shipping and other duties, and then devoted his attention to the selling and buying end. In 1909 he became a member of the firm of Edward Clark and Sons. In more recent years he took charge of the United States sales, proving himself a most successful representative. The deceased had been in poor health for some time, but it was thought that he would recover and the tidings of his demise was a great shock to the trade. The late Mr. Clark was unmarried and is survived by his father, Edward Clark, and one brother, A. E. Clark, of Toronto, chairman of the Wholesale Lumber Dealers' Association. The remains were brought to Toronto for interment.

How Long Does Lumber Order Live?

An interesting and timely point is discussed in a recent edition of the "American Lumberman," regarding how long an order lives, more particularly if it cannot be shipped on account of embargoes, car shortage, or other conditions beyond the control of the shipper. A wholesale concern in one of the southern states, state that they have on file a number of orders which could not be despatched to eastern territory during the early part of the year due to car shortage, and now that the car shortage has been somewhat relieved, they cannot ship on account of an embargo, which covers all territory east of Buffalo and Pittsburgh.

The firm add: What we would like to know is, How long are we supposed to hold these old orders on file under conditions set forth above? Our mills insist on moving the stock into territory not under

embargo, and they will no longer hold these orders on file with no prospect of being able to make shipment at any time in the near future. Surely there should be some ruling as to the life of any contract when the same cannot be filled by the contractor on account of conditions beyond his control. Can you, through your paper, give us any light on this?

Apparently on its current contracts it is making some effort to protect itself, says our western contemporary, against the situation described above, inasmuch as its letterhead at the present time carries the following small typed paragraph:

All our sales and contracts are made subject to strikes, fires, accidents, demands or requests of the United States, delays of carriers and anything beyond our reasonable control; orders are accepted subject to cancellation if we are unable to ship on account of embargoes within a sixty-day period from date of order, and upon the happening of any such event or events we reserve the right to cancel all sales, prices and contracts without notice to any one of our election to do so, or our so doing. Delivered prices when quoted mean our F.O.B. prices at points of delivery to the carrier plus the then existing freight charges. Our responsibility ends F.O.B. shipping point. The purchaser must pay all increase in freight rates and governmental taxes. All prices are quoted subject to change or previous sale without notice. No claims allowed unless made within five days from receipt of lumber. This letter having been dictated and not read, we reserve the right to correct all errors occurring therein.

Referring, however, to the question as to orders taken not subject to the above proviso, undoubtedly the inability to ship is a hardship upon the seller, but it must be recalled also that it is a hardship upon the buyer, even upon a rising market. He has a certain interest in the fulfillment of that contract and in the absence of provisions to the contrary had a right to expect performance within a reasonable period. The seller can, of course, usually secure cancellation of such a contract upon a settlement of reasonable damages with the purchaser. We know of no way in which such a contract can be cancelled merely because outside circumstances intervene to prevent the delivery of the lumber at the delivery point indicated in the contract. It is the contract duty of the seller to deliver the goods at that point and it is stated as good law that his physical inability to do so because of his inability to control transportation facilities is not a good defense against breach of contract.

All the above is taking the technical rather than the practical side of the proposition. As far, however, as we know, and in the absence of express provisions to the contrary, the purchaser under such a contract may wait upon it and compel its performance whenever the embargoes shall have been removed.

Such orders, however, are usually not for any specific lot of material in the hands of the seller at the time of sale. Sometimes it is true that this is the case, but usually orders for any given item are so worded that they may be filled with this or that particular part of such item. It cannot be said, therefore, that such a contract holds any specific material at the shipping points, because no specific lot of such material is identified in the contract. The seller may go ahead and ship his lumber into unembargoed territory; and when it is possible to reach this particular purchase it is his duty then to secure or produce the material with which to fill these delayed orders.

Scandinavian Pulp Will Not Compete

Canadian paper manufacturers have no reason to fear after-war competition from Norway and Sweden, according to Lauritz Jensen Dorenfeldt, eminent Norwegian engineer now attached to the Norwegian Legation at Washington, as commercial advisor. He is an expert on the subject of pulp making and in a recent interview, said:

It is true that both countries now have large stocks, especially of sulphite pulp, but the cost of producing these supplies has been larger than in Canada or the United States. Coal has cost us as much as \$75 to \$80 per ton. We have had to compete, in the purchase of wood, with the demand for army purposes, and much that would otherwise have been used in the manufacture of pulp has gone to the western front. The cost of living in Norway is higher than in any other country that I am aware of, and this has, of course, been reflected in the cost of labor. The cost of producing pulp and paper has gone up more in Norway and Sweden than on this continent."

Halifax Plant Will Employ Large Force

The Executive of Halifax Shipyards, Limited, is announced as follows: Chairman of the Board, James Carruthers; president, J. W. Norcross; vice-president and managing director, Roy M. Wolvin; vice-president, M. J. Haney; treasurer, F. S. Isard. Messrs. Carruthers, Norcross and Wolvin have returned to Montreal from Halifax, where they spent a few days completing plans with the engineers for the commencement of work. They inspected both the site of the plant and the drydock which has been purchased and will be enlarged. Some 3,500 men will be required at the plant, and shipwrights now engaged in Halifax and others in the province in wooden shipbuilding will be utilized.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

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Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

BIRCH AND BASSWOOD WANTED

We will buy large quantities of 1 1/2 and up. No. 2 Common and Better, log run Birch, with none of the best lumber removed. Also No. 2 C. and B. Basswood. Terms cash. P. O. Box No. 1595, Montreal. 14-17

For Sale-Lumber

WANTED to buy logging equipment for operation on Canadian Pacific Railway, Box 756. 13-14

Shingles — Lumber

Several cars Ontario Full Count Cedar Shingles, well manufactured and graded.

One Car 2 x 4 No. 1 Hemlock.
75 M 2 x 6 to 12 in. No. 1 Hemlock.
60 M 1 in. No. 2 Hemlock.
2 Cars 5/4 in. M.R. White Pine, Dry.

Enquiries solicited. Prices reasonable.

A. F. CAMPBELL & SON,
Arnprior, Ont. 14-14

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que. c

For Sale-Lumber

Would like to hear from U. S. or Canadian parties requiring Spruce and Balsam or Peeled Poplar Pulpwood with best quotations F.O.B. Kenogami Lake Siding, New Ontario, T. & N. O.

W. J. POST,

13-14 Kenogami Lake P.O., Ont.

For Sale

Few cars Cedar Poles, 25 to 35 feet.
Car lot Rock Elm Piling, 20 to 40 ft.
Car lot Cedar Squares, 8 x 8 to 12 x 12--8 to 14 ft.

LYNCH & RYAN LUMBER CO.,

14-17 Marmora, Ont.

For Sale-Machinery

Machinery For Sale

One 40-inch Crocker Turbine Water Wheel.
One 18-inch Little Giant Water Wheel.
One 75 h.p. Corliss Engine.
One Waterous Lath Machine.
One Clapboard Machine.

VALLEY LUMBER CO.,

11-14 Smith's Mills, Que.

Boilers For Sale

Four Boilers in A1 condition, 12 ft. x 4 1/2 ft. with 50 3/4-inch Tubes, Double Rivetted Butt Straps, Dome and Safety Pop Valves, 115 lbs. Government Steam Test.

HOPE LUMBER CO.,

11-14 Thessalon, Ont.

Machinery For Sale

Economist Light Planer and Matcher.
24 in. Eclipse Pony Planer.
Jointer, Band Saw.
12 in. 4 side Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
Chain Mortising Machine.
48 in. Invincible 3 Drum Sander.

A. J. LINDSAY,

14-17 90 Pembroke Street, Toronto.

Machinery For Sale

Boiler for sale, Goldie & McCulloch, 60 in. x 14 ft.

GUELPH LUMBER COMPANY,

11-15 Guelph, Ont.

Steam Equipment For Sale

Steam Power Equipment in A1 condition, consisting of the following:

BOILER

1—Horizontal Fire Tube, Goldie & McCulloch 60 in. x 14 ft., 74 3-in. flues, 100 lbs. normal pressure.

ENGINE

1—Goldie & McCulloch "Ideal" tandem compound horizontal, style T.C. 10 in. and 16 in. x 12 in. stroke, 100 lbs. pressure, 300 r.p.m., 60 in. x 10 in. flyball governor wheel and 60 in. x 12 in. belt pulley.

ADDITIONAL EQUIPMENT

2—Belt-driven Goldie & McCulloch Condenser and Pump; Horizontal Action.

1—Horizontal Feedwater Heater, Goldie & McCulloch No. 18.

1—Vertical Belt-driven Feed Pump, with loose pulley and adjustable crank.

All of the above equipment is in first class shape and was removed to make room for a sub-station of the Hydro-electric Power Commission. For further information address,

The Smith's Falls Hydro-Electric System,
11-14 Smith's Falls, Ont.

For Sale

Steam Log Hauler, only used one season, in best of order.

Eighteen pairs of sleds, spare parts. Also yarding and loading equipment. Now at a railway station.

MURRAY & GREGORY, LTD.,

11-t.f. St. John, N.B.

For Sale

20 logging cars equipped with two 4-wheel trucks, air brakes, standard gauge, wheels 24 ins. in diameter.
17 extra trucks for the above cars.
10 extra air brakes for above cars.
1 Locomotive, standard gauge, 56,000 weight.
250 pieces of 45 lb. rail in number 1 condition.

BISHOP LUMBER CO., LTD.,

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Steam Engines for Immediate Sale

Suitable for general mill work, power transmission by belt, rope drive or spur gearing, for driving woodworking, grinding, crushing, or hoisting machinery, or air compressors, in factories, saw mills, pulp and paper mills; ship yards, munition works, mines, grain elevators, etc.

2—500 h.p. vertical cross compound, 4 valve engines with shaft governors, cylinders, 18 and 24 x 24 in., 150 r.p.m., with surface condensing equipment for each engine.

1—900 h.p. vertical cross compound, 4 valve engine with shaft governor, cylinders, 20 and 38 x 24 in., 150 r.p.m., without condenser.

2—600 h.p. horizontal cross compound, Corliss engines, 18 and 34 x 42 in., cylinders, 100 r.p.m., with separate surface condensing equipment for each engine.

1—1200 h.p. cross compound Corliss engine, cylinders, 26 and 52 x 48 in., 85 r.p.m., with surface condensing equipment.

2—1200 cross compound Wheelock gridiron valve engines, cylinders 27 and 52 x 46 in., 90 r.p.m. One surface condensing equipment for the 2 engines.

These engines now have electrical generators mounted upon them which the present owner wishes to keep. Generators to be removed from engine shafts and engines sold without them.

These engines could be fitted with new drive wheels for either belt or rope driving, or with spur gearing, making them available for any kind of factory duty.

The 1200 h.p. Corliss engine is an especially heavy machine. All of them have been operated at 135 pounds steam pressure and about 25 in. vacuum.

There is also 1 250-h.p. Wheelock type, cross compound type engine, cylinder 16 and 27 x 40 in., with belt flywheel and surface condenser.

These engines are to be sold as they stand. Overhead hand traveling cranes in place available for dismantling.

Purchaser to make his own inspection, to have access to all available records, and to remove engines and condensing equipment at his own expense. The air and circulating pumps to accompany the condensers.

If prompt possession of any or all of these engines is desired, time will be saved by the Purchaser sending his representative here without delay.

Correspondence is desired only with parties who have immediate use for any or all of these engines.

WINNIPEG ELECTRIC RAILWAY CO.,
14-15 Winnipeg, Man.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Position wanted as band sawyer, rig or lathe. Good references. Box 375, Canada Lumberman, Toronto, Ont. 14-16

Position Wanted

By a young married man, 33 years of age, of good address and appearance. Fifteen years experience as an inspector, wishes to make a change. Best of references. Box 760, Canada Lumberman, Toronto, Ont. 14-18

Business Chances

FOR SALE Sawmill and Planing Mill, 30, 000 capacity, on Railway and River, running. Also ten million feet Spruce and Cedar Timber on River, two miles from mill. Good reasons for selling; excellent opportunity, snap. W. Mark De Cew, Grand Forks, B.C. 14-15

Sawmill For Sale or Lease

Capacity 20 M ft. lumber daily. Located in Alberta, within 100 miles of Edmonton on two main line railroads, with very favorable freight rates to prairie points. Good supply Spruce Timber available. Favorable terms. For full particulars address

C. T. NELSON,

P. O. Box 1353,

14-15 Edmonton, Alta.

For Sale

260 miles of Timber Limits, St. John River, County Saguenay, North Shore, P.Q. For particulars address

D. BREAKEY.

13-14 Breakeyville, County Levis, P.Q.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

P. O. Box 2024,

8-t.f. Montreal, Que.

Great Output of Fir Pledged.

Fir lumber manufacturers of Oregon and Washington in convention at Tacoma, have pledged themselves to furnish at least 600 cars of airplane fir per month to the Government cut-up plant at Vancouver, Wash., and to speed up solid train loads of cantonment stock to eastern destinations in record time.

Practically the entire membership of the West Coast Lumbermen's Association was in session and telegrams were read from Washington, D.C., advising that the Government requirements for the next few months exclusive of airplane stock will aggregate 170,000,000 feet of fir. Of this quantity orders for 60,000,000 cantonment stock for use at Battle Creek, Mich., Rockford, Ill., and Des Moines, Ia., already have been placed with the fir production board at Portland and Seattle and will be distributed among the mills immediately.

Additional orders to be placed within the next few weeks will call for 60,000,000 feet for refrigerator

cars, 25,000,000 for the Navy and 35,000,000 feet for construction of Daugherty type vessels in eastern yards.

To meet the suggestion of competing lumber producing districts that the fir manufacturers might not be able to make deliveries on time, the meeting, by a rising vote, decided to make up solid train loads every day for fast train dispatch across the continent. The railroad administration will be asked to furnish the cars and mills will promise to fill them as fast as they are furnished.

At the rate of delivery promised by the manufacturers the Vancouver plant will be able to cut fully 9,000,000 feet of fir airplane stock a month.

Spruce, Balsam, Poplar

Bought and Sold for

PULPWOOD

Canadian or American delivery.
Quotations furnished on request.

P.M. JOST, Broker and
Commission Merch.
Room 201 St. James St., MONTREAL

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and
10 M. ft. 1 x 9	up
7 M. ft. 1 x 10	Crating Spruce
26 M. ft. 1 x 4 and up	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS

95 King St. East TORONTO

Lumber, Lath Flooring, Cedar Poles and Posts Railway Ties

Doors, Windows, Architraves and all kinds of Mill Work, done by experts.

Ask for our prices and services of our architect

J. P. DUPUIS, LTD.

592 Church Ave., Verdun, Montreal, P. Q.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

Manufacturers of
WIRE For TYING, BUNDLING
and many other purposes.
NAILS, etc.
LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.



DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"
Send for samples and prices.
SALADA TEA CO. TORONTO

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

Also OTTAWA, ONT., P.O. Box No. 5

HORSES

UNION STOCK YARDS OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Union Lumber Co.

Limited

White Pine Jack Pine Red Pine Spruce

Spruce, Red and White Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building
TORONTO, CANADA

Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 Wicks Oscillating Gang Saw, 20-inch stroke, 37 saws wide, made by Wm. Hamilton Co., Peterboro, complete with live rolls, front and rear, spare set of Brasses for both ends of Pitman rod, 1 spare oscillating side, and 1 spare slide.
 - 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
 - 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
 - 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - 2 Pneumatic Air Bumpers, 16 x 24; never been used.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Grates, installed under 6 boilers, with blower located in mill; blue prints and instructions on hand.
 - 1 Geared Friction Log Haul, and chain about 300 feet.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Rolls Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, Barrister
PARRY SOUND, ONTARIO

Review of Current Trade Conditions

Ontario

There is not much change in the general market features from those recorded in the last issue. July is generally a quiet time in the lumber line, so far as sales are concerned, as most business has been placed for some months ahead and deliveries made. There is still some buying going on and record figures are recorded to have been paid for white pine. Cuts of many mills which had not been contracted for up to the first of July have now been sold and there has been no tendency towards weakness in the matter of prices. In fact it is remarkable how quotations keep up in certain lines considering the somewhat limited demand. The hardwood market is brisk at the present time and there are steady requisitions from United States points.

The labor situation is improved somewhat and it is expected that operations in all plants will be carried on under normal conditions until the middle of August. Perhaps there may be some movement towards the west, but this is not expected to be as large as in previous years owing to the increase in passenger rates. At some points labor is very plentiful and the season's cutting is going on satisfactorily. In the northern streams water is low and the drives somewhat backward.

The transportation situation is very good at the present time. All large shippers are being urged to get in as great an amount of supplies as possible and to send out all consignments that they can during the next two months, as after that period a large number of box cars, now available, will be required for carrying grain from the Canadian west. It is pointed out that shippers can greatly facilitate matters by having all possible hauling attended to during July and August.

Retail lumber yards generally report that owing to better business in the building line trade has picked up somewhat and not a few look to a moderately busy fall season. Stocks, in some instances, are getting low and have to be replenished. The demand for B. C. products is fair and all firms report the sale of a few carloads each week, although not in the same volume as some months ago. As the time draws near for men to go to camps, lumbermen are still casting a weather eye about to find out where labor will be available. They do not look forward to the coming season with any great degree of expectancy and it is predicted that the cut this year will be smaller than last season when only between 50 and 60 per cent of the normal amount of logs were taken out; the cost of camp supplies steadily ascends and wages of \$60 to \$70 a month and board are being offered. This does not appear much of an incentive to the average lumberjack who can enter munition plants or engage in shipbuilding and clean up for himself a larger return for his labor.

Everything points to higher prices in all lines of lumber not only by reason of the added cost of camp operations and maintenance, but owing to the increase in freight rates across the border, which is expected will soon be followed by a similar ascension in Canada—and also owing to the general restlessness of the men who are presenting strong ultimatums for increase in wages. Most woodworking factories are fairly busy considering the scarcity of help. The general condition of the lumber trade at the present time may be described as marking time with no outstanding features beyond maintained firmness in prices.

Several important sales of cuts in white pine have been made during the past few days by Ontario mill men to Toronto wholesalers at the highest figure ever known. This indicates the strength of the market. Another feature is that there is not the disposition on the part of the retailers to load up as heavily as in the past, owing to stocks running into so much money. In a few weeks travellers will be out selling the new cut of timber and expect that as stocks are quite low in some instances there will be a good demand for 1918 offerings.

The export trade to the United States has naturally fallen off during the past few days. Owing to the increase in freight rates, which went into effect recently, there was a rush on orders to be delivered to American customers before the augmented carriage charges became operative across the border. It is, however, expected that business will pick up again shortly and assume its normal proportions in the near future. It is estimated that the increased freight rate of twenty-five per cent, with a maximum of five cents per hundred pounds, will average on lumber imported from the south into Ontario from a dollar and a half to two dollars per M feet.

One leading manufacturer this week remarked there was not

much incentive, even if the men were available, to get out an increased quantity of logs during the coming winter, as operating expenses were so high and advancing so rapidly all the time that the margin of profit was not sufficient to induce extended cutting. He prophesied that prices, high as they are at present, will go still higher this fall.

United States

"There is very little stability in prices, and on inquiring from a half dozen people you would seldom find any two agreed on the same prices," says the Boston correspondent of the "Canada Lumberman."

"Business is very streaked still. Anything that pertains to the war necessities is very active, but the local trade in the various towns in New England and New York State is very quiet. There, however, seems to be enough of the large business for the government or for people working for the government to keep business pretty active."

"Cars have been more plentiful during the last few weeks and a great deal of lumber has been shipped, some dealers finding themselves flooded with lumber that they have been trying to get for months. This has tended to make a little weaker feeling in the Spruce market, particularly from Maine and New Brunswick. We do not think this will last, but we believe as long as the war lasts things will continue to rise in value. To put it in another way, our standard of money decreases in value."

"We are finding a little call for white pine and spruce now to go to South American markets, which we have not had for a long time, but there are comparatively few vessels to take the tonnage. There is still no lumber to speak of going to England or France, and when any goes it is simply as a deckload or small amounts to piece out a steamer load. We do not look for any material changes at present except that we think business will be, if anything, more thoroughly confined to the war markets and along those lines prices will still continue to advance."

There is a good demand for box and crating lumber in all sections so far as hardwoods are concerned, although stocks are rather low. There has been a restriction in embargoes and shippers are rushing lumber through as rapidly as possible. An announcement of interest is that Douglas fir is going to be used for additions to cantonments in the hemlock country. In the East the hemlock that finds its way to the commercial market is almost entirely from Canada or Michigan or Wisconsin; practically all the lumber produced in Pennsylvania continues to be taken by the government. Some hesitation in buying has been caused by the prospective government action in fixing prices to the retailer, but on the whole the demand from sources that cannot wait is sufficient to give the manufacturers all of the business that they can take care of. Also stocks are now unusually broken as a result of the rush to get all the lumber possible moving prior to the increase in the freight rates. Prices are firm.

Reports received from all quarters show that there were 36,000,000,000 feet of lumber cut in the United States during the year 1917, which is 4,000,000,000 less than the previous year. The demand was good but the mills were unable to speed up production from various causes such as shortage of labor, cars, embargoes, etc. Reviewing the current market factors the "American Lumberman" says: In 1917 the car shortage was extremely severe; this year it will be worse. There are the great crops to move; the supplies to carry to the seaboard for over a million soldiers in France; the country faces a fuel famine this winter that will make it impossible to divert cars from coal hauling—and so far only one of the 100,000 freight cars ordered by the Government has been completed. In fact the bulk of the orders for freight car lumber is just being distributed. Elevators are bare of wheat and now the movement has begun. Already a tightening up in the car situation is noted in the wheat raising sections; it will not be long before the car shortage will be a fact. This means that millions of bushels of wheat, of corn, of oats and of other grains will have to be held on the farm. In 1917, with a relatively small yield of wheat, there was not sufficient farm granary storage capacity. This year the supply of bags is short, and it is the patriotic duty of the retail lumbermen of the country to see that granaries are provided for all the wheat, all the corn, for all the grains raised. This means that the retail lumberman should be in a position to fill all orders for granaries. To do this the retail dealer should have on hand a complete stock of lumber; if this lumber is not in the retail shed now is the time to order it. There is still time to get it forward before the car shortage shuts down, but not any time to spare. There is no longer any reason to defer ordering; the



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

government has fixed the mill price for southern pine and Douglas fir, and the retailer cannot hope to gain any concessions by putting off the purchase of lumber. Prices will be fixed on other lumber from time to time. There is no more vital part for anyone to play in the prosecution of the war than to see that none of the grain raised this year is wasted. Therefore, because of patriotism if nothing else, the retailer should place orders now for essential lumber. At present the most absorbing topic in the business world is the scope of the new war tax law that is to be enacted. The sentiment grows that the thing to regulate is not maximum price but maximum war profit, and it may come to pass that this idea will be incorporated in the new law. The crop outlook continues excellent. It is true that some sections no longer report that prospects are the best in years, but, on the whole where any deterioration in condition is noted it is not very great or very extended, taking the country as a whole. Business failures continue on a small plant; retail merchants find it easier to sell in many cases than to obtain goods; the purchasing power of the average worker is steadily increasing, and the measures being taken by the Government assure a more equitable distribution of the supply of labour.

Great Britain

There are still some imports of timber, although in restricted quantities. Most of the stock coming in is on government account, but there are still shipments of imported lumber. The opinion prevails that before long greater facilities may be offered on a larger scale. So many ships are being built in Canada and America that the tonnage is overtaking the loss occasioned through the German U-boat menace, and it is hoped in the near future more space will be available for the transporting of timber. A more optimistic view exists and, if the present rate of progress in ship building is continued more timber may be allowed to come in and some of the present restrictions be removed.

Speaking of prospective American competition the "Timber Trades Journal" says: Many competent authorities here are of opinion that although an enormous amount of tonnage is now being built in the United States, few Americans will, after the war, venture their capital in overseas shipping, and will as heretofore confine their energies to land industries. If this opinion is correct, most of the ves-

sels will have to be sold to foreign, presumably Allied, buyers; but meanwhile big preparations are being made by some of the American shipping companies to extend their ocean-carrying trade, chiefly with South America and the West Indies. Plans are also said to be developing for new steamship lines to Europe, chiefly Scandinavia, the United Kingdom, France, Spain and Italy. Enterprise is also expected on the Pacific, and a company has been formed at New York for the inauguration of a service with India, the Red Sea, and East African ports, largely for the export of unbleached cottons.

While the present restrictions last there is likelihood of no change in regard to imported hardwood, the prices for which remain firm. There is every tendency for values to raise owing to depleted supplies. The demand is somewhat lax owing to labor problems. In home-grown woods trade is active, but manual labor is very short and the calling out of more men for war purposes is likely to have a restricting effect. In spite of all the difficulties it is believed that home-grown timber will have a fair measure of prosperity. A Cabinet Committee is dealing with the important question of afforestation. A year ago a report of the Forestry Sub-committee of the Reconstruction Committee recommended the establishment of a central forestry authority, with adequate funds for the working out of a programme extending over 80 years. Nothing has been done, despite the fact that the country is being rapidly denuded of its timber; and it is rumored that the stumbling block has been the Scottish Board of Agriculture, which objects to a central authority.

The salient feature of the London Dock statistics of goods on 1st June is the extraordinarily small quantity of European deals and battens. For a long time the deliveries from the docks have been far in excess of the arrivals, and consequently each month we find the stock diminishing, especially in the larger sizes of wood for which the enquiry is most persistent. The shortage in the White Sea imports and the difficulty in procuring the Upper Gulf Swedish deals has brought about a severe shortage of 9in. and 11in., which dimensions now bid fair to disappear altogether from the London market in the near future. The very small quantities of wood specified as not taken into stock, but in course of piling, are further evidence of the dearth of imports during the past few weeks; indeed, no wood at all appears under this heading except some spruce and a little Oregon pine.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Conditions Remain Practically Unchanged

The Ottawa lumber market during the opening period of July showed little general change as compared with the closing conditions prevailing in late June. Orders and inquiries in the main remained quiet. Despite the slow demand the market did not weaken, and prices remained unchanged.

The big volume of heavy summer business, of which the spring and late winter months gave promise of, is not in evidence as yet. Wholesalers began to buy more freely but manufacturing prices for this season's sawing did not reach lower levels. The log supply remained just about where it was a month ago, and while the mills have enough to enough to operate on for the present they are virtually living from hand to mouth and depending that there will be sufficient water and help on the drives to get the logs down.

Transportation remained good and embargoes did not appear to cause as much trouble as formerly. Taken altogether symptoms of a more promising market were not altogether discouraging. The change, if there was any, tended toward a stronger and steadier market. The labor situation, both with the factories and the mills, was only fair. With the approach of the western harvest it is expected by several of the mills that some of their help will leave them and go West. The extent of the expected movement from the mills to the fields cannot with any accuracy be gauged at the present time. The application of the fifteen per cent. increase in passenger rates may have some tendency to keep the men from migrating.

Different views continued to be expressed by the trade as to the amount of business being done. Some reported orders and inquiries keeping up and business being satisfactory. Others reported their stocks moving slow and orders scarce. Sales of a million and half a million feet were reported during early July.

Another event which tends to make the outlook more hopeful, and at the same time may cause an advance in price of shell box stock was the letting of contracts for 900,000 boxes by the Imperial Munitions Board, early in July. The new contracts are for a new kind of boxes or the five round box for the eighteen pounder shells. In

addition the boxes have to be stained inside and out, with the object apparently of rendering them less noticeable from the ground to aeroplane observation.

Four of the contracts, of which three came to factories in Ottawa City, and the other in the district, aggregated 520,000 boxes, taking care of half of the total amount of the contract. The average price is reported to have been around eighty cents per box. In some of the tenders it was heard an allowance as low as one cent per box for staining was made while in other tenders this charge went as high as four cents per box.

The completion of these contracts will necessitate about four million feet of lumber, and will open up another selling avenue to the wholesalers. The stock required was selling around \$43 per M. With the issuance of the latest contracts about two million boxes have been contracted for by the Imperial Munitions Board within the last month.

Business in retail stocks showed a little improvement over June. Lath and shingle remained slow. Sash and door remained stationary or slightly improved. James Davidson's Sons received an order for a carload of doors for South Africa. It is the first of its kind this plant has received since the war began. Delivery is to be made via St. John.

Practically all of the woodworking plants and factories were busily engaged turning out their shell box contracts. The successful tendering of Ottawa firms on the last two issues of boxes has given the plants plenty of work ahead for several weeks, with the result that shell box labor at the present time in Ottawa is scarce. As an example of the scarcity James Davidson's Sons are contemplating employing girls and women for shell box work in their factory.

Some months ago W. C. Edwards Company employed female labor, but it was used in the shook factory. At the Davidson sawmill at Fort Coulonge trouble is also being experienced with labor, twenty of the men having recently left. The sawmill cut is proceeding very well and is over half completed. It will likely end August 15th. About one hundred thousand feet per day is being cut. The season's output will be in the neighborhood of six million feet.



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Use Klim wherever milk is required in soups, sauces, puddings, cake, tea, coffee, etc. It gives excellent results and eliminates all waste. It is the milk solids,—casein, albumen, milk sugar and milk salts of pasteurized separated milk. Nothing is added to increase its bulk or change the natural milk taste. Nothing is removed from the original separated milk except the water.

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Use from the tin as needed, replace cover, and remainder will keep sweet and fresh until next required. KLIM never sours or spoils even during the hottest weather.

KLIM bulks small, weighs little, is very convenient and economical to ship—saves 70 per cent. in freight charges. Packed in ten pound tins, (makes 40 quarts) six tins to a case. Order with your other food supplies.

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 15,000 feet 3 in. Birch, No. 1, 2 and 3 Common.
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1917 CUT.

28,000 feet 4/4 No. 1, Common and Better.
 80,000 feet 4/4 No. 2, Common and Better.
 7,000 feet 4/4, No. 2 Common.
 9,000 feet 5/4 No. 1, Common.
 11,000 feet 5/4 No. 2 and 3, Common.
 25,000 feet 6/4, 1s and 2s.
 8,000 feet 6/4, No. 1, Common.
 2,000 feet, 6/4, No. 2, Common.
 15,000 feet 8/4, 1s and 2s.
 55,000 feet 8/4, No. 1 Common.
 25,000 feet 8/4, No. 2 Common.
 65,000 feet 8/4, No. 3 Common.
 3,000 feet 10/4, No. 1 Common and Better.
 4,000 feet 10/4, No. 2 Common.
 15,000 feet 10/4, No. 3 Common.
 2,000 feet 12/4, No. 1 Common.
 16,000 feet 12/4, No. 3, Common.
 2,000 feet 16/4, No. 2 Common and Better.
 3,000 feet 16/4, No. 3 Common.
 12,000 feet 10/4, Sound Boxed Hearts.
 84,000 feet 16/4, Sound Boxed Hearts.

Dry Quebec Spruce

50,000 feet 1 x 4 x 10/16, Merchantable.
 18,000 feet 2 scant. x 4 x 8/16, Merchantable.
 200,000 feet 2 scant. x 5 x 8/16, Merchantable.
 30,000 feet 2 scant. x 9 x 8/16, Merchantable.
 45,000 feet 3x 5/7 x 8/16, Merchantable.
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MONTREAL

CANADA

Montreal Business Inclined to Mark Time

Business in Montreal shows an inclination to drop. In spots there is a fair amount of activity, but taken as a whole, orders are not as numerous as before. The buying for construction purposes is naturally on a low scale, although this is more than counterbalanced by the demand for box lumber consequent on the contracts for shell boxes recently given out. Montreal did exceptionally well in this connection, one order being for 150,000 boxes. Box manufacturers are now better off for orders than for a very long period, the low prices having previously resulted in several firms being out of the running when it came to securing contracts.

Trade with the United States is slower, but prices continue to hold. Wholesalers reiterate the opinion that conditions are in favor of an advance rather than a decline, especially in view of the firm attitude taken up by manufacturers, who say that there is no chance of their costs being reduced. The outlook is all the other way, having regard to the likelihood of the labor supply being further depleted.

There is no improvement in the local building situation; there are, however, reports of some fairly important projects which will probably materialize during the summer. The high values of materials are against any pronounced revival in construction, and only the most urgent work is being put in hand. Reports from the province indicate that building there is better than in this city. During June the Montreal permits totalled \$287,560, a decrease of \$60,785; while for the half-year the value was \$2,039,565, a falling off of \$427,094.

The local Builders' Exchange has inaugurated a movement for a conference of representatives of builders' exchanges and large contracting interests on the subject of present and after-the-war problems. There are several questions of interest which will be discussed, such as foreign competition contracts, tenders, material, etc., and it is with a view to seeing whether an adjustment to the new conditions can be made that the conference is proposed.

Shipments to the U. K. are still on a small scale, and are for Government account. Some stock is also going to South Africa.

St. John Reports Conditions as Quiet

While some cities and ports report good business through the trade journals, the same cannot be said of St. John, insofar as the long lumber manufacturers are concerned. In many cases, while the reports are good, still sales are not taking place, and purchasers at these cities and ports are few. No overseas business is being transacted here and the outlook is at this moment very unpromising, although no one knows what changes may take place in a week.

Forecasts are wholly out of place as the months come and go. Movements of deals overseas grow less and less until to-day no shipments are taking place. The only foreign business is South African cargoes which are now loading here. These sales took place months ago. From three to four cargoes for South Africa have been shipped during the past two months. There are also some of the same enquiries being put out by these buyers at the present, but whether St. John will be able to bid low enough to get them remains to be seen. The American business insofar as St. John is concerned, has lessened very much during the past two weeks. In many instances this is caused by embargoes placed on the points to which sales have taken place. In fact there are very few places where shipments of lumber will be accepted by railroads. This situation has improved during the past ten days.

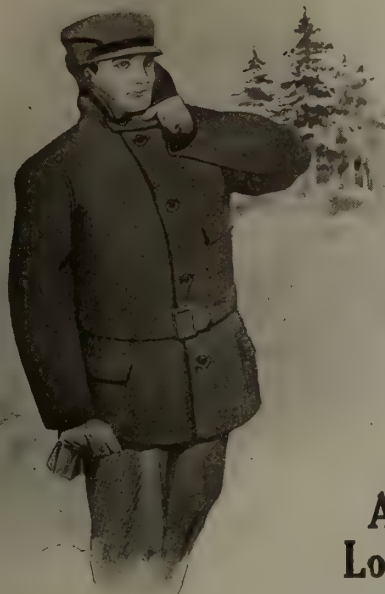
Prices are also not as good as ten days ago. The advance of \$1.50 per M in railway freights is causing the wholesalers who purchase mill cuts to desist from further buying until it is decided who will pay the extra freight—the user or producer of the lumber. Possibly all these matters will right themselves and business move along in a better and more solid position than for some time past. It was well known for a long time that the railways must have an advance.

Stocks of lumber at St. John are increasing daily. Only the mills of Randolph & Baker Ltd., Stetson Cutler & Co., and Murray & Gregory Limited are running, sawing mostly three-inch stock. This can be shipped either to American or British points, wherever the outlet and best prices are to be found.

Heavy rains have caused the Log Driving Company much satisfaction and the drive is now about finished with all logs on the main St. John river into the booms. Rafting is being carried along usual. The usual number of men are employed, but in many cases they are green, and need much breaking in. This causes less of a daily turnout, but better men are not to be found. This will therefore cost more per M to raft logs as well as drive them.

Cutting, driving and sawing logs are this year costing very much more than ever before; therefore, unless the manufacturer can get a big increase over 1917 prices he will not have a profitable year.

Pure Wool Mackinaw Coats, Pants and Jumpers



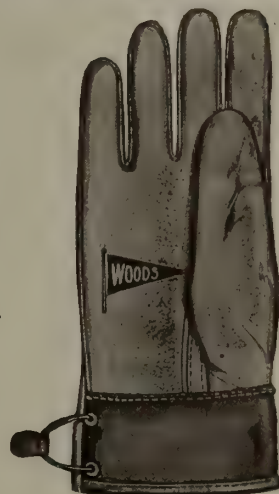
Black and Fancy Pure Wool Mackinaw Coats, with high seven-inch collar, close fitting, with tab at throat. Sizes 36 to 46.

All Wool Long Socks
as cut — black or fancy stripes or checks.

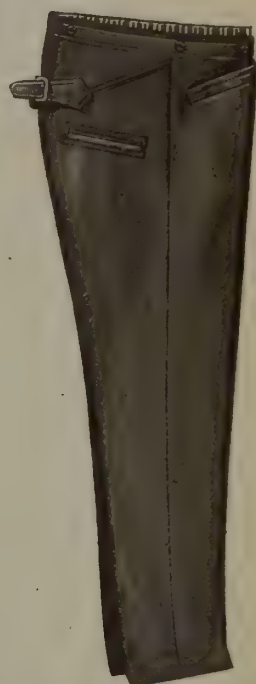


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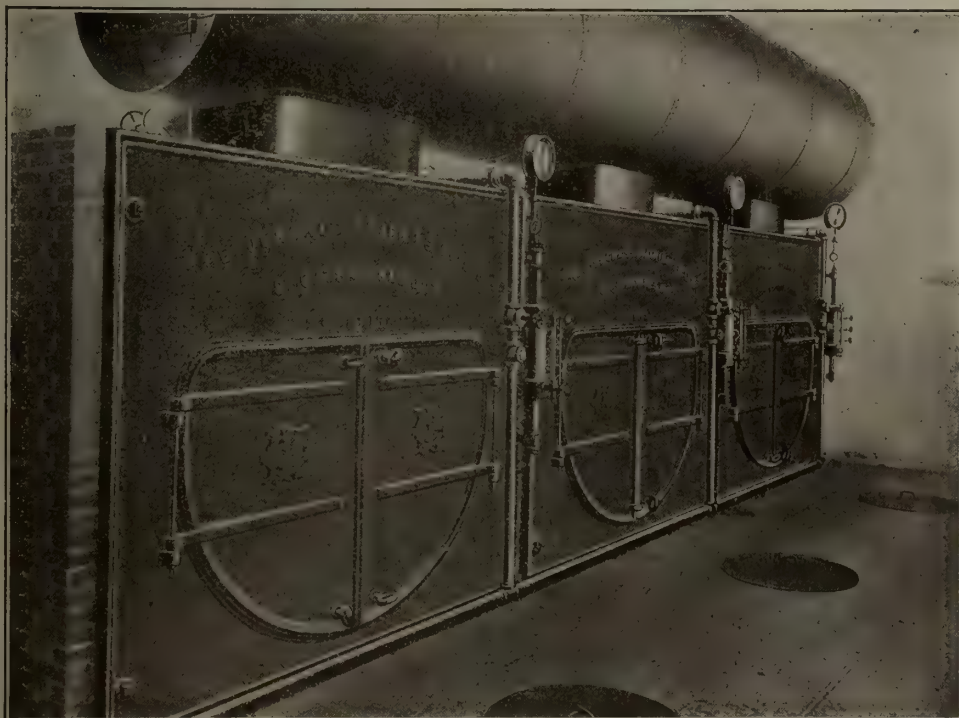
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The Government Prices on Yellow Pine

The prices approved by President Wilson on yellow pine and fir lumber have gone into effect. According to advices received by the Frank H. Harris Lumber Company, Toronto, who specialize in southern products, the price fixing committee has set forth the procedure that each manufacturer shall:—

(1) Make contracts and accept orders for his product at prices not in excess of the applicable maximum prices, always subject to an option at the applicable maximum prices in favor of the United States or the nominee of the War Industries Board. Under this option, which will cover all Southern or yellow pine lumber down to time of actual delivery to the purchaser, the War Industries Board to any extent required will allocate either to the government or to other essential users. Any balance not so allocated will be released for sale to commercial buyers, but at prices no greater than those determined upon as above set forth.

(2) Comply with the directions of the War Industries Board, as issued from time to time, with reference to filling commercial requirements in the order of their public importance and to furnishing such information and making such reports as may be required.

(3) Keep up to the best of his ability the production of Southern or yellow pine lumber so as to insure an adequate supply so long as the war lasts.

(4) Neither reduce the scale of wages now being paid nor change fundamental labor conditions now in force.

The government will apportion the car supply available for lumber and arrange for its transportation, subject to allocation by the War Industries Board as aforesaid, to the end that injury to the industry due to abnormal war-time conditions be neutralized so far as may be.

Foreign trade, except to the governments of nations associated with us in the present war, is not to be affected by this ruling. Government yellow pine or Southern pine maximum prices effective midnight, June 14th, to and including September 14th, 1918, covering states of Missouri, Arkansas, Texas, Oklahoma, Louisiana, Mississippi, Tennessee, Georgia, Florida and Alabama.

Finish S2S	B & Bet.	"C"	No. 1 Com.
1 x 4 random	\$35.50	\$32.00	.....
1 x 6 and 8 in. random	37.00	34.00	.....

1 x 10 random	38.00	35.50	.....
1 x 12 random	39.00	36.00	.....
1 x 4 to 12 in. random	37.00	34.00	.....
1 1/4 x 4 to 8 in. random	42.00	.....	36.50
1 1/4 x 10 and 12 in. random	44.00	.....	38.50
1 1/2 x 4 to 8 in. random	42.00	.....	36.50
1 1/2 x 10 and 12 in. random	44.00	.....	38.50
2 x 4 to 8 in. random	42.00	.....	.....
2 x 10 and 12 in. random	44.00	.....	.....

Dimension	10, 18 & 20'	12, 14 & 16'	22' & 24'	Rndm.
2 x 2, No. 1 Com., S1S1E	\$26.50	\$24.50	\$28.00	\$24.50
2 x 3, No. 1 Com., S1S1E	24.00	23.00	25.50	23.00
2 x 4, No. 1 Com., S1S1E	25.50	23.50	27.00	23.50
2 x 6, No. 1 Com., S1S1E	23.00	22.00	24.50	22.00
2 x 8, No. 1 Com., S1S1E	25.00	23.00	26.50	23.00
2 x 10, No. 1 Com., S1S1E	25.50	23.50	27.00	23.50
2 x 12, No. 1 Com., S1S1E	27.00	25.50	28.50	25.50
2 x 2, No. 2 Com., S1S1E	25.00	23.00	26.50	23.00
2 x 3, No. 2 Com., S1S1E	22.50	21.50	24.00	21.50
2 x 4, No. 2 Com., S1S1E	24.00	22.00	25.50	22.00
2 x 6, No. 2 Com., S1S1E	21.50	20.50	23.00	20.50
2 x 8, No. 2 Com., S1S1E	23.50	21.50	25.00	21.50
2 x 10, No. 2 Com., S1S1E	24.00	22.00	25.50	22.00
2 x 12, No. 2 Com., S1S1E	25.50	24.00	27.00	24.00
2x4x2x8, No. 3 Com., S1S1E (8-20')	.....	.....	.....	17.00
2 x 6, No. 3 Com., S1S1E (8-20')	.....	.....	.....	16.50
2 x 10, No. 3 Com., S1S1E (8-20')	.....	.....	.....	17.50
2 x 12, No. 3 Com., S1S1E (8-20')	.....	.....	.....	18.00

Dimension, when ordered sized 1/4 in. scant in thickness, end or width, add \$2 per M. feet.

Dimension, when ordered kiln dried, add \$2 per M. ft.

Dimension, D. & M. or shiplap, add \$1 per M. to S1S1E prices; rough, fifty cents less than S1S17 prices; S4S, add fifty cents per M. rough, fifty cents less than S1S1E prices; S4S, add fifty cents per M. each 2 ft. up to 32 ft.

Note.—All lumber not over 2 in. thick when ordered odd or fractional lengths will invoice as of next longer length as multiple of 2 ft.

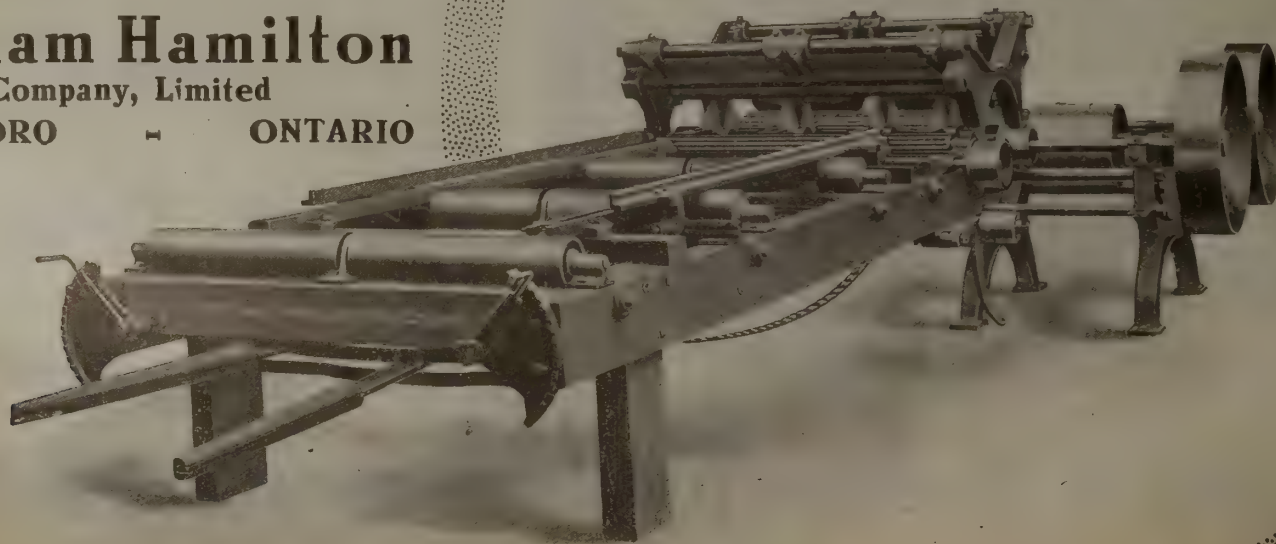
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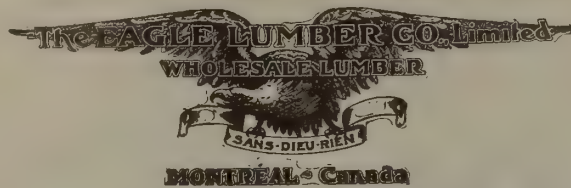
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EDGINGS

Ontario

J. S. Gillies, of Gillies Bros., Ltd., Braeside, has been elected a director of the Southern Canada Power Company, Limited.

The stables in connection with the lumber mills of P. Ament, Brussels, Ont., were recently destroyed, incurring a loss of about \$3,000, which was partly covered by insurance.

The saw and grist mill owned by Ross Staples, of Indian River, Ont., was recently destroyed by fire, the origin of which is unknown. It was one of the landmarks of the place, being a stone structure erected in 1861 by Mr. Borland.

Kent Ockley, Limited, has been incorporated, with head office at Toronto, Ont., and capital stock of \$40,000, to carry on business as lumber manufacturers, etc. The provisional directors of the company are A. W. Briggs, E. M. Dillon and R. T. Birks, all of the city of Toronto.

A new industry is being started at Niagara Falls, Ont., by Lundy-Scott, Limited, who are now manufacturing collapsible fruit baskets, berry crates and egg crates, with new patent fillers. As a result of sending samples to England, Lundy-Scott, Limited, received an order for two million baskets.

At the recent fire which wiped out the Grimsby Park Inn at Grimsby Beach, Ont., many of the cottagers had a close call. Among those whose summer home was nearly wiped out was A. E. Clark, chairman of the Wholesale Lumber Dealers' Association, Toronto. Mr. Clark's cottage is located two doors east of the hotel and it required almost superhuman effort to save it from destruction.

The time office of the Collingwood Shipbuilding Company, at Collingwood, was recently destroyed by fire. It was built about 1900 and then occupied a site on the west side of No. 1 dry dock. A few years later, owing to changes in the layout of the yard, including the erection of a new pumping station and the construction of No. 2 dry dock, this building was moved to its present site.

The Porcupine River Improvement Company has been incorporated, with head office at Hoyle, Ont., and capital stock of \$1,000, to acquire, construct and maintain dams, slides, piers, booms or other works necessary to facilitate the transmission of timber down the Porcupine River and the tributaries thereof. The provisional directors of the company are E. E. Mansfield, F. Chormann and W. S. Morlock.

Guelph, which in every other respect is a progressive community, is tackling its acute housing problem along the line of removing the obstacles to ownership. Under the Housing Act it is proposed to build in Guelph a considerable number of houses for workingmen, which may be acquired on payment of \$100 down and monthly instalments, in lieu of rent, for ten years, ranging from \$15 in the case of houses worth \$2,000, to \$20 for houses worth \$2,500.

A charter has been granted to the Vineland Wood and Lumber Company, Limited, with headquarters at Vineland, Ont. The company is empowered to purchase timber lands, to manufacture lumber and to buy and sell timber, lumber and cordwood for fuel or other purposes. The incorporators are E. H. Moyer, Frank Sumner, Roy Honsberger, Harvey Honsberger and J. S. Mason, of Louth township, and R. J. Moyer and Fred C. Carr, of Clinton township.

The water power sawmill and box factory of the Collins Inlet Lumber Company, at Collins Inlet, Ont., was recently destroyed by fire. The mill was a historic one, having been built in 1859, at Beaverstone. It was then known as Waddell's mill, and in 1882 was removed to Collins Inlet, which is about mid way between French River and Killarney. John Bertram was the president of the Collins Inlet Lumber Company until 1904, the company having purchased the mill from the Midland and North Shore Lumber Company. On the death of Mr. Bertram he was succeeded by the present head of the company, Melville Bertram. The manager of the mill is C. W. Pitt. In the year 1904 a box factory was established with a large business in making boxes for the fish and canning concerns. The capacity of the plant was about 50,000 to 60,000 feet of white and red pine per day, the mill being equipped with two circulars and a gang saw. The company own valuable limits in the vicinity and the mill had been busy since the opening of the season, cutting, the output having just been sold. It is understood that the loss is practically covered by insurance.

Eastern Canada

The Marine Construction Co., Ltd., care of the president, Mr. D. H. Saker, Strait Shore Road, St. John, N.B., have started construction on a wooden vessel of about 1,000 tons.

J. H. A. Acer & Co., Ltd., has been incorporated, with head office at Montreal, P.Q., and capital stock of \$100,000, to carry on business as importers, exporters, and to buy, sell and deal in pulp, paper, cardboard and wood products of all kinds.

Jos. Villeneuve Limitee, has been incorporated, with head office at St. Romuald, P.Q., and capital stock of \$40,000, to carry on business as manufacturers and producers of lumber, logs, timber, doors, window sash; to operate lumber mills, workshops, saw and shingle mills, etc. Among those interested are Jos. Villeneuve, J. Deblois, O. Couture and G. Trudel.

The contract for building the large shipyards at Halifax has been awarded by "Halifax Shipyards, Limited," to the Bedford Construction Company (formerly Cavicchi & Pegano), incorporated in Nova Scotia, it was announced recently by officials of the company, who predicted that the first of the three shipbuilding berths will be completed within four months' time.

About ten cars of pulpwood are being shipped from Chatham and vicinity each day by the Miramichi Lumber Company, under an arrangement made with the government. According to this arrangement the government is getting the first call on the pulpwood. Anything above the ten cars per day goes to fill orders of private parties, as fast as the necessary steps can be made.

The Canadian Pulp & Paper Association has contributed \$1,393 to the "Gazette," Montreal, tobacco fund, this being the amount collected at the an-

nual meeting. In accordance with the request of Mr. F. J. Campbell, the president of the association, two-thirds of the money has been allocated for tobacco for the forestry battalions in France, and one-third for general distribution in France.

The North Shore lumbermen of New Brunswick recently had an interview with the provincial government, in which they presented their views on the suggested redistribution of Crown timber lands. Among those in the deputation were F. D. Swim, of Doaktown, who has succeeded D. J. Buckley as president of the North Shore Lumbermen's Protective Association. The latter is now a member of the Forestry Advisory Board. W. J. Maloney has succeeded Mr. Swim as vice-president of the association, while W. S. Loggie, M.P., Wm. Anderson, and W. G. Thurber are other members of the Executive.

That part of the Quebec and Saguenay Railway between Quebec and Bay St. Paul will be ready for operation this week, according to advices received in Ottawa. The line may be finished to Murray Bay by the fall. It is now owned by the government and will serve as a feeder for the Quebec end of the Canadian Northern system, with which it is directly connected. After much negotiation the final sale by the Forget interests to the government has been arranged and at the recent session \$3,490,000 was appropriated for the purpose. It will be paid when the titles are delivered and other formalities completed.

According to W. B. Snowball, of Chatham, N.B., the lumber cut on the Miramichi will only be about half this year what it was last year. While the cut on the Southwest Miramichi last year was between eighty and one hundred million feet, it will not run over forty-one million feet this year. On the Northwest Miramichi only about half of the amount of lumber of last year was got out. This is, in a large measure, due to the scarcity of men, and the different lumber operators are badly in want of men at the present time. A large amount of the lumber is piled up at the mills, on the wharves and in other places on the North Shore, and has not been moved, owing to transportation and other conditions.

Western Canada

R. S. Walker, Grande Prairie, Alta., is contemplating the erection of a planing mill.

The G. T. P. tug Lorne recently arrived in Vancouver with a record log tow of 1,600,000 feet.

Fire lately did considerable damage to the boiler rooms of the Hanbury Company's mills on False Creek, but the necessary repairs were soon completed.

The Brunette Sawmill Company, Limited, New Westminster, B.C., have decided to rebuild at once their sawmills which were recently destroyed by fire.

No. 4 camp of the International Lumber Company at Campbell River was burned out by a forest fire and five logging engines were abandoned by their crews when they were driven out.

Damage to the amount of \$75,000 was done recently by a fire at the Eburne Sawmills, owned by Messrs. P. D. Roe and Robert Abernethy. The mill, which employed more than 100 men, was completely destroyed.

Plans have been drawn for the erection of a sawmill at Point Grey, B.C., by the B. C. Box Company, Limited. The company has secured a site on the banks of the Fraser River between Point Grey and South Vancouver.

Bandits set fire to the Farmers' Trading Company grain elevator, causing a loss of 3,000 bushels of grain and a million feet of lumber; gagged the manager, Charles Hill, and relieved him of \$1,500, at Craik, Sask., recently.

The plant of the Apex Company, on the Pacific Highway, south of Cloverdale, B.C., was destroyed by fire recently. The loss was about \$10,000, and only partially covered by insurance. The main stock of lumber was saved.

The Leitch McClean Lumber Company, Limited, sold their plants at Elrose and Greenan, Sask., and at Benton, Alta., to the Monarch Lumber Company, Limited. They also sold their plant at Sibald, Alta., to the Rogers Lumber Co.

Robert F. Pay, a well-known business man, founder of the Moose Mountain Lumber & Hardware Company, and Director of the National Paving Company, died recently in Winnipeg from pneumonia. He was born at Paisley, Bruce County, Ontario.

Sealed tenders will be received by the Minister of Lands for B. C., until the 7th day of August, 1918, for the purchase of License X1379, to cut 3,810,000 feet of hemlock, fir, cedar and spruce on an area situated on L. 29, Beaver Creek, Loughborough Inlet, Range 1, Coast District.

The Cut-to-Fit Buildings Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$100,000, to carry on business as loggers, lumber and shingle manufacturers, operators of sawmills, planing mills, shingle mills, etc.

Steam and operating engineers to the number of over one thousand recently went on strike in British Columbia, demanding shorter hours and increased pay. It is understood that most of the mills have met the demands of the men and agreed to the new scale.

In a recent fire at Craik, Sask., the lumber yards and elevator of the Farmers' Elevator Company were destroyed. The loss on the elevator was about \$13,000, and on the lumber yard about \$30,000, with a loss in cheques and currency of about \$1,300.

The Spruce Products Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$1,000, to carry on business as manufacturers of and dealers in lumber and shingles, shingle mill and sawmill owners, loggers, lumber and shingle merchants, etc.

Sealed tenders are being received by the Minister of Lands for B. C., until the 7th day of August, 1918, for the purchase of License X1350, to cut 2,000,000 feet of fir, spruce, and cedar situated in log-jam mouth of Klamath River, Rupert district. One year will be allowed for the removal of the timber.

The Miami Corporation, Port Haney, B.C., and Delaware, U.S., are contemplating the erection of a lumber mill at Port Haney, B.C., on the Fraser River, at the southern end of the proposed railway. The local representatives are Abernethy & Loughheed, Port Haney, B.C. The capacity will be 400,000 feet per day.

Export Manufacturers, Limited, has been incorporated, with head office at New Westminster, B.C., and capital stock of \$20,000, to manufacture, treat, make merchantable, transport and trade in lumber of every description; to carry on the business of box makers, woodworkers, timber merchants, lumbermen, loggers, sawmill, shingle mill and pulp mill proprietors.

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1917 Cut

In All Thicknesses and Widths

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Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.**

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for green saw dust and wet stringy material

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ROSEALENE WILL INSTANTLY KILL ALL ODORS and will keep generating odors suppressed for a period 10 to 20 times longer than any known disinfectant.

Antiseptic, Insecticide and Germicide. Exterminates all vermin, including Bed Bugs and Ants.

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What it Contains:

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Price 50 cents

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Our patterns are so constructed as to allow of our making a large variety of sizes to suit the requirements of all manufacturers.

When sending enquiries state

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Full specifications and prices promptly submitted

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Yates**Yates**

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Yates
No 341
Band Saw

"The
Invariable
Choice of The
Man Who Knows"

HOW MUCH DO YOU SALVAGE FROM YOUR KERF PILE?

¶ This is a question to be answered by the individual millman. If he cannot give a favorable answer, then he owes it to himself to investigate. The "341" is a leader in its class due to its superior construction and ability to take an overload and stand up under it. The feature most prominent on the "341" is its Straining Device. This combined with the thin gauge saw used is a sure means of reducing kerf. With this machine you can reduce that kerf pile to a minimum. The "341" shown above is installed in an institution where efficiency must reign. You are welcome to any information we have on the "341." Simply ask for it on a post card. It will be sent free and without any obligation on your part.

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Standard 2 Drum Engine
for Skidding or Loading
Logs the year round

"Suggestions for the Lumberman"

The above is the title of a booklet which we are trying to put into the hands of every Lumberman and Mill Owner in Canada. The suggestions contained therein are live, practical and of proven worth. There is something of value in this booklet for every Lumberman, no matter what the size of his camp, large or small.

The Mill Man also will find his time well spent by a perusal of this Booklet, as there are suggestions therein by means of which he can reduce his operating expenses and increase his profits.

WE WANT YOU TO HAVE A COPY

If you have not received yours yet, drop us a card. We will gladly place this Booklet also in the hands of each one of your foremen if you wish. Just say how many copies you want, if you prefer to distribute them yourself, or send us their names, and we will mail them direct.

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When You Overhaul Your Mill

THERE are wet places in every saw and pulp mill where nothing but the highest class belting can "make good." It is for these wet places that we recommend what most mill-men swear by—our

"ACME WATERPROOF" BELT

This belt is especially made for a rough and trying service. It has less stretch than any other belt by 15 to 25 per cent.

When you are overhauling try a Goodhue "Acme Waterproof" belt. Other Goodhue belts are "Extra" and "Standard."

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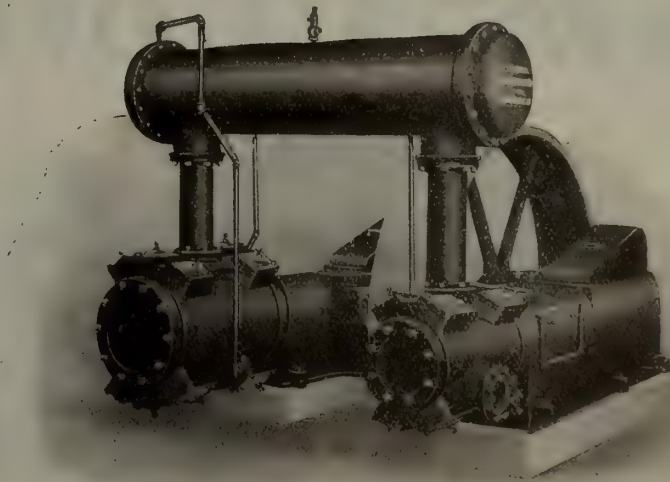
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Massive construction, large intercooler, inclosed dust proof construction.

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Is your mill up-to-date or are you still content to allow that pile of sawdust, shavings, ends, slabs, etc., to prove a burden instead of big source of income. With the big prices which prevail for wood pulp and those chemicals distilled from waste wood it will pay you to consider installing the necessary plant to make the scrap heap productive—and then write us! We have specialized in chemical-producing plant for over 75 years and have installations in all parts of the world.

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**WASTE SULPHITE LIQUOR
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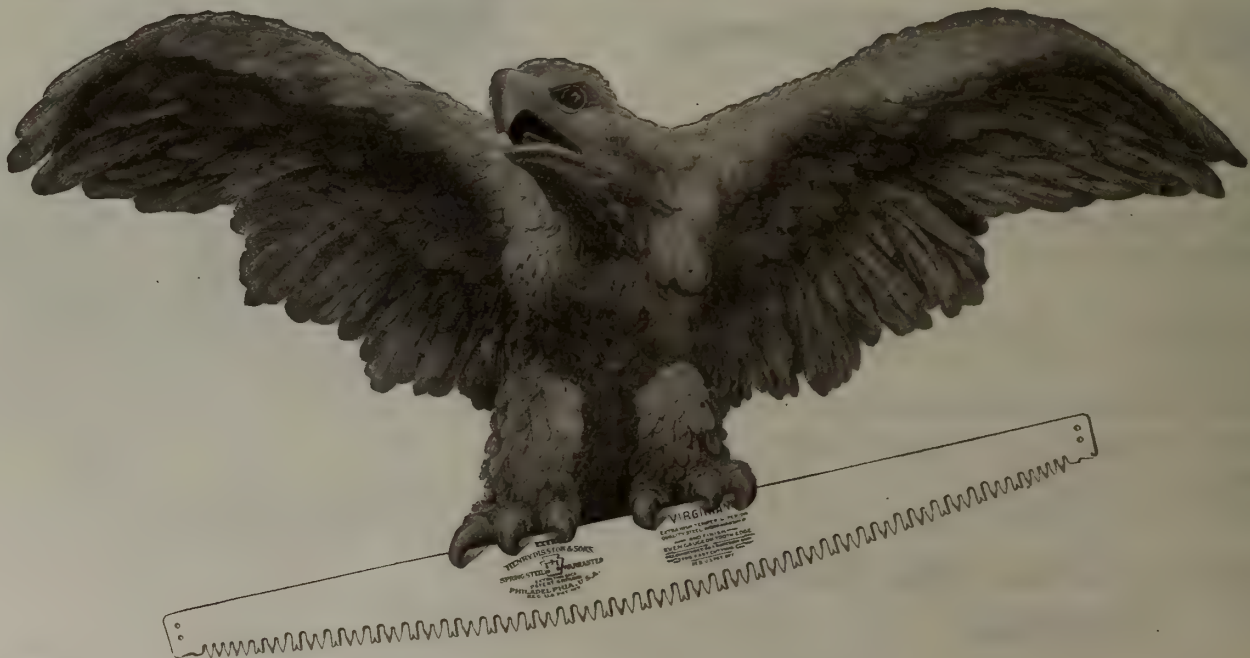
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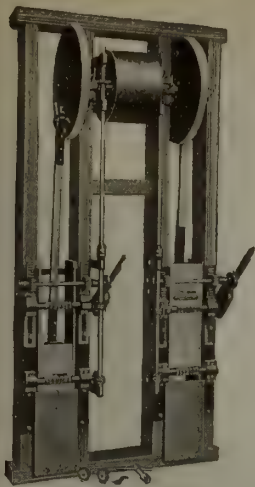
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Excelsior Cutting Machinery

Manufactured By

**The Elmira Machinery
and Transmission Co.**

Elmira, Ont.

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DREADNAUGHT TWO-PIECE STEEL HAMES

Pulling a "Dead Weight" Load
means that a hame will move a load several times over its tested strength. Dreadnaught two-piece double strength steel hames have a pulling capacity 15 per cent. greater than any other hames.

Strongest Construction—Won't Break
Overlapping parts reinforce points of greatest strain. Draft studs forged steel; rings electrically welded. Rigidly inspected and mechanically perfect in every detail.

Write for descriptive folder. Dealers write for our proposition and selling helps.

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Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

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**Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.**



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$56 00	\$59 00	
1 1/2 and 1 3/4 x 4/7 Good Strips	60 00	63 00	
2 x 4/7 Good Strips	60 00	63 00	
1 x 8 and up Good Sides	70 00	75 00	
1 1/2 and 1 3/4 x 8 and wider Good Sides	85 00	87 00	
2 x 8 and wider Good Sides	88 00	90 00	
1 in. No. 1, 2 and 3 Cuts	52 00	55 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	68 00	
2 in. No. 1, 2 and 3 Cuts	70 00	73 00	
1 x 4 and 5 Mill Run	45 00	48 00	
1 x 6 Mill Run	47 00	50 00	
1 x 7, 9 and 11 Mill Run	45 00	48 00	
1 x 8 Mill Run	48 00	51 00	
1 x 10 Mill Run	50 00	52 00	
1 x 12 Mill Run	52 00	55 00	
5/4 and 6/4 x 4 Mill Run	46 00	48 00	
5/4 and 6/4 x 5 Mill Run	46 00	48 00	
2 x 4 Mill Run	47 00	49 00	
2 x 6 Mill Run	47 00	49 00	
2 x 8 Mill Run	51 00	52 00	
2 x 10 Mill Run	52 00	55 00	
2 x 12 Mill Run	52 00	55 00	
1 in. Mill Run Shorts	36 00	38 00	
Red Pine:			
1 x 4 and 5 Mill Run	38 00	41 00	
1 x 6 Mill Run	41 00	44 00	
1 x 8 Mill Run	42 00	45 00	
1 x 10 Mill Run	44 00	47 00	
2 x 4 Mill Run	38 00	40 00	
2 x 6 Mill Run	42 00	44 00	
2 x 8 Mill Run	42 00	44 00	
2 x 10 Mill Run	47 00	48 00	
1 in. Clear and Clear Face	48 00	50 00	
2 in. Clear and Clear Face	48 00	50 00	
Spruce:			
1 x 4 Mill Run	39 00	41 00	
1 x 6 Mill Run	42 00	44 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	47 00	49 00	
1 x 12 Mill Run	52 00	54 00	
Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft.	30 00	31 00	
1 x 6 in. x 9 to 16 ft.	33 00	34 00	
1 x 8 in. x 9 to 16 ft.	35 00	36 00	
1 x 10 and 12 in. x 9 to 16 ft.	35 00	37 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	33 00	34 00	
2 x 4 to 12, 10 and 16 ft.	34 00	35 00	
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00	
2 x 4 to 12 in., 18 ft.	35 00	36 00	
2 x 4 to 12 in., 20 ft.	36 00	37 00	
1 in. No. 2, 6 ft. to 16 ft.	25 00	27 00	
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	27 00	29 00	
Douglas Fir:			
Dimension Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	52 50		
6x12, 8x12	53 00		
14x16, 16x16	53 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		
Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain	60 50		
Fir flooring, 1 x 4, edge grain	60 50		
Fir flooring, 1 x 4, flat grain	43 50		
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths)	48 00	64 00	
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	57 50	61 50	
No. 1 and 2, 2-in. clear Fir rough	50 50	60 50	
1 x 5 and 1 x 6 Fir casing	62 50		
1 x 8 and 1 x 10 Fir base	62 50		
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping	71 25		
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping	61 25		
1-in. clear Fir, d. 4 sides	48 00	56 00	
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00	
XX B. C. cedar shingles	3 46		
XXX 6 butts to 2 in.	4 30		
XXXXX 5 butts to 2 in.	5 12		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$82.00	\$63.00	\$45.00
5/4 & 6/4	100.00	87.00	50.00
8/4	115.00	80.00	50.00
10/4 & 12/4	135.00	105.00	65.00
16/4	150.00	125.00	65.00
Ash, Brown			
	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	70.00	50.00	40.00
6/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00
Birch, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	65 66	42 45	32 35
5/4 and 6/4	72 75	55 60	38 40
8/4	75 77	56 62	40 42
10/4 and 12/4	90 95	75 80	55 60
16/4	95 97	80 83	65 70
Basswood, dry weight 2500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$75.00	\$60.00	\$40.00
5/4 & 6/4	80.00	65.00	50.00
8/4	82.00	67.00	50.00
Chestnut, dry weight 2800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
	Com.	Com.	Com.	Com.
4/4	58.00	\$45.00	\$35.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00	28.00
12/4	85.00	75.00	50.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$65.00	\$42.00	
5/4 & 6/4	70.00	60.00	
8/4	70.00	60.00	

Gum, Sap

	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$50.00	\$45.00	
5/4 & 6/4	54.00	47.00	
8/4	55.00	47.00	

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
	Com.	Com.	Com.	Com.
4/4	\$60.00	\$47.00	\$35.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	70.00	60.00	50.00	35.00
12/4	95.00	80.00	60.00	40.00
16/4	115.00	100.00	60.00	35.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$35.00
No. 2 and better \$42.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
	Com.	Com.	Com.	Com.
4/4	\$85.00	\$60.00		
5/4 & 6/4	92.00	65.00		
8/4	100.00	70.00		
10/4	100.00	95.00		
12/4	105.00	95.00		
16/4	115.00	95.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$130.00	\$85.00	
5/4 and 6/4	132.00	95.00	
8/4	135.00	100.00	

Red Oak, quarter cut.

	1s & 2s	No. 1	No. 2
	Com.	Com.	Com.
4/4	\$95.00	\$70.00	
5/4 & 6/4	110.00	85.00	
8/4	115.00	90.00	

OTTAWA, ONT.

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Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 3/4-in. x 8-in. and up	70 00	75 00	
2-in. x 7-in. and up	72 00	78 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/2-in. and 1 3/4-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 3/4-in.	53 00		
2-in.	53 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings	47 00	50 00	
Pine, No. 1 dressing strips	40 00	45 00	
Pine, No. 1 dressing shorts	38 00	40 00	
Pine, 1-in. x 4-in. s.c. strips	44 00		
Pine, 1-in. x 5-in. s.c. strips	44 00		
Pine, 1-in. x 6-in. s.c. strips	46 00		
Pine, 1-in. x 7-in. s.c. strips	46 00		
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00		
Pine, 1-in. x 10-in. M.R.	51 00		
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00		
Pine, s.c. strips 1-in.	40 00		
1 1/2, 1 3/4 and 2-in.	42 00		
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00		
Pine, s.c. and bet., shorts, 1 x 6	40 00		
Pine, s.c. shorts, 6'-11', 1"x10"	45 00		

Pine box boards:
1"x4" and up, 6'-11' 38 00
1"x3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00

O. culls r & w p 26 00

Red Pine, log run:
mill culls out, 1-in. 32 00 36 00
mill culls out, 1 1/2-in. 38 00
mill culls out, 2-in. 34 00 41 00
mill culls, white pine, 1"x7" and up 34 00

Mill run Spruce:
1"x4" and up, 6'-11' 32 00 33 00
1"x4" and up, 12'-16' 34 00
1"x9"-10" and up, 12'-16' 40 00 42 00
1 1/2"x7"-8" and up, 12'-16' 40 00 42 00
1 1/2"x10" and up, 12'-16' 46 00
1 1/2" & 2" x 12" and up, 12'-16' 40 00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1 1/2, 2-in.

Ash, black, log run	25 00	30 00
1 x 10 No. 1 barn	32 00	40 00
1 x 10 No. 2 barn	52 00	
1 x 8 and 9 No. 2 barn	46 00	
Lath per M:	42 00	

No. 1 white pine, 1 1/2-in. x 4-ft.

No. 2 white pine	4 75	5 00
Mill run white pine	4 50	
Spruce, mill run 1 1/2-in.	4 75	
Red pine, mill run	4 00	
Hemlock, mill run	4 25	
32-in. lath	2 00	2 25

White Cedar Shingles:

xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

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White Pine		Cts.	Per Cubic Foot
First class Ottawa waney, 18-in. average, according to lineal	80	90	
19 in. and up average	85	95	

3 in. unsorted Quebec, 4 in. to 6 in. thick

6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

According to average and quality

55 ft. cube	85	95
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According to average and quality

40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85

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Morgan Machine Company

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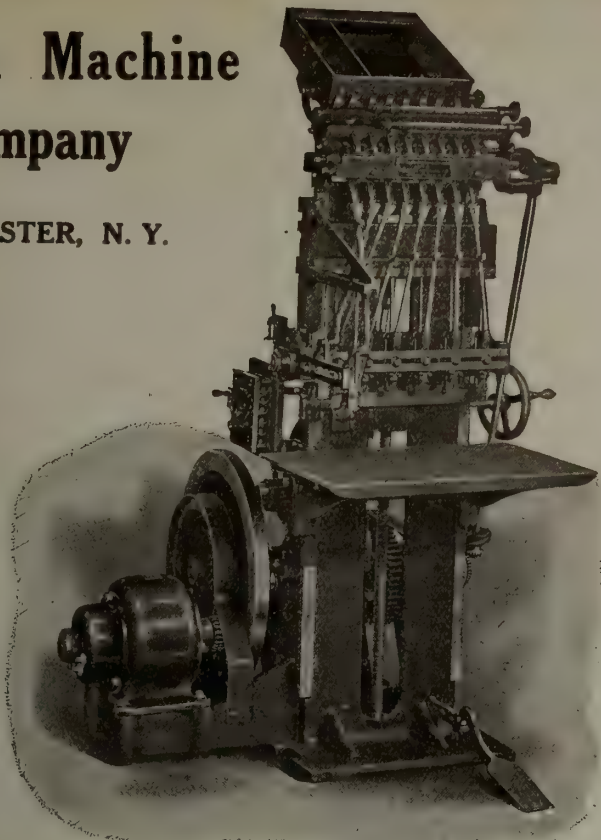
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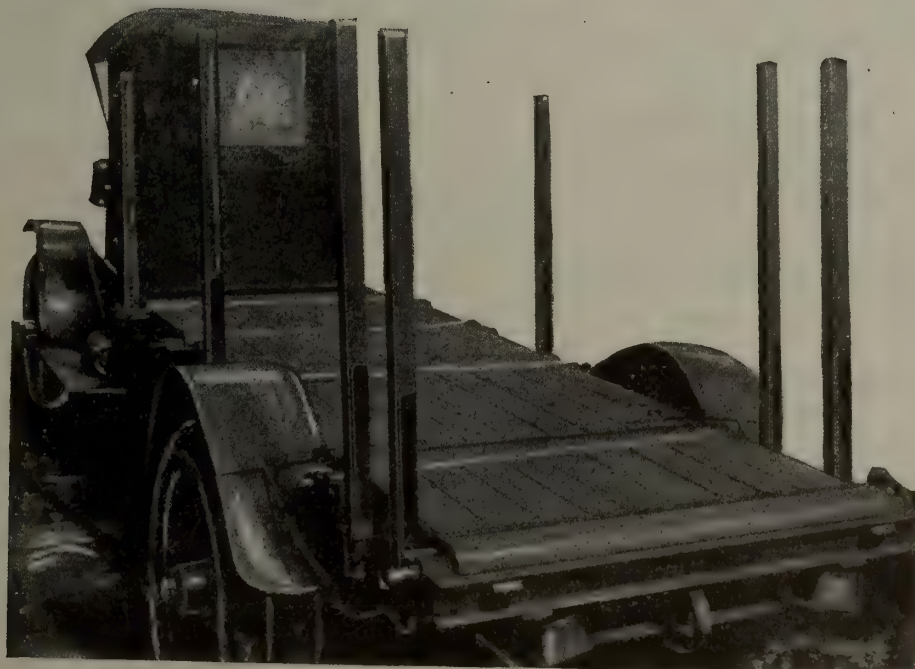
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4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

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White pine uppers, 1 to 2 in.	134 00
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Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	90 00
12 in. and up	87 00
Fine common, 1 x 8 to 11 in.	100 00
Fine common, 1 1/4 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	139 00
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1 1/4 to 2 in. shaly clear	78 00
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1 1/4 to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	90 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	78 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	39 00
No. 2, 1 x 12	68 00	All other random lengths, 7-in. and under, 8 ft. and up	34 00
No. 2, 1 x 10	65 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	38 00
No. 2, 1 x 8	62 00	1 x 2	40 00
No. 3, 1 x 12	60 00	1 x 3	40 00
No. 3, 1 x 10	59 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 8	59 00	1 1/2 in. spruce lath	4 25
Can. spruce, clear, 1 x 4 to 9 in.	48 00	New Brunswick Cedar Shingles	
1 x 10 in.	55 00	Extras	5 00
No. 1 1 x 4 to 7 in.	57 00	Clears	4 50
No. 1 1 x 8 & 9 in.	56 00	Second Clears	3 50
No. 1 1 x 10 in.	57 00	Clear Whites	3 50
No. 2 1 x 4 & 5 in.	38 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 6 & 7 in.	45 00	Extra 1s (Clear whites out)	1 65
No. 2 1 x 8 & 9 in.	45 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
No. 2 1 x 10 in.	48 00	Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
No. 2 1 x 12 in.	52 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
Spruce, 12 in. dimension	55 00	Washington 18-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 10 in. dimension	53 00		
Spruce, 9 in. dimension	50 00		
Spruce, 8 in. dimension	45 00		
2 x 10 in. random lengths,			
8 ft. and up	44 00		
2 x 12 in., random lengths,	48 00		

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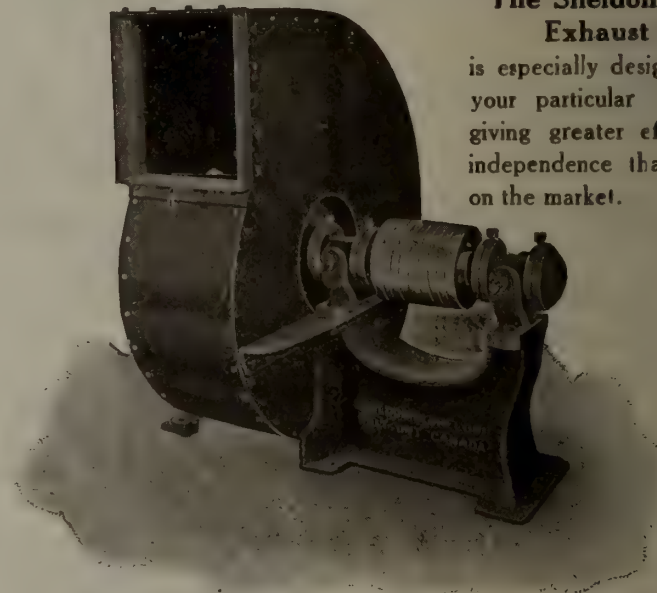
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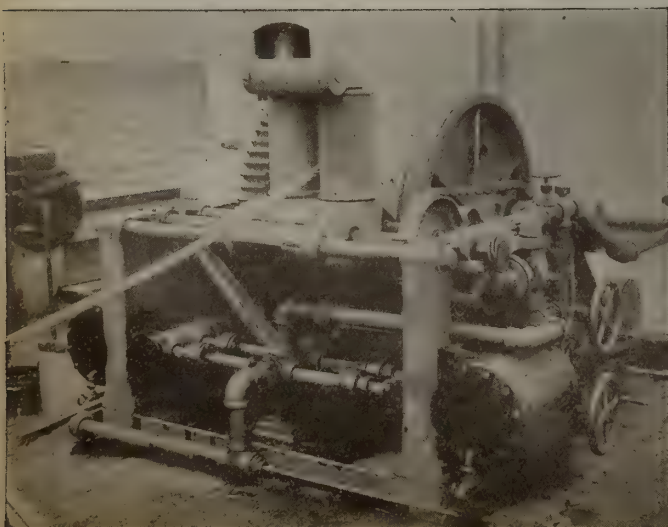
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"Gibraltar RedSpecial" is particularly adapted to Saw, Lumber, Pulp or Paper Mills, Bleacheries, Mines, Cement Plants, Brick Yards, Oil Wells, Threshers and Stone Crushers. It is built especially to withstand the jerky strains consequent on the fluctuation of power under any load; is immune to the deteriorating effects of an over-abundance of moisture, or, as in the case of Pulp and Paper Mills and Bleacheries, injurious vapour fumes. Maximum adhesion over small pulleys on high-speed machines is another reason why this belt predominates.

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Spencer Limited, C. A.
Summers, James R.
Terry & Gordon.
Watson & Todd, Limited.**OAK**

Long-Bell Lumber Company.

OAKUM

Stratford Oakum Co., Geo.

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Burnoil Engine Company

OLD IRON AND BRASS

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Dunlop Tire & Rubber Goods Co.
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Long Lumber Company.
Mason, Gordon & Co.
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Hamilton Company, William
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**Canadian Allis-Chalmers, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Jenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**RUBBER GOODS**Atlas Asbestos Company
Dunlop Tire & Rubber Goods Co.
Gutta Percha & Rubber Company**SAWS**Atkins & Company, E. C.
Disston & Sons, Henry
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company**SAW MILL LINK-BELT**

Williams Machinery Co., A. R., Vancouver.

SAW MILL MACHINERYBurns & Roberts.
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Jeffrey Manufacturing Company
Long Manufacturing Company, E.
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Payette Company, P.
Waterous Engine Works Company
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Canadian Western Lumber Company.
Foss Lumber Company
Fraser Limited.
Gillespie, James.
Godfrey Company, L. N.
Harris Tie & Timber Company, Ltd.
Heeney, Percy E.
Long Lumber Company.
Mason, Gordon & Co.
McGibbon Lumber Company.
McLennan Lumber Company.
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(Continued on page 68)

The Babbitt Metal that's at the Front in Efficiency and Economy

HARRIS HEAVY PRESSURE

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Dear Sirs:

Replying to your inquiry regarding our experience with Harris Heavy Pressure Metal, would say we have been using this metal for about five years in main bearings and cranks of Wickes' gangs and steam engines, also edgers, etc., in place of more expensive metals that we formerly used for these bearings.

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JOHN M. MACLEAN,
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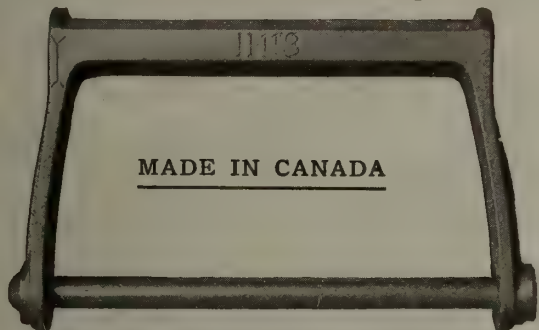
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H-113 Riveted Malleable Iron Link-Belt for Sawdust or Refuse

is an improved No. H-110. May be substituted for No. H-110 without any change in trough or wheels.



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Stronger, Heavier, and More Durable than No. H-110

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It appears on every Link-Belt manufactured by us, and is your guarantee of reliability in material, workmanship, inspection and service.

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Tanned by us for belting use

In times like these you have no right to waste
one ounce of power

With all costs shooting skyward, the need of economy is greater every day. Above all, stop power-wastes.

Power Economy is simply a matter of using the right belt for every drive. There is a Graton & Knight Standardized Leather Belt for every transmission requirement, a belt scientifically constructed to transmit the utmost power for the longest period of time.

Write for our Book, "Standardized Leather Belting."
This is sent without cost to all Belting users.

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Oak Leather Tanners and Belt Makers
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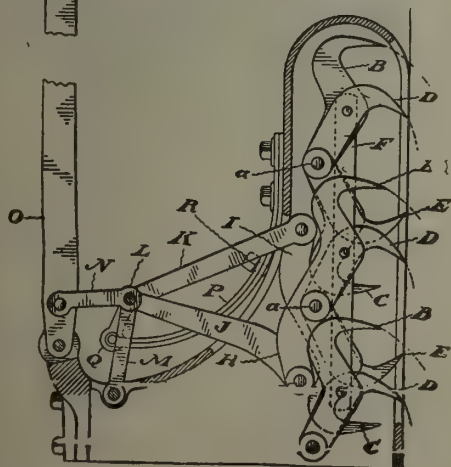
The Canadian Fairbanks-Morse Co., Ltd.,
St. John, Quebec, Montreal, Ottawa, To-
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A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

Fig. 1



650 Sets already sold

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- (1) They will dog with perfect ease and safety in any class of timber.
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Steam-Canters, Steam Lifters and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use.

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The most advanced improvements in Saw manufacture have placed us far ahead in the manufacture of Saws for all uses.

Our Band and Circular Saws are worthy examples. They cut more timber—do it with less power and require less repair to be kept in perfect condition.



Economy in mill operation has proved their value. Put them through competitive tests with other Saws.

The Sterling quality of

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will overcome your difficulties.

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STEAM ENGINES FOR IMMEDIATE DELIVERY

- 1—Empire Donkey Engine on skids, with 1,000 ft. cable.
- 1—Goldie-McCulloch 10 x 24 right hand horizontal side crank.
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- 1—St. Louis Corlis 14 x 36 in., 80 R.P.M., about 125 H.P.
- 1—Robb-Armstrong 13 x 14 in. left hand side crank, 225 R.P.M., about 125 H.P.
- 1—Vertical centre crank, 10½ x 10 in., rated 40 H.P.
- 1—Ditto 7½ x 10 in., rated 18 H.P.
- 1—Ditto 6 x 6 in., rated 6 H.P.
- 1—Ditto 8 x 10 in.
- 1—Goldie-McCulloch Tandem Compound, 19 x 36 x 42 in., 500 H.P.
- 1—Ditto 16 x 38 x 36 ins., 325 H.P.
- 1—Robb-Armstrong left hand, high speed, 9 x 10 ins.
- 1—Detroit Cummer Engine Co. horizontal, 65 H.P., single cylinder.
- 1—Buckeye, horizontal, high speed, 14 x 24 ins.
- 1—Robb-Armstrong, horizontal, high speed, 8 x 9 ins.
- 1—B. F. Sturtevant, horizontal, 8 x 12 ins.
- 1—Lauris Corlis, single, 16 x 42 ins.
- 1—Goldie-McCulloch Corlis right hand, 12 x 30, extra heavy flywheel.
- 1—Goldie-McCulloch condensing, left hand, for 120 lbs. steam, 360 H.P.

All requirements promptly attended to.

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Phone Main 1997

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J. J. TURNER & SONS

PETERBOROUGH, ONT.



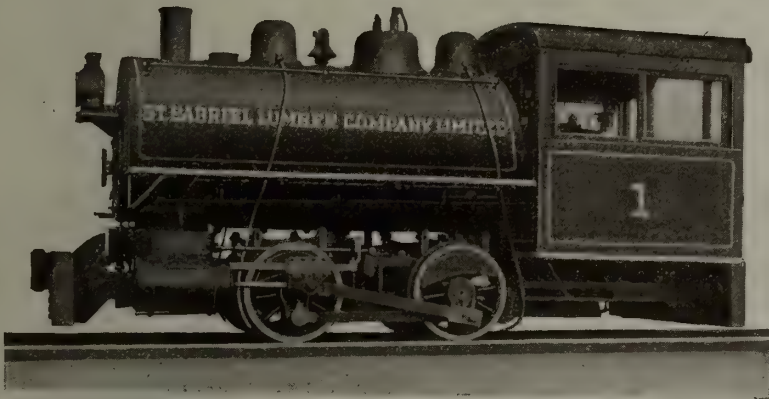
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Our experience puts us in position to give you expert advice as to what
particular type and size of locomotive is best suited to your needs.

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DOMINION EXPRESS BUILDING,

MONTREAL, CANADA.

CLIMAX Improved Geared LOCOMOTIVES FOR WOOD IRON RAILS



A 62-ton
Climax
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Designed
Especially for
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Climax Locomotives are successfully operated on steep grades and sharp curves. Any
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Ottawa, Canada - Oct. 30, 1912

Messrs MacLean Daily Reports,
Toronto, Ont.

Gentlemen:-

Replying to your letter of the 29th inst., re reports
we are pleased to say that we find same most satisfactory
and more than once they have been the direct means of our
obtaining certain business.
We have a great many dealers throughout the country
and we forward on your reports to our dealers covering their
respective towns, and where we have no instance that the dealers
actually secured business through them, we do know that they
appreciate this service from us very much.

Yours truly,

CHW/100.

MACLEAVE & CO. LTD.



Double Deck Steam Kicker

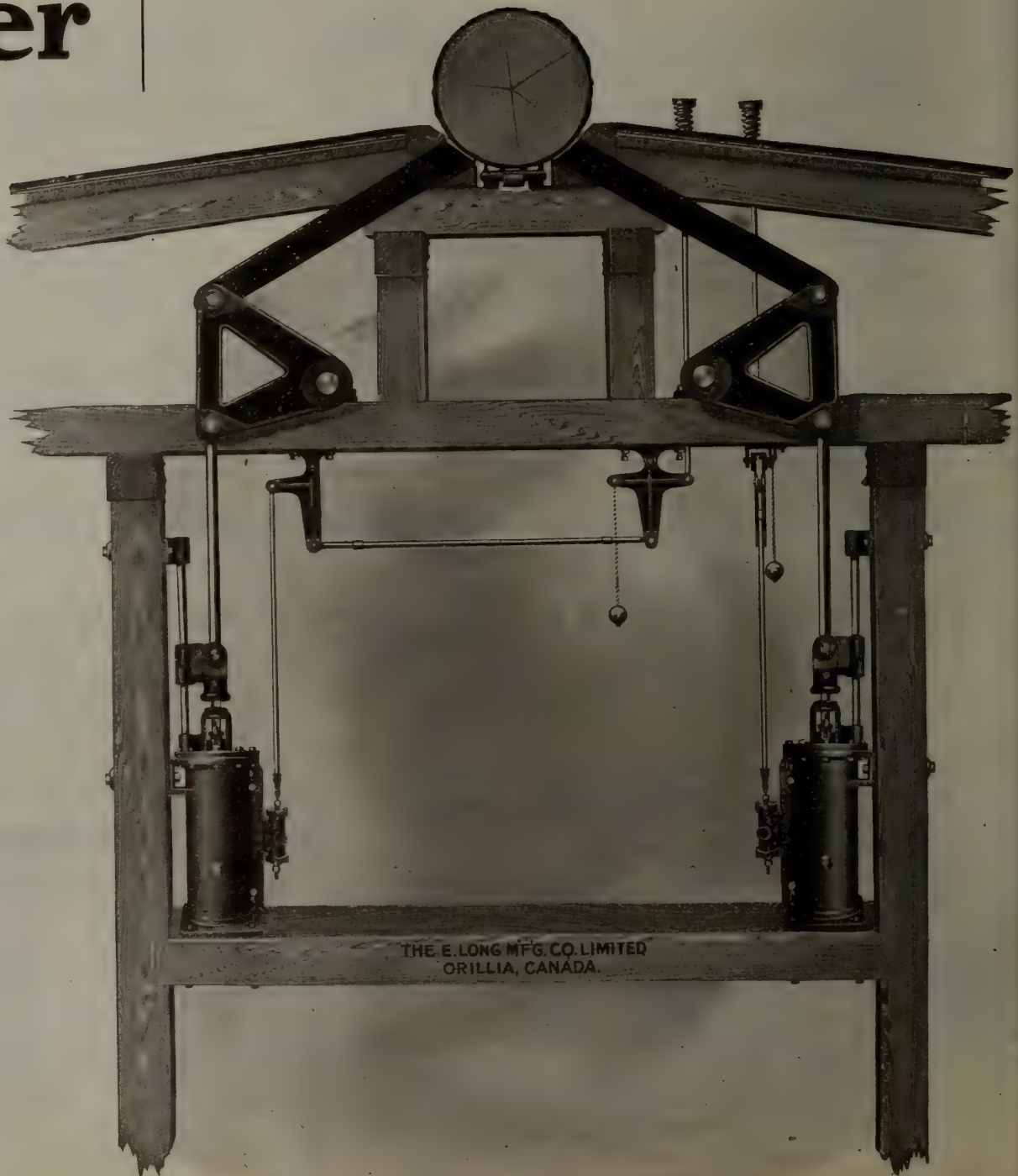
The E. Long Manufacturing Co., Ltd.

ORILLIA :: :: ONTARIO

The Stuart Machinery Co., Ltd., Winnipeg
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The illustration shows our STANDARD DOUBLE STEAM LOG KICKER which we manufacture with cylinders 8 in., 10 in. and 12 in. bore. This kicker is made for either single or double deck mills. The bottom head of the cylinder is cast solid, eliminating the necessity of taking the machine apart for packing. The joint between the valve case and cylinder is a "ground joint," which is perfectly steam tight and requires no packing.

Catalog on request

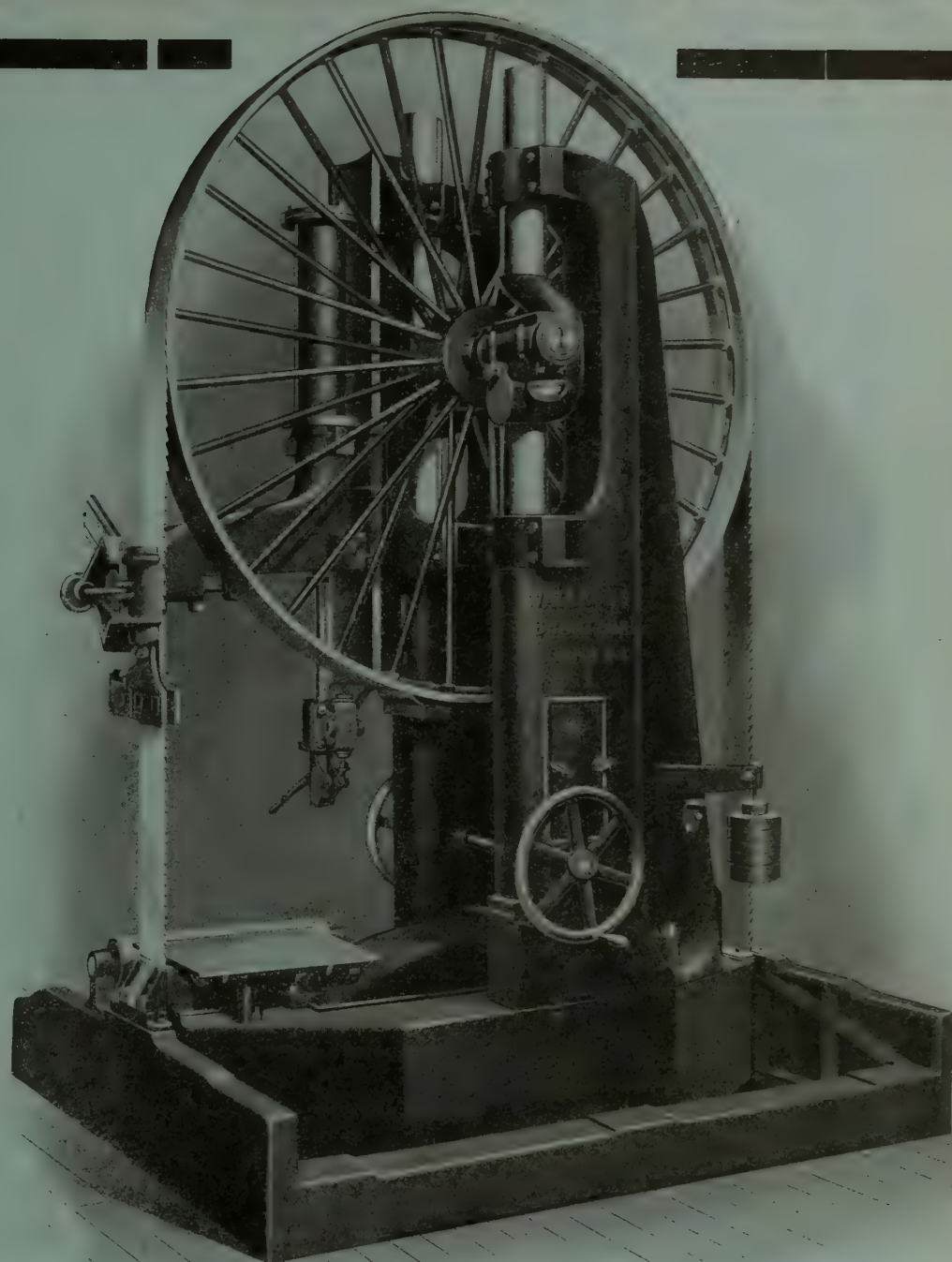


THE E. LONG MFG. CO. LIMITED
ORILLIA, CANADA.

The New Model Bandmill

Upwards of 125 in operation

The Band Mill illustrated on this page is the famous "Waterous New Model" designed and built in Brantford by the Waterous Engine Works, Limited,



Some very interesting improvements and features may be noticed when comparing the text with the photograph (taken from an eight foot double cutter, this size will carry a 14" blade.) The mandrel bearings have been increased in diameter and length. The columns were redesigned to hold the bearing supporting posts above and below the mandrel, and were extended back to give a much larger bearing on the mill bed. This construction holds both wheels steady and rigid, at the same time positively eliminating the slightest vibration even while engaged on the heaviest work. While the straining device has been replaced by one which has met with general approval from coast to coast. Fulcrum points are knife edged. Sudden shocks and jars which might effect the saw are absorbed by tension weights carried on cushioning springs. Incorporated in the "New Model" is the Waterous saw guide. This feature makes double cutting on a rigid mill possible.

TWELVE FEATURES OF INTEREST TO YOU:

The base extends completely around the mill.
The upper wheel is supported above and below mandrel.
Top wheel has extra wide range of adjustment.
The tensioning device is double knife-edged.
The upper wheel is mechanically tilted from front or rear.
Both guides are saw-centre swing, single or double cutting.
Upper guide is absolutely rigid, non-breakable, water cooled.
Operating mechanism is direct, rapid and power driven.
No belts to gum or slip. All mechanism is enclosed within column.
Lower guide is extra high and opens instantaneously.
Every part is accessible.

If you are interested and would like to hear more about the "New Model" Band Mill, write for our Bulletin No. 1022. This will give you details and Illustrations. Our Service Department willingly assists in any direction.

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Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

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worth of mixed metal
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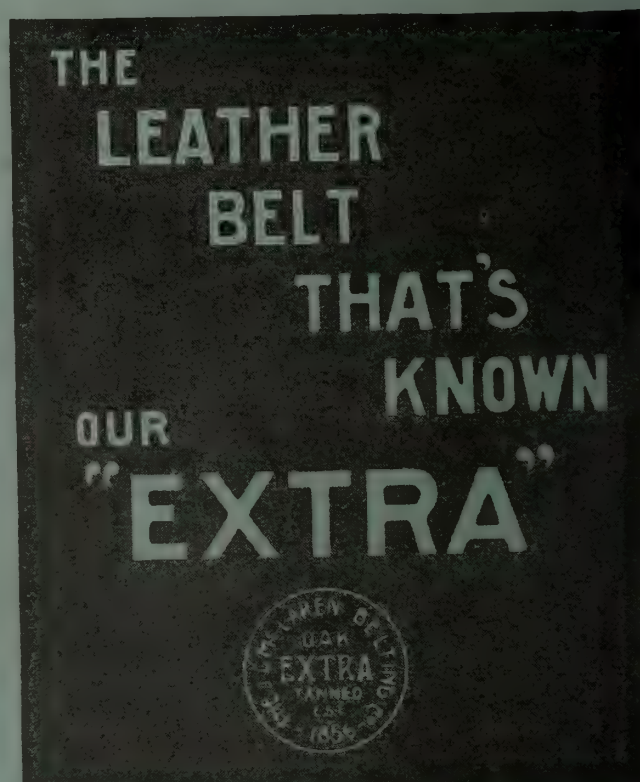


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"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
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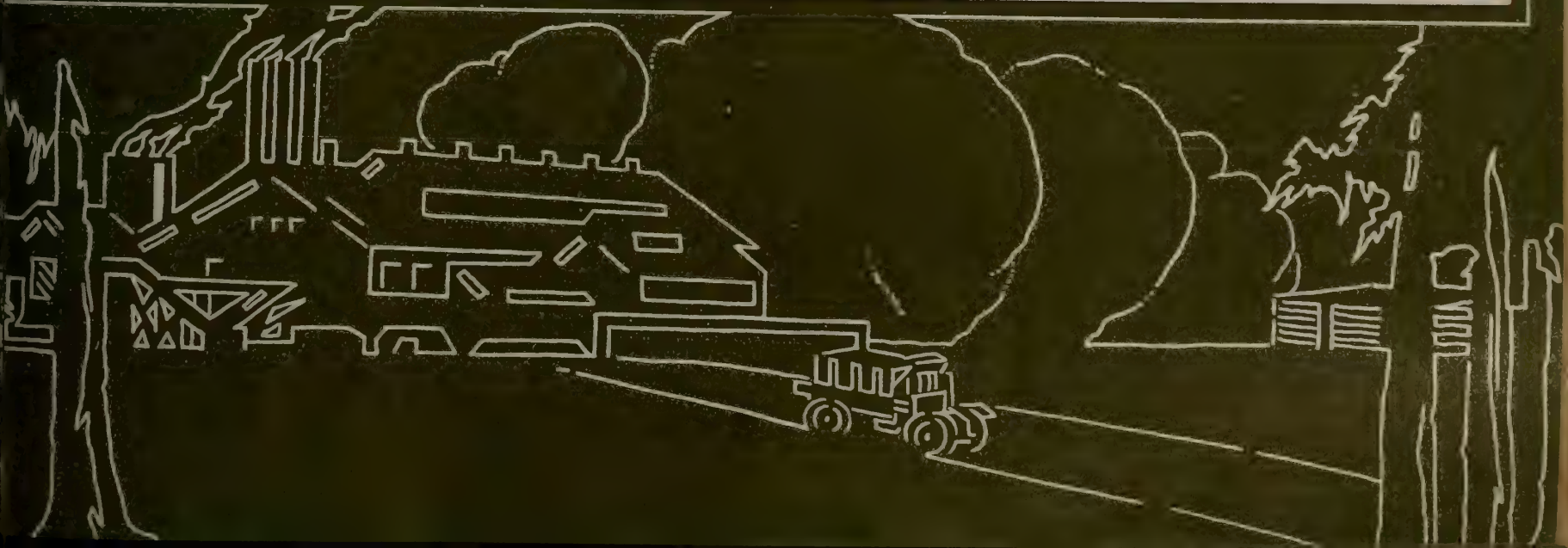
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take it, and
it's the best
Peavey
made.

Canada Lumberman

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Annual Number, 1918





Our Port Moody Plant—10 hr. capacity 150,000 feet.

Our Fir Sells because
it *excels* in Quality of
Timber and Manufacture

Big Timbers

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Old Growth Fir Log at Port Moody.

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

1918 Sawing

2 x 4 x 10/13	20,404 ft.
2 x 5 x 10/13	33,642 ft.
2 x 6 x 10/13	62,265 ft.
2 x 7 x 10/13	40,213 ft.
2 x 8 x 10/13	27,204 ft.
2 x 9 x 10/13	58,664 ft.
2 x 4 and up x 6/9	4,969 ft.
1 x 4 x 10/13	102,121 ft.
1 x 5 x 10/13	45,323 ft.
1 x 6 x 10/13	82,454 ft.
1 x 7 x 10/13	38,304 ft.
1 x 8 x 10/13	15,740 ft.
1 x 9 x 10/13	882 ft.

MERCANTABLE SPRUCE

1917 Sawing

1 x 4 and up x 8/18 ft.	80,000 ft.
1 1/4 x 4 x 10/16 ft.	100,000 ft.
2 x 4 x 8/16 ft.	120,000 ft.
2 x 5 x 8/16 ft.	100,000 ft.
1 car 2 x 4 x 8/16 Cull Spruce.	
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33,000 ft. 2 x 6/13 x 10/16 Merchantable.
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Rough and Dressed

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Car CP 104624 Shipped July 6th.	1 x 10 Fir Boards	27,950 ft.
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Car GT 11692 Shipped July 10th.	1 x 6 Fir Shiplap	29,912 ft.
Car CP 270317 Shipped June 29th.	1 x 10 Fir Boards	25,698 ft.
Car CP 114408 Shipped July 10th.	5/8 x 3 V Joint	28,020 ft.
	5/8 x 4 V Joint	28,857 ft.
Car CP 40210 Shipped June 24th.	1 x 6 Fir Boards	23,103 ft.

Car CP 70270 Shipped June 29th.	1 x 10 Fir Boards	28,815 ft.
Car CP 56324 Shipped June 25th.	1 x 10 Cedar Boards	26,890 ft.
Car CP 202413 Shipped July 5th.	1 x 4 F. G. Flooring	37,368 ft.
Car CP 108780 Shipped July 6th.	1 x 8 Fir Boards	9844
	1 x 10 Fir Boards	9173
	1 x 12 Fir Boards	7282—26,299 ft.
Car CP 128032 Shipped July 3rd.	1 x 8 Cedar Boards	7337
	1 x 10 Cedar Boards	12348
	1 x 12 Cedar Boards	702
	1 x 8 Cedar Shiplap	6001—26,388 ft.
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Car CP 296142 Shipped July 8th.	1 x 12 Fir Boards	15760
	1 x 12 Fir Boards	14194
	1 x 6 Fir Boards	17072—37,026 ft.

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Clear Kiln Dried B. C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

If quality can talk to you — get in touch with us.

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CHEMAINUS, B. C.

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R. G. Chesbro, Rep.

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Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

Fassett Lumber Company, Limited
Fassett, Que.



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6 cars Hemlock Timbers, 6 x 6, 6 x 8, 8 x 8, 8 x 10, 10 x 10, 10 x 12, 12 x 12.
200,000 ft. 4/4 No. 3 Com. Birch.

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200,000 ft. 2 x 6 Merchantable Hemlock, Dry.
200,000 ft. 2 x 8 Merchantable Hemlock, Dry.
100,000 ft. 2 x 10 Merchantable Hemlock, Dry.
2 cars 1 x 5 Mill Run Jack Pine.
2 cars 1 x 9 Mill Run Jack Pine.
2 cars 1 x 10 Mill Run Jack Pine.
1 car 1 x 12 Mill Run Jack Pine.
2 cars 2 x 8 Mill Run Jack Pine.

WRITE FOR PRICES

The Long Lumber Company
Hamilton
Ontario




Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

ASK CAREW

The Price of Lumber

PINE HEMLOCK CEDAR ASH BASSWOOD
ELM SPRUCE BIRCH MAPLE TAMARAC

Splendid value in
Doors, Sash Frames, Moldings, Box Shooks, Crating
Wholesale and Retail

Dealers in
Lumber, Shingles, Lath, Railway Ties, Posts,
Hard and Soft Wood, Cement and Coal

Ripping, Resawing, Dressing and Matching in
Transit

**THE JOHN CAREW
LUMBER CO., LIMITED**
LINDSAY - CANADA

JOHN CAREW
President and General Manager

G. J. CAREW
Secretary and Treasurer

Williams Lumber Co.

WHOLESALE AND EXPORTERS

1917 Cut still on hand

150 M. 3 x 11" White Pine Thirds

150 M. 3 x 12" and up White Pine Thirds

150 M. 6/4 x 8" and up Common White Pine

150 M. 2 x 8" and up Common White Pine

ALSO FULL ASSORT-
MENT 1918 SAWING

18 Central Chambers, Ottawa, Can.

Colin C. Tyrer Co. Ltd.

Halifax, N.S.

Manufacturers and Dealers in

**Spruce, Pine,
Hemlock and
Hardwood**

We are prepared to fill your orders in the above woods in car or cargo lots for prompt shipment. We solicit your inquiries which will have our best attention.

**Stadacona Teas,
Beans, Peas,
Evaporated
Apples,
Dried Prunes,
Lard Etc.**

We can quote you attractive prices on large or small shipments of fresh, wholesome stock. You will receive careful, intelligent attention from men who have been supplying Canadian Lumber Camps for many years.

Write for Prices

WHITEHEAD & TURNER, Limited
WHOLESALE GROCERS
QUEBEC

Canada Food Board
License No. 6-053
Wholesale Grocer.

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

**British Columbia Fir
TIMBERS**

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

**The
Harris Tie & Timber Co.**

Limited

Ottawa

Canada

Lumber - Lath - Shingles

Cedar Poles and Posts

Railway Ties - - Piles

**Fraser Bryson
Lumber Co., Ltd.**Office, ^{Castle Building}
53 Queen St. Ottawa, Can.Wholesale Lumber Dealers
and Selling Agents for**Fraser & Co.**

Mills at

DESCHENES

- - - QUEBEC

**White Pine
Red Pine
Spruce
Lumber and Lath**A. B. GORDON
PresidentJ. W. SMITH
Vice-Pres.W. R. BEATTY
Sec.-Treas.**WANTED**

CONTRACTOR to take out Birch and Maple Logs, also saw into lumber and deliver at Brule Lake Station, Grand Trunk Railway. Logs to be cut from our Limit, Townships of Hunter and Devine in Algonquin Park.

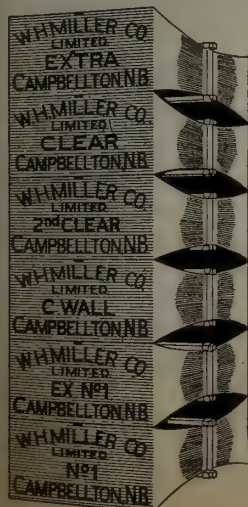
For particulars apply to

Petawawa Lumber Co.

Limited

PEMBROKE

- - - ONT.



We Specialize in—

**New Brunswick
White Cedar Shingles**

We also manufacture
**Spruce and Pine Lumber,
Lath, Cedar Ties, etc.**

Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.**Hemlock Lumber**

We have, ready for shipment, select stocks of high grade Hemlock Dry Stock. Also Lumber, Lath and Shingles. Stock matched or sized if required. Phone or wire your requirements.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

Registered Trade Mark

Registered Trade Mark



Watson & Todd

Limited

Wholesalers

Citizen Building

::

Ottawa, Canada

White Pine Norway

:: :: **WE SPECIALIZE IN PATTERN PINE** :: ::





View of Mills at Victoria Harbor, Ont.

The
**Victoria Harbor
Lumber Company**
Limited

—MANUFACTURERS OF—

**LUMBER
LATH and
SHINGLES**

“Quality
and
Service”

HEAD OFFICE :

12-14 Wellington St. E., TORONTO, ONT.

F. N. WALDIE, PRESIDENT

R. S. WALDIE, VICE-PRES.

W. E. HARPER, SECRETARY

Geo. Gordon & Co., Limited

Cache Bay, Ont.

White and Red Pine

Excellent Facilities for
Cutting to order all sizes of Dimension Timber
Planing Mill in Connection



SAWMILL AT CACHE BAY, ONT.



A Study in Mathematics

"T. & G. QUALITY"
Plus "T. & G. VALUES"
Plus "T. & G. EFFICIENCY"

Total Satisfaction



We submit the following:

Choice Ontario White Pine

"	"	Red or Norway Pine
"	"	Jack Pine and Spruce
"	"	Hemlock

White Pine, Red Pine, Spruce and Hemlock Lath
Quebec and Eastern Spruce and Birch

BRITISH COLUMBIA FOREST PRODUCTS

—including—

Choice Yellow Douglas Fir, Lumber, Timber and Mouldings
Choice B. C. Coast Red Cedar Shingles
Western Soft Pine Lumber
B. C. Mountain Cedar Boards and Silo Stock

Representatives in Ontario and Eastern Canada of:

Nicola Valley Pine Lumber Co., Canford Mills, B.C.
Baker Lumber Co., Waldo, B. C.
Slocan Valley Lumber Co., Koch's Siding, B. C.

Port Moody Shingle Co., Port Moody, B. C.
Whalen Pulp & Paper Mills Ltd., Vancouver, B.C.
Thompson Shingle Mfg. Co., Harrison Mills, B.C.

Representatives in Ontario for:

British Columbia Mills, Timber & Trading Co., Limited, Vancouver, B. C.

Terry & Gordon

Head Office

703-704 Confederation Life Bldg.
TORONTO, ONT.

VANCOUVER BRANCH
408 Metropolitan Bldg.
Mr. F. W. Gordon,
Manager

Eastern Representative
F. H. Stearns & Co.
206 Transportation Bldg.
MONTREAL, Que.



Our Prices Defy Competition!

The Right Grades Sizes And Lengths In Timber . . .

GUARANTEED BY.

MASON, GORDON & CO.

We specialize in Douglas Fir, British Columbia Cedar and Shingles, Fir Ship Spars, Long and Short Leaf Yellow Pine, Red and White Pine, Spruce and Hemlock, also White Oak Timber, in all sizes and lengths.

Write and inquire our prices for any of the above named timber.
Your satisfaction is our best advertisement.

Representatives in Ontario, Quebec, and Maritime Provinces for—

WHEELER, OSGOOD COMPANY, OF TACOMA
Manufacturers of Fir Doors and Interior Finish.

In Quebec and Maritime Provinces we represent—

THE BRITISH COLUMBIA MILLS TIMBER & TRADING CO.,
Manufacturers of British Columbia Fir Timbers. Floorings and Finish. Vancouver, B.C.

Douglas Fir

British Columbia Cedar
and Shingles
Fir Ship Spars
Long and Short Leaf
Yellow Pine
Red and White Pine
Spruce and Hemlock
White Oak Timber

THURSTON FLAVELLE, LIMITED
Port Moody, B.C.
B.C. Cedar Finish and Bevel Siding.

*Telegraph and Telephone Orders
receive personal attention.*

MASON, GORDON & CO.

Head Office: 80 St. Francois Xavier St., Montreal

BRANCH OFFICES:

510 Lumsden Bldg., TORONTO, ONT.

304 Pacific Bldg., VANCOUVER, B.C.



“Caught with the Goods”

WHEN it comes to lumber, it is better to be “caught with the goods” than without them. Our connections with some of the largest mills in Canada enable us to keep well stocked at all times in all grades of lumber, and to guarantee entire satisfaction in quality and delivery. Our stock is never depleted or limited, which means service to the buyer. In lumber we are “there with the goods”



“S. O. S.”

That means our STOCK OF SPRUCE. We can offer you the following for immediate delivery in 1917 cut spruce :—

2"	x 5	8' up 40%	16' Spruce Merch.
2"	" x 6	" " " "	" "
2"	" x 7	" " " "	" "
2"	" x 8	" " " "	" "
2"	" x 9	" " " "	" "

All lengths and widths, piled separately :

3 x 7 x 8/16 Merch. Spruce	
3 x 8	" "
3 x 9	" "
3 x 10	" "
3 x 11	" "
3 x 12	" "

“Everything In Lumber”

- Pine
- Spruce
- Hemlock
- Chestnut
- Oak
- Georgia Pine
- B.C. Fir
- Mahogany
- Birch
- Maple
- Lath
- Shingles

The McLennan Lumber Company
Limited
Montreal, Que.

"Well Bought is Half Sold."

Byng Inlet

Forest Products^{and} Unusual Facilities

combined mean unrivalled

Quality and Service

We offer undoubtedly the best assorted and most intelligently graded lot of

White Pine in Canada

Remember!

This Fall will bring an inevitable car shortage, acute labor demands for the harvest, and then

Bad Weather!

You know what that means to you, and us

Hustle, Bustle and Worry!

Be fore-handed! Give us your inquiries **NOW!**

Canadian General Lumber Co., Ltd.

MONTREAL OFFICE
203 McGill Building

TORONTO OFFICE
712-20 Bank of Hamilton Bldg.

Saw and Planing Mills—Byng Inlet, Ont.

The Rideau Lumber Co. Ltd.

Canada Life Building - Ottawa

1x4/6---12/16 No. 2 Barn
and Better

1x6---12/16 No. 1 and 2
Barn

**Present Holdings
of
Dry Material**

3x8" and 10"---10/16 Red
Knotted

4/4 and 5/4 Spruce

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale,
in large or small blocks all their
remaining timber lands and town
property situated in the town of
Parry Sound, Ont.

We have sold quite a number of
timber parcels but still have some
good bargains left in Townships of
McDougall, Foley, McKellar, Mon-
teith, Carling, Christie, McConkey,
Mills, Allen, Secord, Falconbridge
and Street.

Special bargains in the Town-
ships of Falconbridge and Street for
small mills.

**Special
Prices**

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

**British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings**

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment

Full particulars from our Eastern Agents.

Ontario Agents:

Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Send to Genoa Bay

—For Value in Lumber—

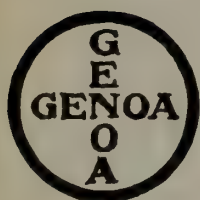
Ample Stock for Immediate Shipment

Our Plant is located on the east coast of Vancouver Island, 38 miles north of Victoria. Safe land locked harbour. Ample water at loading docks at all stages of tides for vessels drawing up to 32 feet.

Fir
Timbers,
Lumber,
Lath,
Cedar,
Shingles



Fir
Flooring,
Ceiling,
Finish,
Kiln
Dried



Mill cuts up to 85 foot lengths. We make a specialty of ship building material in the rough, and long timbers.

We are well equipped for all classes of cargo shipments and experienced in the requirements of United Kingdom, South Africa, South America, Australia, China and Japan.

Can make rail shipments to all usual points reached by Canadian Pacific Railway or Canadian Northern Railway.



Genoa Bay Lumber Co.

Genoa Bay, B.C.

Dealers in Lumber, Lath, Cross-Arms, Mouldings, Doors, Sash, Shingles

Telegraph Address, Duncan, B.C.

Code: A. B. C. 5th Edition

Phone 25, Duncan

RIGHT GRADES QUICK SHIPMENTS



Canadian Western Lumber Co.

FRASER MILLS, B.C.

Eastern Sales Office—Toronto—L. D. Barclay, P. J. McCormack

ALBERTA
A. Montgomery

MANITOBA
Winnipeg—H. W. Dickey
Brandon—Hugh Cameron

SASKATCHEWAN
E. M. Simonson

Lauder, Spears & Howland

502 Kent Building

Yonge Street - TORONTO, ONT.

Manufacturers of

**PINE
HEMLOCK
BIRCH
AND
BASSWOOD
LUMBER**

We can quote you attractive prices on sound knotted White Pine free from shake in any dimensions.

Prompt Shipments and Correct Grading



The man who knows will
tell you that H. & M.
give REAL service.

Basswood!

1 in., 1 $\frac{1}{4}$ in. and 1 $\frac{1}{2}$ in. Dry Basswood

Dry Birch Stock

We offer in Birch and Maple end stock
1 x 7 in. and wider, 1 x 6 in.

All thicknesses and grades in Maple,
Birch, Elm, Basswood and Brown Ash.

Southern Hardwoods in Cottonwood,
Gum, Tupelo, Magnolio and Poplar.

Spruce Hemlock Pine

Let us quote on your requirements

Hart & McDonagh

513 Continental Life Building

Toronto

Lumber, Lath and Pulpwood



Exterior of Mill at St. Pacome, Que.

Our Specialty—Prime Quebec Spruce—has the careful handling and milling of our experienced men and cannot be excelled for serviceable lumber. Facilities, transportation and service, the best.

Send for our stock list and keep in touch with us if you are in the market for lumber. We can give you the stock you require when it is most needed.

Correspondence solicited from Home and Foreign Buyers.

William Power,
President, Quebec.

W. Gerard Power,
Managing Director, St. Pacome.

River Ouelle Pulp & Lumber Co.

Head Office at

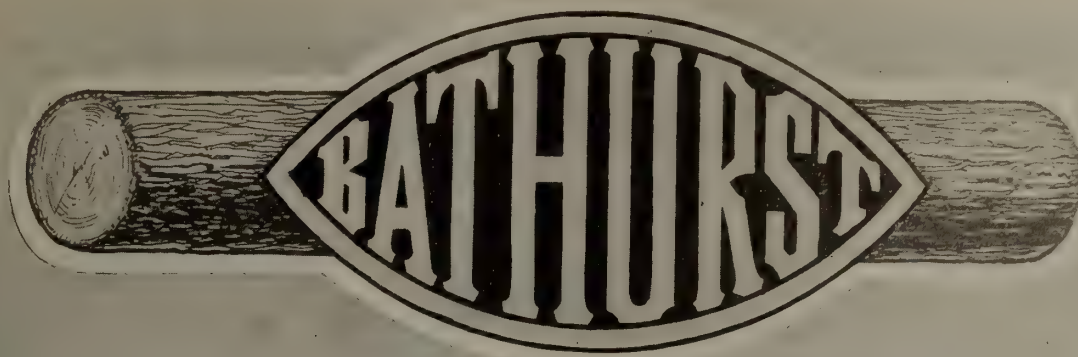
St. Pacome,
Quebec, Canada

on the I. C. R., 75 miles east
of Quebec City

Mills at St. Pacome; also at
Powerville, River Manie, Crown Lake
and Lapointe on Nat. Trans. Ry., east
of Quebec City.



River Manie, Mill



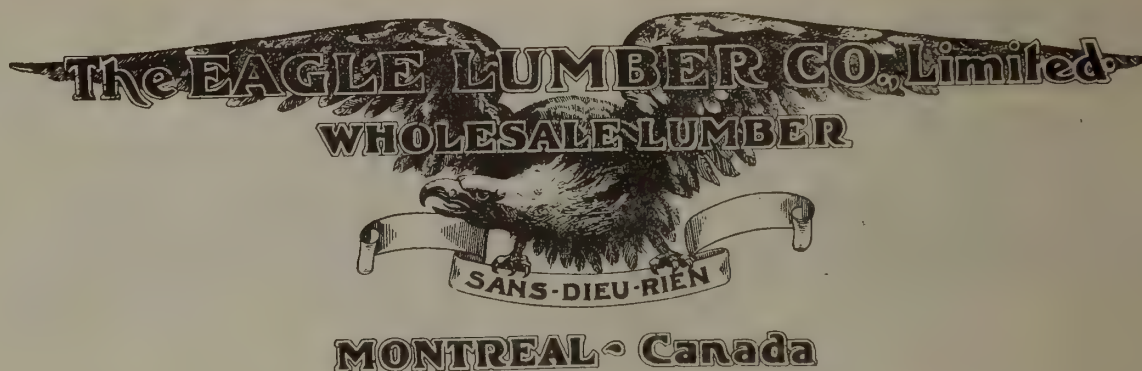
Daily Output

50 Tons Kraft Pulp
50 Tons Unbleached Sulphite Pulp
175,000 Feet Spruce and White Pine
Lumber

At present we are getting excellent Railway service and can ship promptly orders for Canadian and United States points. We are advised, however, by the Canadian War Board to make the most of present facilities as they are certain to be greatly curtailed if not withdrawn after September first, in order that equipment may be available to move the grain crop. We therefore urge our customers to anticipate their requirements for the Fall and Winter and order the stock now so that we may ship it while cars are available.

Bathurst Lumber Company, Limited

Bathurst, New Brunswick, Canada



Eagle Lumber Service

4 Sawmills 2 Dressing Mills 1 Sash and Door Factory

And a vast sorting yard a short distance from Montreal,
where large stock of dry lumber is kept for rush orders.

SPRUCE BIRCH PINE

Cedar Posts and Poles
Railway Ties, Lath and Shingles
Cheap Lumber for Boxes
and Crating --- all sizes

THE EAGLE LUMBER CO., LTD.

Head Office : MONTREAL

Sawmills at
Mont Laurier, Que.
Ste. Marguerite, Que.

Dressing Mills at
St. Jerome
Que.



The above is a
view of our Mills
at Parry Sound,
where we manu-
facture all kinds
of Pine & Hem-
lock Lumber,
Timber & Lath.

**THE
CONGER
LUMBER
COMPANY**

HEAD OFFICE:

LTD.

622 Confederation Life Chambers

TORONTO - ONT.

W. B. MacLean - President
J. G. MacLean - Sec.-Treas.

Mills at Parry Sound, Ontario.

Send For Our Prices

Gloucester Lumber and Trading Company

are prepared to supply you with Dressed Lumber at lower prices than elsewhere.

Manufacturers of

**Spruce, Pine and Hardwood Lumber
Lath, Shingles, Railway Ties, Etc.**

Having excellent facilities for Rail and Water shipment, we can guarantee prompt delivery of any quantity. Whatever your requirements may be we can fill them and will quote special terms on rough and dressed lumber, lath, shingles, railway ties, etc.

Get our prices first—it will pay you. Or send your order direct, and we will despatch same inside twenty-four hours.

Large Dressing Plant in connection with our Mill at Burnsville, N.B.

Gloucester Lumber and Trading Co.

Wholesale Lumber Dealers

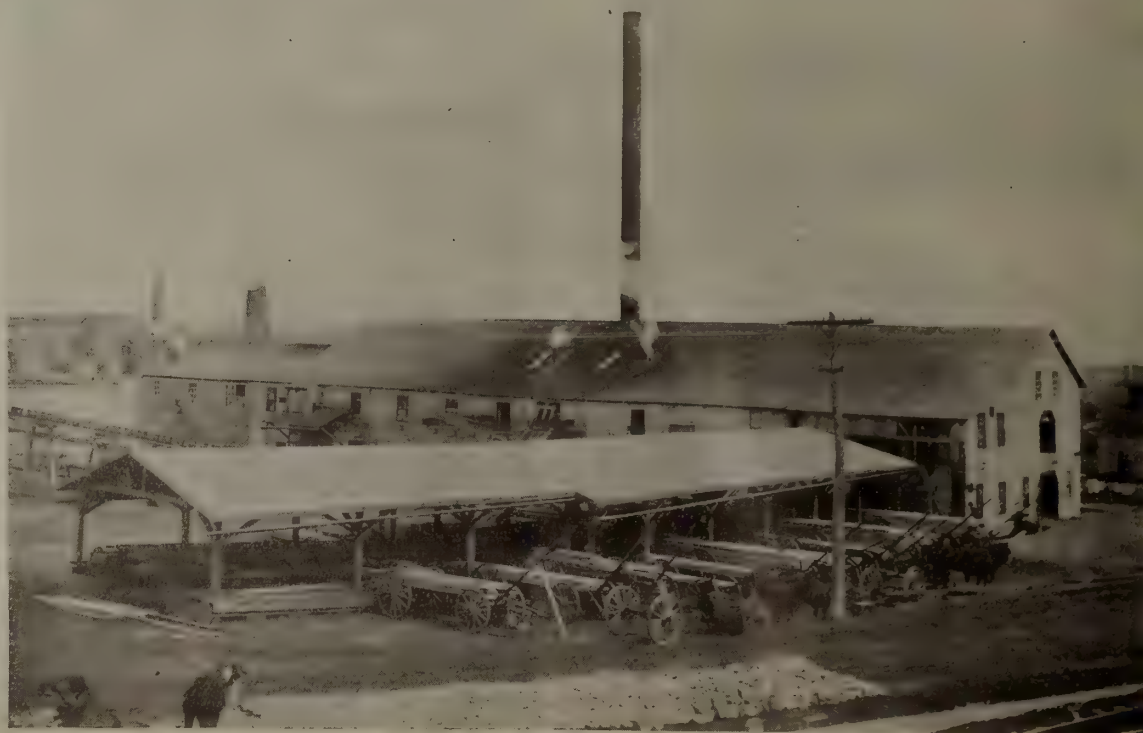
Head Office and Mills at Bathurst, N. B.

**Mills
at
Burnsville
N. B.**

**Mills
at
Petil
Rocher,
N.B.**

W. G. White
General Manager

G. A. Rogers
Superintendent



General View of our Mills at Bathurst

DUNFIELD & CO.

LIMITED

HALIFAX, N.S.

Nova Scotia's Largest Lumber Exporting House

Dealers and Exporters in

Nova Scotia and New Brunswick

Spruce, Pine

Hemlock

Hardwood

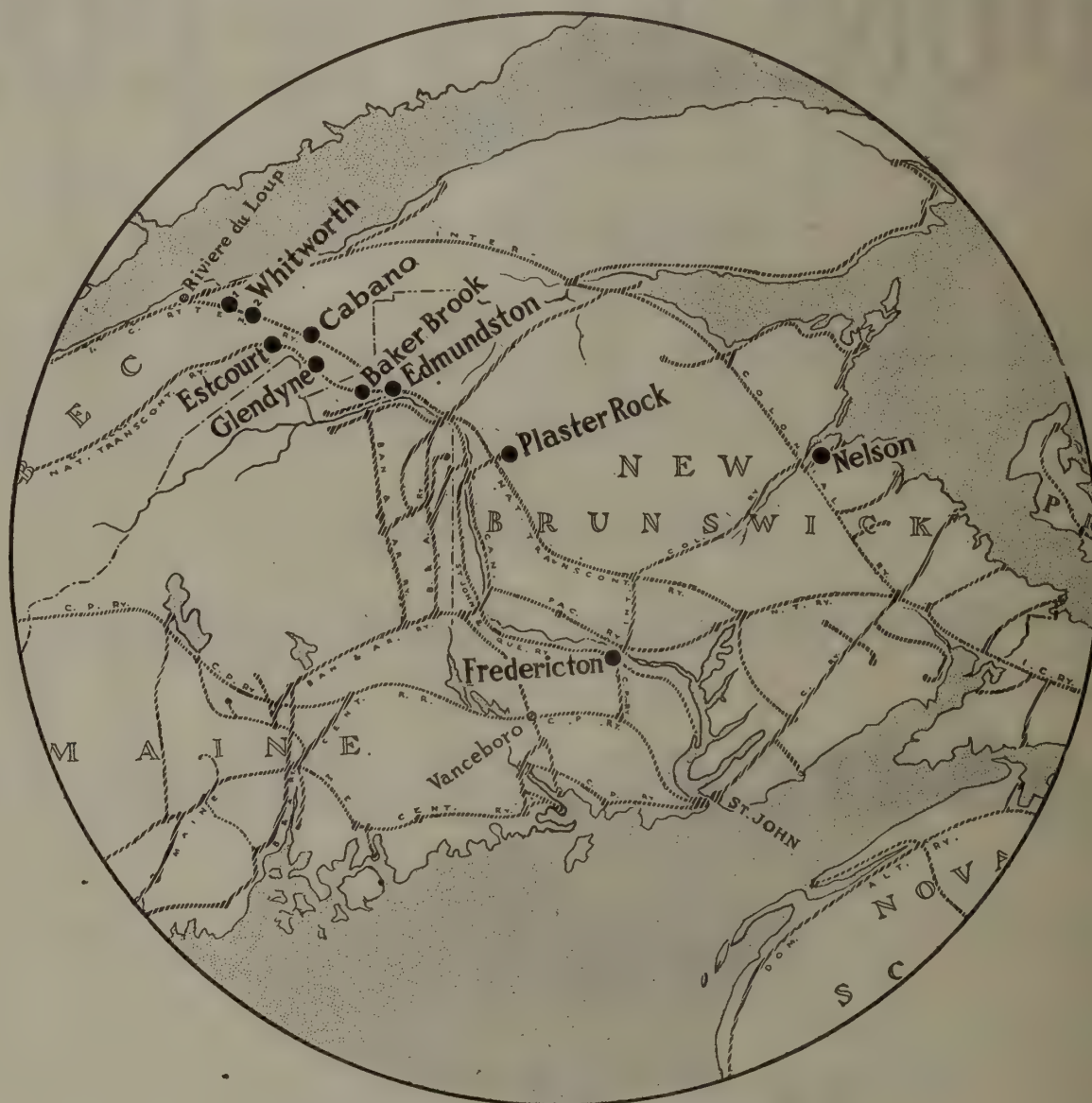
In 1 in., 2 in. and 3 in., rough and dressed. Also
Spruce Laths.

Special attention given to rail shipments of special sizes. We
guarantee our grading of Birch, Beech and Maple. Write or
telegraph us for quotations.

Head Office :: :: 8 PRINCE STREET, HALIFAX, N. S.

Branch Office :: :: 8 MARKET SQUARE ST. JOHN, N. B.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton, N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.



Renfrew Products always give satisfaction

**Planing Mill
Work**

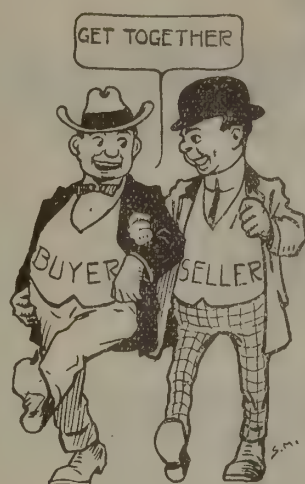
**Milling in
Transit**

Always keep us in mind, when you have a shipment of Timber coming from our district. We can handle your milling work and save you money.

Three railway lines give us the best possible connections for handling shipments. Our mill facilities are new and ample for any amount of work or for rush jobs and the quality of our product is acknowledged by Lumbermen all over this province.

We will be glad to quote you attractive prices on Planing Mill products of all kinds. Renfrew means satisfaction to you and to your customers. Write, wire or phone.

Renfrew Planing Mill
Renfrew, Ontario



**Shell Box Stock
a Specialty**

Write, wire or phone
for prices.

Hemlock — Norway — Spruce

White Pine and Lath

WE have the following in Merchantable Spruce at reasonable prices for immediate shipment:—

150 M ft. 1 x 4

150 M ft. 1 x 5

100 M ft. 1 x 6

40 M ft. 1 x 7

50 M ft. 1 x 8

35 M ft. 1 x 10

15 M ft. 1 x 12

15 M ft. 2 x 4

100 M ft. 2 x 6

75 M ft. 2 x 8

James G. Cane & Co.

411 McKinnon Building

TORONTO,

ONTARIO

- Note Our Specialties -

Timbers
Joisting
Studding
Sheeting
Shingles
Lath
Windows
Doors and
Frames
Hardwood
and
Softwood
Flooring
Interior
Finish, &c.

John Harrison & Sons

Company, Limited

Saw and Planing Mills

OWEN SOUND, - - - ONT,

Mail us your complete itemized bill of Timber, Lumber, Millwork
and all other items—Get just what you want.

Satisfaction Guaranteed—Try Us Once

Posts
Ties
Tie Plugs
Boxes
Butchers'
Blocks and
Skewers
Confectioners'
Sticks
Flag Sticks
Dowels
Special
Turnings
&c.

JH & S Co

Ontario Needs Your Help

To protect the

Forests From Fire

Forest Fires mean loss of life and homes.

Forest Fires mean loss of revenue and higher taxes

Forest Fires mean higher wood prices.

Forest Fires mean loss of raw materials for the industries.

Forest Fires destroy the source of our water-powers.

Ontario's Forests will help pay Canada's war debt.

Mr. Citizen, you are interested in Forest Fire Protection

G. H. FERGUSON,
Minister, Department of Lands, Forests & Mines
TORONTO, ONT.

We Export Spruce

We make a specialty of Spruce and we have the stock and facilities to give the best service in connection with this product.

H. R. Goodday & Co.

Head Office: QUEBEC, Que.

New Brunswick Agent:
F. E. Neale, Chatham, New Brunswick

AUGER & SON

QUEBEC, P.Q.

Wholesalers

Lumber - Timber

All kinds

Pulpwood - Ties - Poles
California Red Wood

J. & D. A. Harquail

Company, Limited

Manufacturers of Lumber

Extensive New Brunswick and Quebec timber limits, abundant with Virgin Spruce, Pine and hardwoods.

Over twenty years' experience in Milling and Manufacturing, together with a practical knowledge of Building and Architecture, is why our Customers tell us that the Dressing, Grading and Manufacture, of our Stock is just a little better than they expected.

Large stocks of 1 in. Spruce Lumber always on hand.

Try a car of our Air-dried Dressed Spruce.

We also make a Specialty of Kiln Dried Stock.

Our personal attention given to every detail.

Write, wire or phone us for quotations.

Established 1894

Incorporated 1908

Campbellton, New Brunswick

JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

**The Montreal Lumber
Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St.
Montreal Office: 759 Notre Dame St., W

**COAL CREEK
LUMBER CO.**

Port Alberni, B. C.

**FIR TIMBERS
LUMBER**

We dress from one to four sides up
to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	15 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	up
26 M. ft. 1 x 4 and up	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS
95 King St. East TORONTO

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings

James WEBSTER & Bro.
Limited
Bootle, Liverpool, England
London Office
Dashwood House 9 New Broad St. E. C.

SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

BIRCH

Car each:

4/4, 6/4, 8/4 and 10/4

for immediate shipment

SPRUCE

10 cars 1 x 4" Merchantable

10 cars 1 x 4/12" "

8 cars 2 x 5/7" "

10 cars 2 x 6" "

8 cars 2 x 8/12" "

3 cars 3 x 5 to 7" "

1 car 3 x 8/12" "

A few cars in transit

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

**Practical
Timber
Estimates**

by
EXPERT TIMBER MEN

James W. Sewall
OLD TOWN. - MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath

Advise us of what you have to offer
A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

Cant & Kemp

52 St. Enoch Square
GLASGOW

Timber Brokers

Cable Address, "Tectona," Glasgow
A1 and ABC Codes used

**FARNWORTH
& JARDINE**

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

I am in the market for:
50,000 ft. Hardwood, No. 2 and
3 Common.
4, 5, 6, 7, 8 in. Clear Maple
Squares, 8 feet and longer.
1, 1 1/4, 1 1/2, 2, 2 1/2, 3 and 4 in.
Maple and Birch—Good and
Common.
1 to 2 in. Basswood, log run.
Dimension Spruce and Hemlock
Factory Flooring.
1 in. and 2 in. log run Ash.

I HAVE TO SELL
Ready for Immediate Shipment
1 in. to 4 in. Philippine Mahog-
any. All selected stock.

Send me your requirements.
Herbert F. Hunter
70 Kilby St., Boston, Mass., U.S.A.

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Watrous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Watrous log loader, 3 arms, 10-in. cylinders.

1—Watrous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 38 ft. steam feed.

1—Watrous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.

1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 800 ft. new ½-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Watrous band saw grinder for 6 in. saws.

1—Baldwin retoothing for band saws.

1—Wm. Hamilton band saw shear, 12".

2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

About 15 tons each 45 and 56 lb. rail. Booms and boom chains, ½, ¾ & 1. Winches and other mill supplies.

Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited

Penetang or Toronto, Ont.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

Chapman Double Ball Bearing Co., Ltd.

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

PETRIE'S LIST

of NEW and USED WOOD TOOLS

for Immediate Delivery

Wood Lathes

20" MacGregor-Gourlay
16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, patternmakers.
14" Sidney.

Band Saws

36" West Side, pedestal.
32" Sidney, pedestal.
30" Ideal, Pedestal (3).
27" Sidney, pedestal.
20" Crescent, pedestal.

Saw Tables

No. 2 Sidney, variety.
No. 2 Crescent, combination.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut off.
Greenlee automatic cross-cut.
No. 4 Canadian, pole saw.
6" Sidney, swing.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Planer, double surfacer.
24" Champion planer and matcher, with moulding attachment.
24" Cowan, buzz.
16" Galt, pedestal, buzz.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey No. 8 Giant, slab re-saw.
Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

No. 30 Sidney, universal woodworker.
Elliot universal woodworker.
No. 7 Sidney, post boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
No. 2 Dehance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
Watrous lath machine.
18" Crescent disk sander.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
16" Superior, saw arbors.
20" Superior, saw arbors.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

H. W. PETRIE, LTD
Front St. West
TORONTO, ONT.

Province of Quebec

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Timber Lands

License or permission to cut timber on public lands in this Province is acquired at public auction, after due notice has been given, subject to a yearly ground rent of \$5 per square mile, and is renewable annually, provided the licensee shall have complied with the regulations.

The timber cut in virtue of such license is subject to a tariff of dues fixed by order in council.

Licensees are forbidden to cut on Crown lands trees less than a fixed diameter.

The Regulations also provide that all timber cut on Crown lands must be manufactured in Canada.

In the event of a licensee wishing to transfer his rights, he is at liberty to do so under certain conditions, namely, the paying of a fee of \$4 per square mile.

There are at present time about 75,000 square miles of forest lands under license and over 150,000 miles in the possession of the Crown.

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Water Powers

To obtain authorization for the utilization of a Water-Power in the Province of Quebec, application should be made to the Honourable Minister of Lands and Forests.

Water-Falls capable of developing over 200 H.P. are granted under emphyteutic leases, the conditions of which are upon the following lines:

- 1.—Duration of the lease, from 25 to 99 years, according to the importance of the water-power and to the amount of capital required for its development.
- 2.—Payment of a yearly rental which does not vary during the term of the lease, for the land granted, counting from the date when the contract was signed.
- 3.—An additional yearly charge of from 10 to 35 cents per H.P. developed according to the geographical situation of the site of the water-power; such charge being payable from the time the power is produced.
- 4.—The above charge is subject to revision every 21 years, counting from the signing of the contract.
- 5.—Delay of 2 years for beginning works and 2 further years for producing power.
- 6.—The lessee to make a deposit in money or in securities as a guarantee of good faith for the carrying out of the contract. Such deposit may be forfeited if the conditions are not fulfilled; but in the contrary case it may be refunded after a certain time.
- 7.—Lastly, the grantee must submit plans of his works, mills, etc., to the Department previous to their installation, and, when such installation is completed, he must keep the Department informed as to the quantity of power produced.

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Department of Lands and Forests
of the Province of Quebec

Elz. Miville Dechene,
Deputy Minister

The Riordon Pulp & Paper Co., Limited

PULP MILLS at: Merritton, Ont., and Hawkesbury, Ont.

LUMBER MILLS at: Calumet, L'Annonciation, Boule, Quennouille and St. Faustin, Que.

SALES OFFICE: No. 1 Beaver Hall Square, MONTREAL



Steel Concrete Mill at Calumet, Que.

**Rouge River Spruce, Birch Lumber
Shingles, Clapboards,
Railway Ties
and**

Impervious Sulphite Sheathing Paper



Sulphite Mills at Hawkesbury, Ont.—Capacity 57,000 tons per year.

(BLEACHED AND UNBLEACHED SULPHITE FIBRE, WOOD PULP, FOR PAPER MILLS)



Whatever your needs in Bearing
Metals there is an "Atlas"
to satisfy you

**"Make the
Going Easy"**

No Load too Heavy

No Shock too Severe

No Speed too Great



ATLAS BABBITT METALS have a world wide reputation for High Quality. They are admittedly the finest for heavy duty work.

Different Brands for Different Conditions

"Amacol" "Tenaxas" "Tin Toughened" "Adamus"
"Atlas" "Mascot" "W. E. W. Babbitt"

Woodworking Machinery and Engines demand the use of the finest quality Babbitt. It pays in the long run. We have large stocks of all our brands and can guarantee prompt shipment.

MADE BY THE

Atlas Metal & Alloy Co. of Canada

Montreal, Quebec

LIMITED

Metal carried in stock or For Sale by the following firms :—

THE CANADIAN B. K. MORTON CO., LTD.,

Montreal: 49 Common St.
Toronto: 86 Richmond St. East.

AUSTEN BROS., LIMITED,
118 Hollis Street,
Halifax, N.S.

WESTERN OIL & SUPPLY COMPANY,

107-11 Water Street,
Vancouver, B.C.

G. T. MUMFORD,
Galt Building,
Winnipeg, Man.

N. THOMPSON & CO., LIMITED,

847-863 Beatty Street,
Vancouver, B.C.

CANADIAN FAIRBANKS-MORSE CO., LTD.,
Vancouver, B.C.

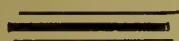
DAWSON'S

"Lincona"

Balata Belting



**Improves
with Age**



Write us for detailed
information and prices

Can be exposed to the weather and will run in water without injury.

Rain or snow make no impression on "Lincona"—that is why it is the mainstay of the lumber trade.

In the making of "Lincona" Belting, the Balata fluid is allowed ample time to permeate and become an integral part of the fibre. The exceptionally fine quality of gum used, allows greater compression. The result is a thin belting with a stronger wearing surface.

"Lincona" Balata works without friction. It has reduced belting troubles to a minimum. No more slipping or stretching Belting where "Lincona" is used.

Lumbermen should select "Lincona" Balata Belting for all transmission purposes.



The Canadian B.K. Morton Co.

LIMITED

MONTREAL: 49 Common St.

TORONTO: 86 Richmond St. East

Stocks carried by the following firms :

Western Oil & Supply Co.
107-111 Water Street,
VANCOUVER, B.C.

Austen Bros., Limited
118 Hollis Street
HALIFAX, N.S.

G. T. Mumford
Galt Building
WINNIPEG, MAN.

The Shortest Distance

Between Two Points—Is a Straight Line



The Quickest Way to Belting Economy

The Goodhue Belting comes direct from our factory to your machinery. It is specially made from the best hides and is guaranteed to give satisfaction for length of service, and will transmit 100 per cent. of the power generated in your mill.

Goodhue Belting is made only from best Packer Hides, thoroughly stretched, all stretcher ends cut off, and only the stretched portion going into the Belting.

We recommend "EXTRA," "STANDARD" or "ACME," waterproof, each the best in its own way. Once you have used the Goodhue Belts, nothing will tempt you to put on inferior quality.

Send for our prices and information.

J. L. Goodhue & Co., Limited

DANVILLE, QUEBEC

Winnipeg Agents—

Bissett & Webb, Ltd.
126 Lombard St., WINNIPEG, Man.

Vancouver Agents—

Fleck Bros., Ltd.
54 Cordova St. E., VANCOUVER, B.C.

Standard Machinery & Supplies, Limited, Bank of Toronto Bldg., St. James St.,
Montreal, Que., Agents for the Island of Montreal

White Pine — Spruce — Hemlock

1917 Sawing To Move

99000 ft. 1 x 4"--5"--6" 10/16 ft. Dressing and Better White Pine.
70000 ft. 1 x 12" 12/16 ft. Common and Dressing White Pine.
127000 ft. 1 x 8" and up, 10/16 ft. No. 1 and No. 2 Cull
150000 ft. 1 x 4"--5 Mill Run Spruce
14000 ft. 1½" Common and Better Red Oak.
5 Cars 1 x 6"--8"--10"--12" Common and Drsg. B. C. Pine.
3 Cars 1 x 6 -- 8 -- 10 -- 12" Common and Drsg. B. C. Spruce.

Prompt Quotations
And Shipments

The Elgie & Jarvis Lumber Co., Ltd.
18 Toronto Street - Toronto, Ont.

The James Shearer Co., Limited

Wholesale and Retail Dealers in Lumber and Timber

SPRUCE

READY FOR SHIPMENT

1 x 4	ALL FOURTH QUALITY AND BETTER SPRUCE
1 x 5	
1 x 6	
1 x 7	
1 x 8	
1 x 9	
1 x 10	
1 x 11 & 12	
2 x 10 10/16 ft. scant thickness	
2 x 10 10/16 ft. full thickness	
2 x 8 scant thickness	
2 x 8 full thickness	
2 x 6 16" scant thickness	

With extensive stocks to draw from at different mills throughout the Province of Quebec, we are splendidly situated to supply your requirements in all kinds of lumber and timber —adequately — quickly — and to your complete satisfaction. Among the many kinds of lumber we handle, we have unusually fine stocks of Spruce, and in timber we specialize in Douglas Fir of all sizes and lengths. With our up-to-date re-saw and planing mill, we can resaw stock to suit any requirements. Send us your enquiries.

OFFICE AND YARDS...
225 ST. PATRICK ST.
MONTREAL

DOUGLAS FIR

READY FOR SHIPMENT

30 Pcs. 12 x 12 x 50 ft.
100 Pcs. 12 x 12 x 40 ft.

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

MR. RETAILER —

If you are in the market for Pine Squares, or Oak, please communicate with me at once, as I have started cutting a bush of ninety acres of virgin forest.

I have the following B. C. Shingles in transit:—

Car 65348—

70 M. 6/2 in. x 16 in. Federal XX, \$3.50

188 M. 6/2 in. x 16 in. Federal XXX, 4.40

Car 64330—

258½ M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 56280—

258½ M. 6/2 in. x 16 in. Federal XXX, 4.35

Car 210328—

217 M. 5/2 in. x 16 in. Federal XXXX, 5.35

The above prices are F.O.B. Cars 82c rate. Please wire orders collect. Shingles are all guaranteed.

PERCY E. HEENEY, Wholesale Lumber
207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

**All Grades in White Pine
Lath A Specialty**

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

**QUARTERED OAK
POPLAR**

**PLAIN OAK
ASH**

*Yards at—Nashville, Tenn.
Basic, Va.*

*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask LOUIS WUICHET

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material
of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have every facility for shipping either by rail or water, making prompt shipments.

MUSGRAVE & CO., LIMITED
HALIFAX, Nova Scotia

LAKE LUMBER CO., LTD.

Manufacturers of

Fir - Cedar - Hemlock - Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers Any size
up to 60 ft. long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough
Cedar Timbers
Enquire for prices

Office—Dominion Bldg., Vancouver, B.C.
Mill—Qualicum Beach, V.I., B.C.



FROM EVERY ANGLE

"Rite-Grade Inspected" Red Cedar Shingles

are the logical shingle to handle,

BECAUSE they are——

INSPECTED FOR GRADE
INSPECTED FOR GRAIN
INSPECTED FOR THICKNESS
INSPECTED FOR PROPER PACKING
INSPECTED FOR MANUFACTURE
INSPECTED FOR SEASONING

BECAUSE——

NATIONALLY ADVERTISED
PROPERLY MERCHANDISED
COMPLAINTS ELIMINATED
EASIEST TO SELL
MOST TALKING POINTS

Specifying "RGI" means *being certain* your shingles will come from a reliable mill, and of that quality of grade under which sold. Always specify "Rite-Grade Inspected" on your shingle order.

For further information and Dealers Helps write to

Shingle Branch, West Coast Lumbermen's Association

Henry Building, SEATTLE, Wash.

Sash --- Doors --- Trim

**Canada's Largest
Sash and Door
Factory**

Our work has created so favorable a reputation during the past years that we now have the largest sash and door factory in Canada. We believe in doing our work to the very best of experienced ability, and are ready to give you real satisfaction on your orders. Our shipping facilities are unexcelled. Write for quotations or send in a trial order.

James Davidson's Sons
OTTAWA, ONTARIO

White and Red Pine Strips

Manufactured from small, sound logs, very
smoothly sawn with a rotary gang saw. . .

TRY A CARLOAD.



Repeat Orders Will Result.

Hocken Lumber Co., Limited

OTTER LAKE STATION
ONTARIO

IN STOCK AT MONTREAL

10,000 Fir Doors

Pine & Fir Columns Fir Mouldings

Fir Timbers Rough Clear Fir

T & G Flooring & Sheathing

IMMEDIATE SHIPMENT AT RIGHT PRICES

SEND US YOUR ENQUIRIES

The Wm. Rutherford & Sons Co., Ltd.

425 Atwater Ave., Montreal, Que.

PAPER

News Print

Kraft Paper

Sulphate Pulp

Box Board

Ground Wood
Pulp

Building and
Fibre Papers

Clapboards

Shingles

and

LUMBER

of every description

F. N. McCrea, President

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J. A. Bothwell, Gen. Man.

WE have one of the largest and most modernly equipped Paper Mills in Canada, and can supply dealers promptly with any size shipments on advantageous contract terms. Our Brompton Kraft Paper is worthy of your careful attention. We claim it to be the strongest paper and the best value on the market. Our ground wood pulp is made from pure Spruce wood of high quality.

Write us for quotations on any of our lines as shown. Your business will receive prompt attention at all times.

**Brompton Pulp
& Paper Co.**
Limited

Daily Production :—

60 Tons News Print

320 " Ground Wood Pulp (Dry)

90 " Sulphate Pulp (Dry)

60 " Kraft Paper (Dry)

40 " Box Board

**Lumber of all Kinds :
Clapboards, Shingles and
Pulpwood**

Mills at East Angus and Bromptonville, P.Q.

BRITISH COLUMBIA SPRUCE

In All Sizes and Grades

We are Specialists in this Line—Write us.

R. P. Shannon Lumber Company

408 Pacific Building

VANCOUVER, B. C.

PILING and ROUND TIMBERS

Any length and size cut to order.

We are operating in the woods summer and winter, and can make fairly prompt shipment.

Write to

KNIGHT BROS. & McKINNON, LIMITED

Box 569 COBALT, ONT., CAN.

"For Immediate Shipment"

LUMBER

Lath - Shingles

Spruce and Red Pine Piling a Specialty

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—

Elbow Lake and Dane

109 Stair Building,

TORONTO, Ont.

Keewatin Lumber Co.

Limited

MANUFACTURERS OF

Lumber

Boxes

Lath

Shooks

We have increased our box factory capacity and are ready to quote on shooks for delivery to Eastern points.

Your enquiries are solicited

General Sales Office, Mills and Factories: **KEEWATIN, ONT.**

STRATFORD OAKUM

Quality Guaranteed

Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.

165 Cornelison Ave.

JERSEY CITY, U.S.A.

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT.							
		5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	...	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com.	...	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft
No. 2 Com.	...		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
		CYPRESS.							
1st and 2nds	...		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects	...		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft
No. 1 Shop	...		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
		HARD MAPLE.							
1st and 2nds	...	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com.	...	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com.	...		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
		SOFT MAPLE.							
1st and 2nds	...	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com.	...	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com.	...		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft	
		PLAIN RED OAK.							
1st and 2nds	...	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com.	...	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com.	...		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
		PLAIN WHITE OAK.							
1st and 2nds	...	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com.	...	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com.	...		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
		IMPLEMENT GRADE WHITE OAK (free of heart)							
50,000 ft.	1 1/2 in.	200,000 ft.	2 in.	70,000 ft.	2 1/2 in.	100,000 ft.	3 in.	45,000 ft.	4 in.
		SOUND SQUARE EDGED WHITE OAK							
About 400,000 ft.		2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.							
We also carry a nice stock of		Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.							

A Few Miscellaneous Cars
We Wish to Move

1 car 1	in. 1 and 2 White Ash.
1 car 1 1/2	in. 1 and 2, White Ash.
1 car 2 1/2	in. 1 and 2 White Ash.
1 car 1	in. No. 1 Com. Wh. Ash.
1 car 1 1/4	in. No. 1 Com. Wh. Ash.
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2 cars 3	in. No. 1 Com. Elm.
1 car 1	in. 1 and 2 Pl. Red Gum.
1 car 1 1/2	in. 1 and 2 Pl. Red Gum.
1 car 2	in. 1 and 2 Pl. Red Gum.
1 car 1	in. 1 and 2 Poplar.
1 car 2 1/2	in. 1 and 2 Poplar.
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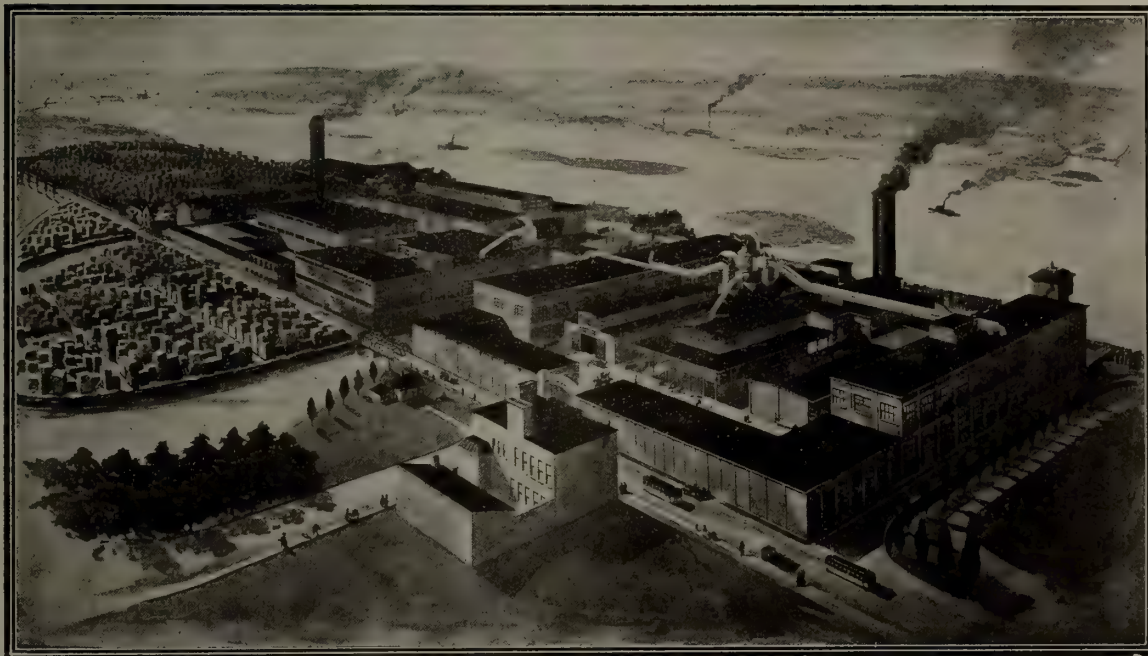
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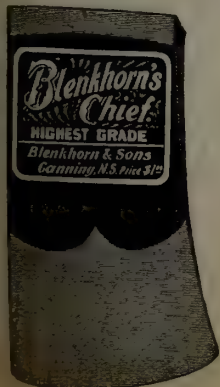
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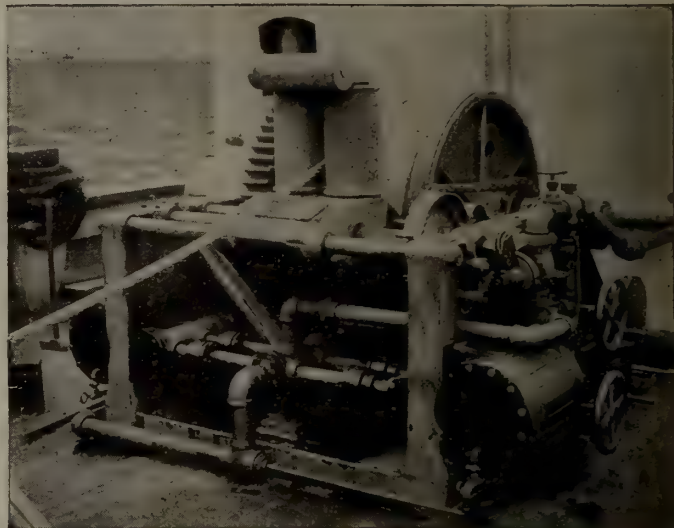
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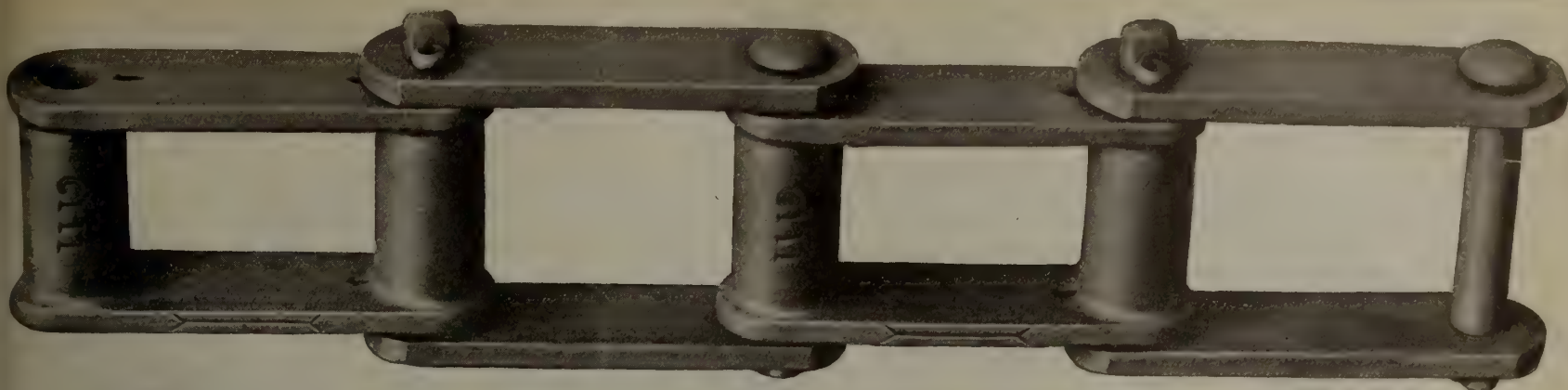
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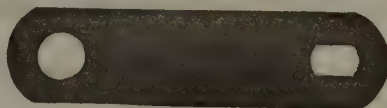
4. Pin holes in heads of links cored smooth and clean by a special process of manufacture, and forming with the rigidly-held, smooth, hard pins, an excellent joint for durability.

5. Accurate pitch and small clearances, furnished by accurately made patterns and dies. This preserves the accuracy of fit between wheels and Link-Belt and makes both more durable.

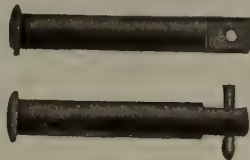
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Steel Plain Side-Bar of "C" Class



Steel Pin, "C" Class

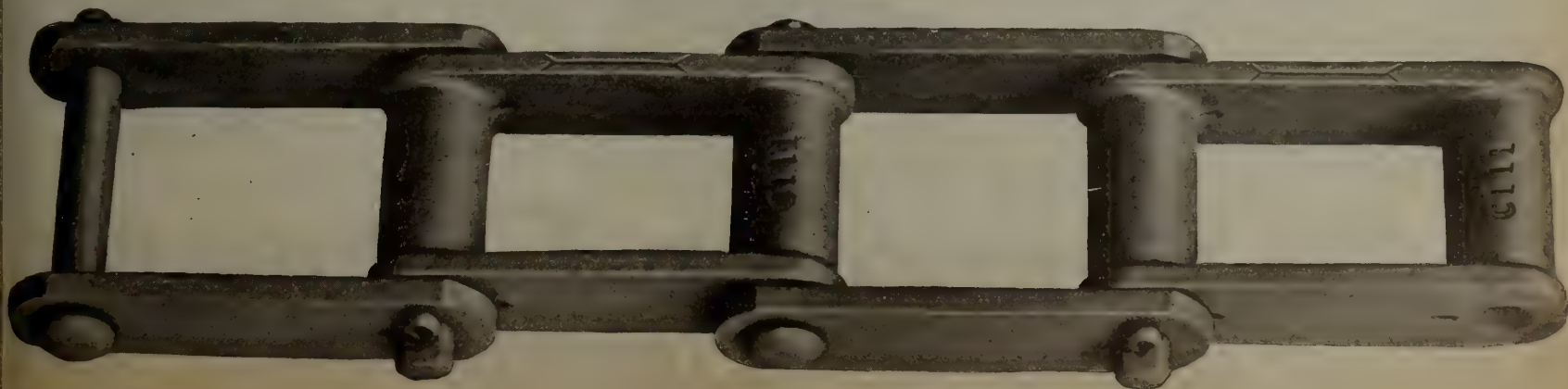
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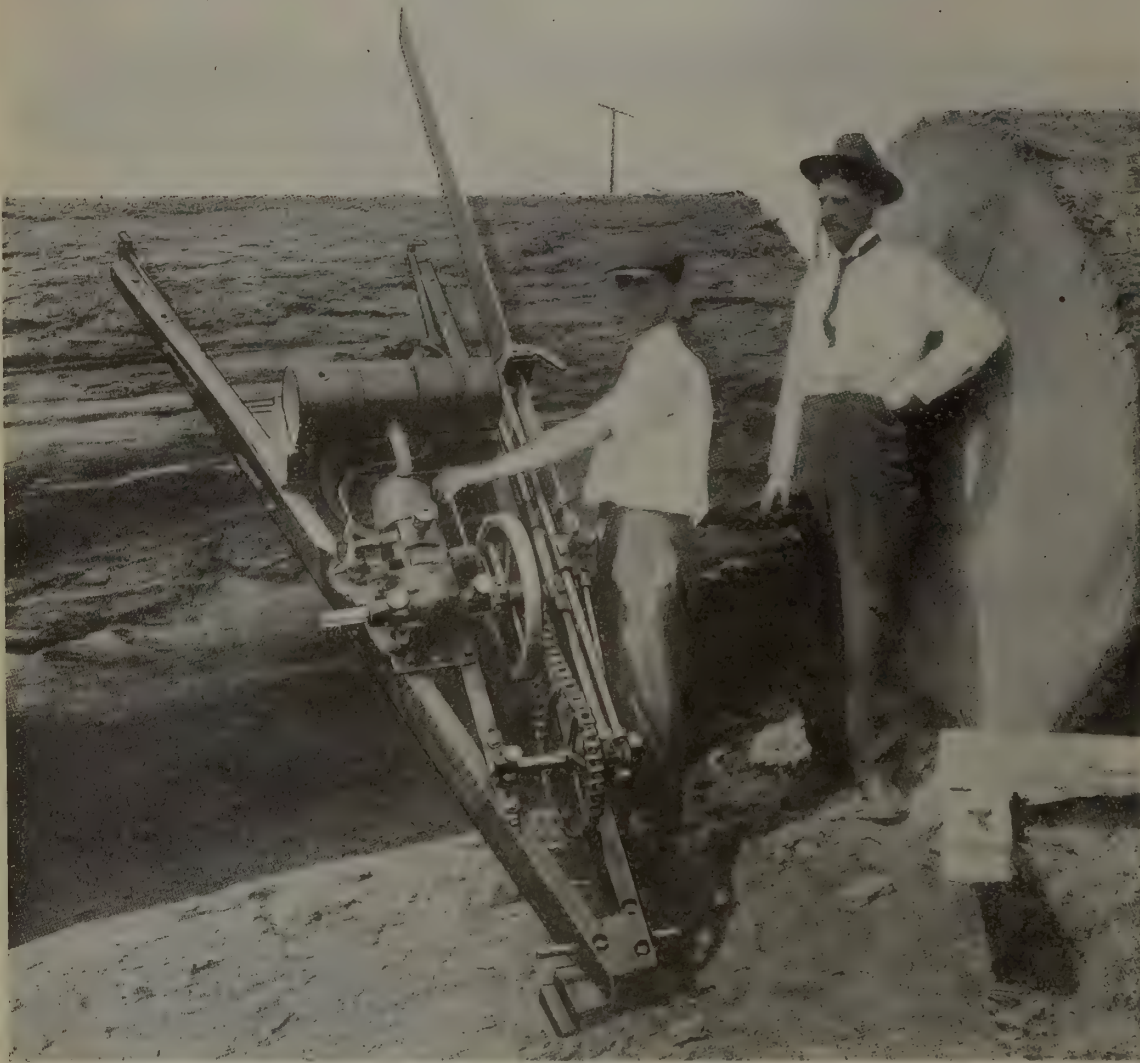
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**Lumbermen
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Send your orders immediately and they will be filled by express or freight.

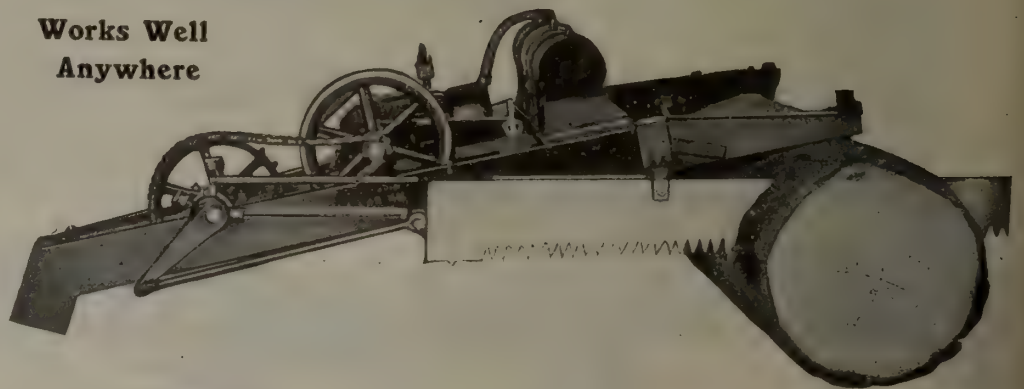
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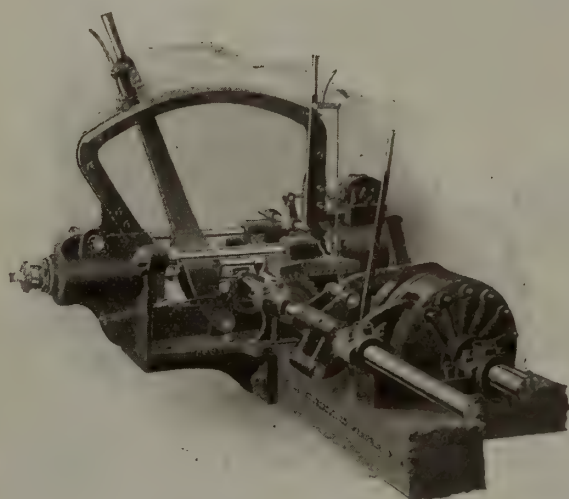
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If bad roads, heavy hauls, dirty weather or labor shortage multiply your transportation problems, the National is the answer.

Careful and accurate construction insures great stamina and ample reserve power. The National is built for hard usage.

A heavy load and muddy road only emphasize all the good qualities of the National, while the small upkeep and maintenance costs will surprise you.

Built in 1-2-3½ and 5 ton models, also 6 ton tractors.

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All "National" Trucks are equipped with the Timken-Detroit worm gear drive, which is a positive guarantee of effective service under the most difficult conditions.

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The combination of strength and tractiveness, toughness and flexibility, built into the "LEVIATHAN" is found in no other belting in equal degree.

LEVIATHAN BELTING is built to pull loads—to stand up and deliver anything but the impossible. It is perfectly "at home" on the heavy drags, under incessant loads, unyielding pulls, where loads are intermittent, and in all conditions where the belt must shoulder great responsibility.

Constructed of solid woven fabric of tremendous durability—has wonderful strength and easy running.

"Leviathan"

BELTS are stretched perfectly in their making—doing away with the ruinous "stretch" (with its resulting power and production loss) of "natural material" belting, and thereby maintaining limit of machine production through extreme limit of power transmitted.

The power user buying belting for strenuous, arduous and wearing Conveying, Elevating, and Transmission service, must come to understand that the ruggedness, toughness, strength and tractiveness, so vitally essential to best results in such service, cannot grow into a belt, but must be built into it. He will then understand why "LEVIATHAN" serves best and lasts longest.

The extreme tractiveness—absolutely lasting—of the "LEVIATHAN" makes it enormously successful in drives where the quality of the product depends upon smooth, steady running. For Conveying, and Elevating heavy materials, the "LEVIATHAN" stands supreme. The toughness and flexibility absolutely required for this sort of work, is definitely attained.

We invite inquiries and shall be pleased to give you prices and samples of "LEVIATHAN" suited to your class of work.

Write the makers:—

Main Belting Co. of Canada, Limited

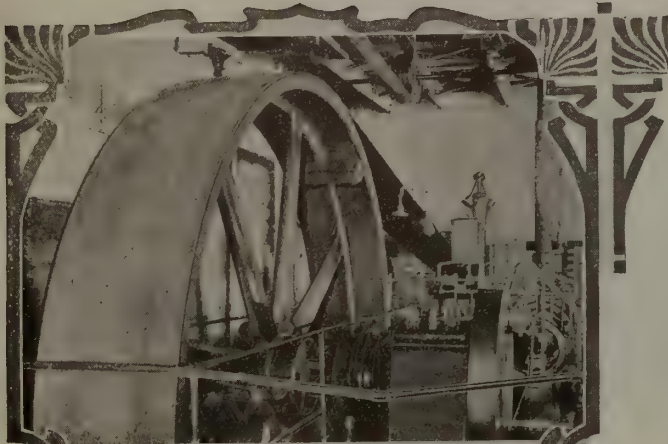


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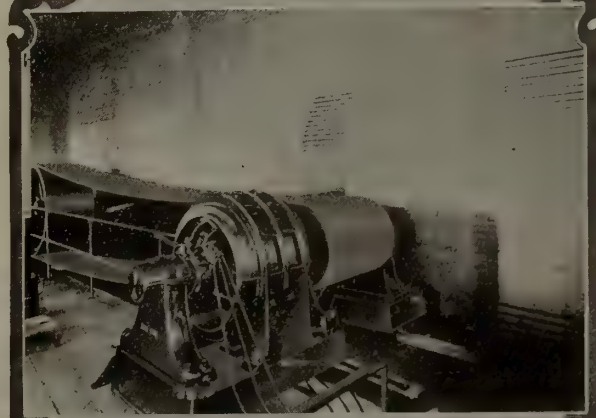
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A 24-inch x 10-ply LEVIATHAN, transmitting 350 H.-P. Installed ten years—now in good condition.



A 75-foot x 48-inch x 10-ply LEVIATHAN, 500 H.-P., 3 phase, 60 cycle, 2,300 volts, 600 r.p.m.; has been carrying a 600 H.-P. load since 1911.



A 16-inch x 8-ply LEVIATHAN that is giving good service.



A 12-inch x 6-ply LEVIATHAN; motor drive; giving excellent service.

ANACONDA

BELTING

Outclasses All Others

The tension at which ANACONDA Belts are stretched is in exact and definite proportion to the strength of the belt and the load it is intended to carry.

It inevitably follows, therefore, that in these belts there is always a positive and definite balance between the power (load) to be delivered, and the belt's ability to deliver that load under every working condition.

This scientific adaptation of ANACONDA Belts' construction to the especial class of service to which they are to be applied, accounts for guesswork giving way to guaranty for expectation becoming realization—in their service.

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belts are constructed of solid woven fabric, of tremendous strength and durability, so treated, stretched and aged as to make a pliable belting material that is practically indestructible—has wonderful strength and tractiveness, toughness and smoothness of running—and in which the ruinous factors of "stretch" and "slip" are definitely eliminated.

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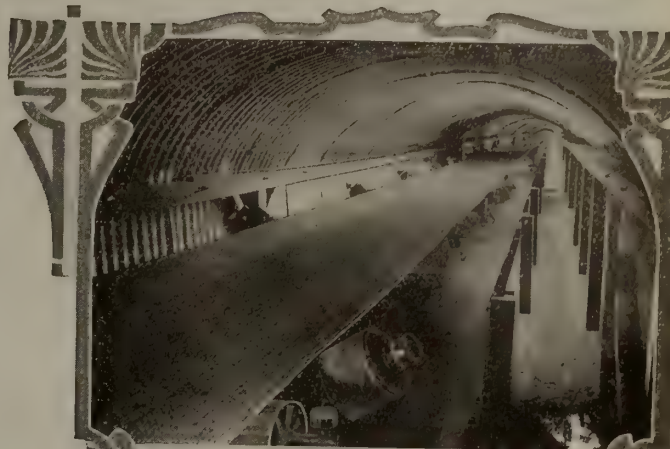


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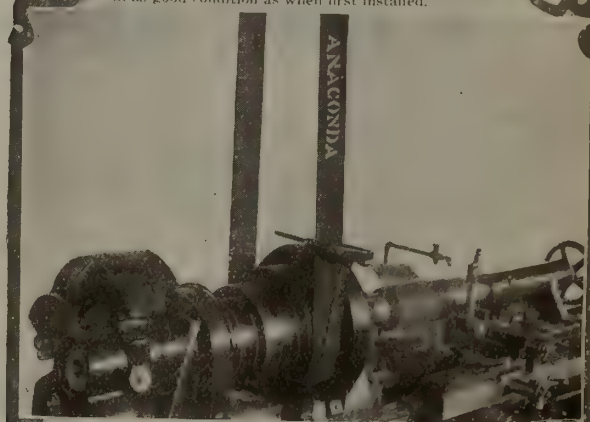
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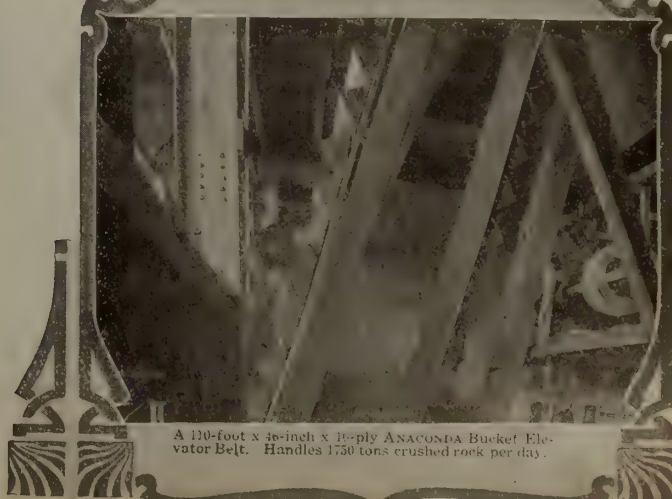
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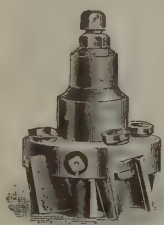


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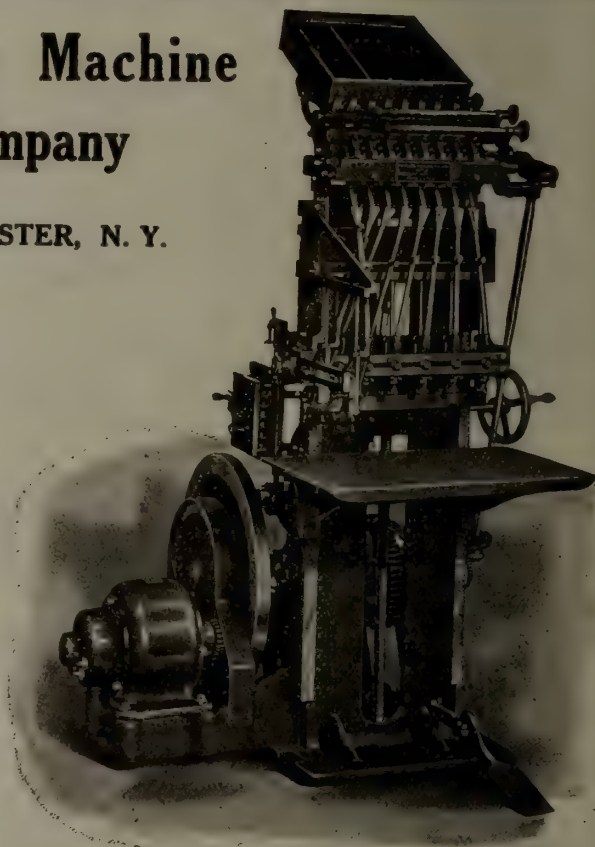
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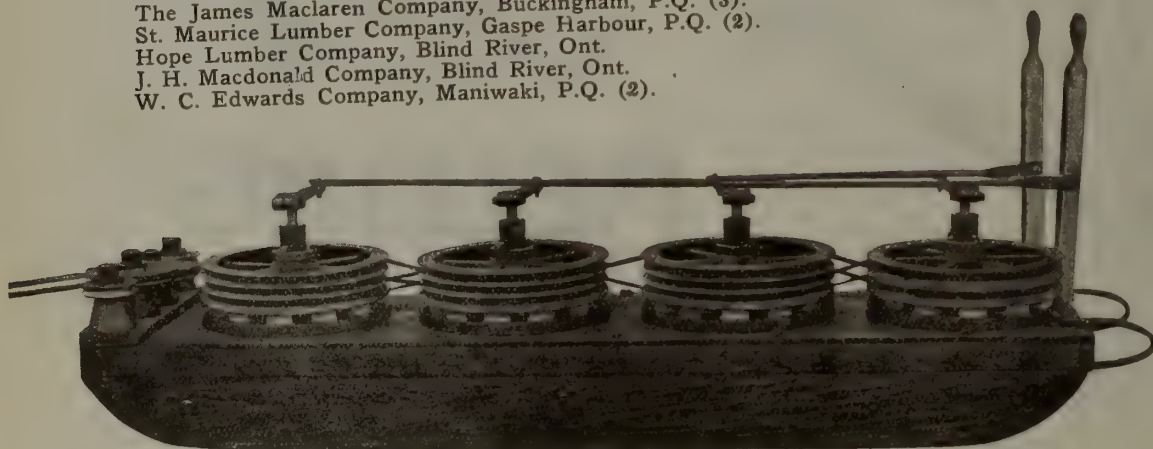
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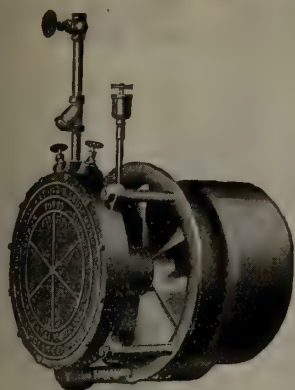
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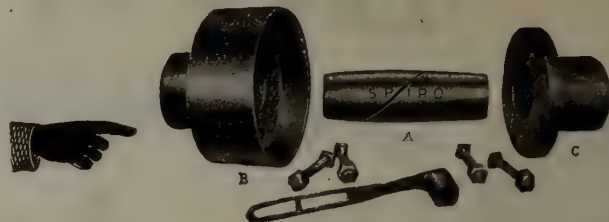
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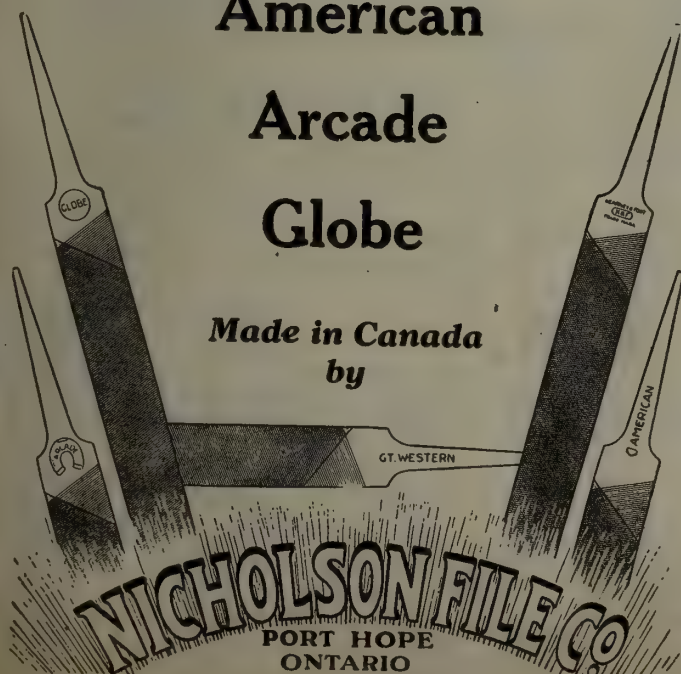
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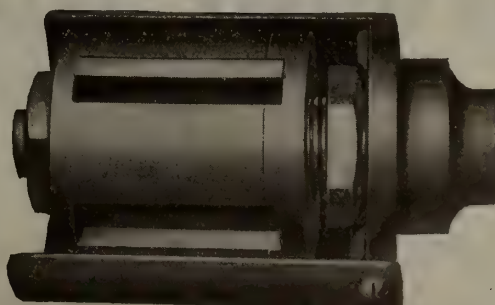
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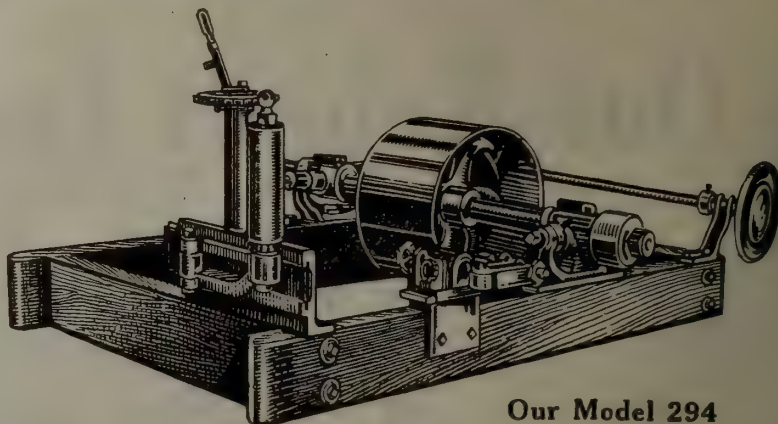
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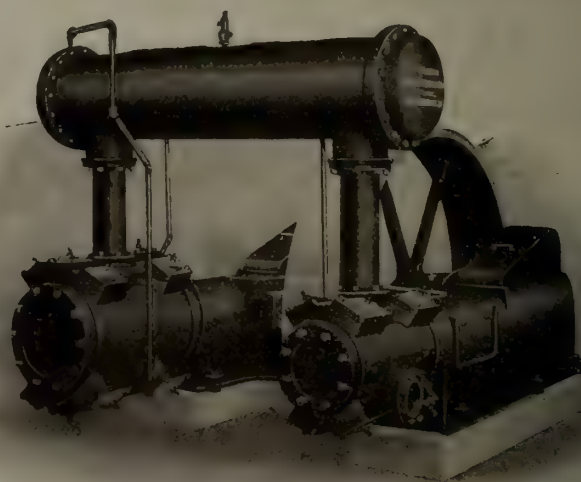
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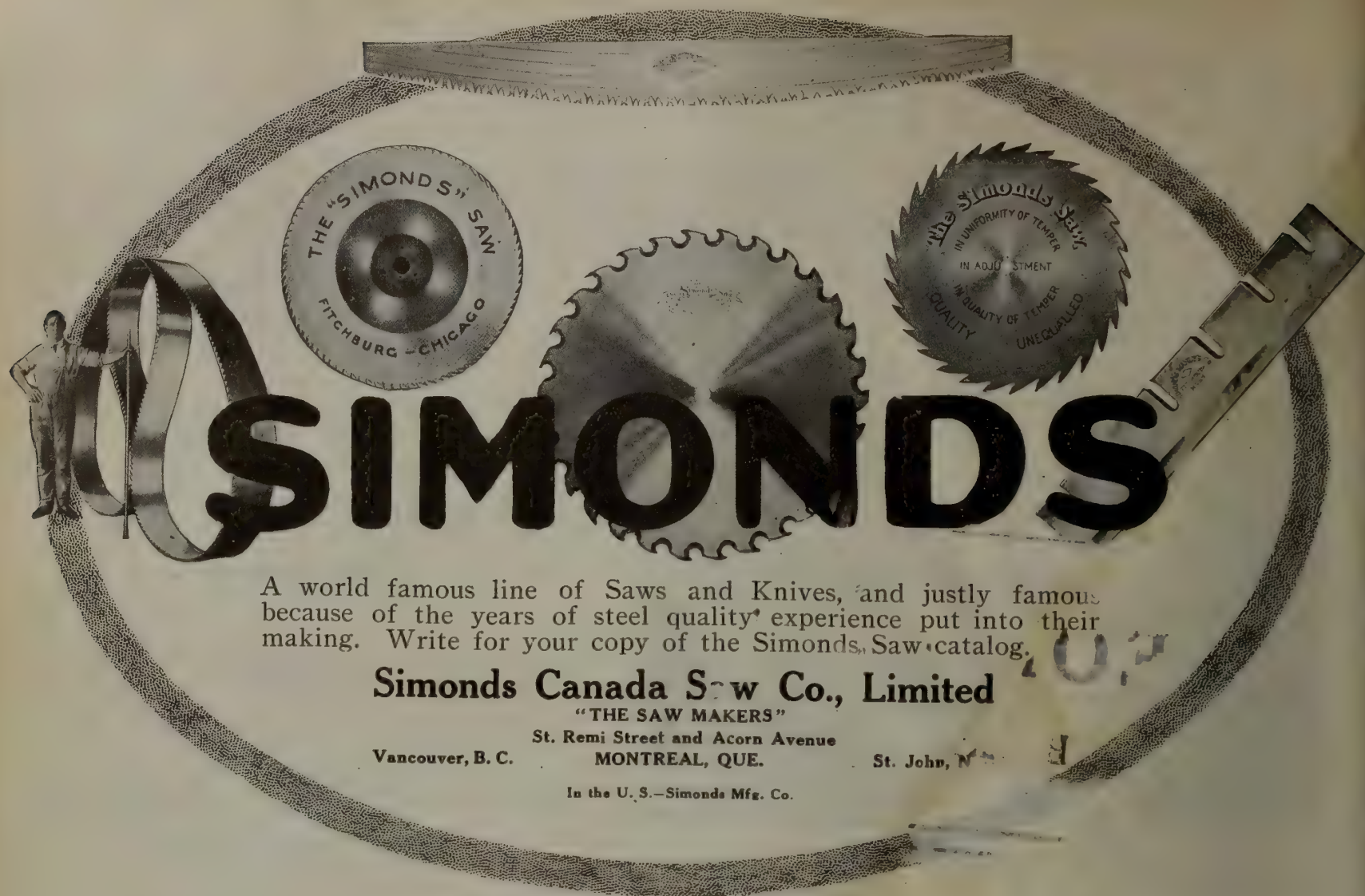


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Single copies 15 cents.

"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

Entered as second-class matter July 18th, 1914, at the Postoffice at Buffalo, N.Y., under the Act of Congress of March 3, 1879.

Vol. 38

August 1, 1918

No. 15

Some Features of Canadian Lumbering Operations

Various developments and special features of the Canadian lumber trade in all its branches are dealt with in this issue of the "Canada Lumberman." Particular attention is directed toward efficiency in methods and economy in the matter of food and general camp supplies. Practical suggestions are presented by experienced men in regard to the most satisfactory and effective way of handling the help problem and keeping down expenses of administration and operation, so far as the logging and sawing ends of the industry are concerned.

Other topics of moment and magnitude are prominently featured in this edition which contains a mass of information and detail that will make it welcome for the compactness of its contents, the representative character of the subjects dealt with and the large amount of interesting, timely and helpful data presented in the advertising pages, where leading firms in all lines, connected directly or indirectly with lumbering activities, supply, demand or equipment, make announcements of value and importance.

With the year that has gone many new phases of interest have loomed up, conditions have changed radically and difficulties which in the past were undreamed of have been forced to the front for solution. On the other hand, there are encouraging signs on every side that the future contains much of promise and satisfaction. Prices for the finished stock are ascending all the while and bid fair to go higher, owing to decreased production and the many new uses to which lumber has been put due to exigencies created by the war. The whole character of the market has changed.

Taking a survey of the future the trade hopes generally as soon as victory is won by the Allies—and all signs now point to the speedy success of operations in Europe—that, during the process of readjustment and reconstruction the English market may again be available and sufficient bottoms placed at the disposal of large concerns, particularly those in Eastern Canada, so that trade relations of gratifying proportions may be resumed. There is no doubt that a great deal more timber will be required from Canada than ever before in order to accomplish the rebuilding of shattered Europe and the construction of public works of national importance.

The lumbermen of Canada have evinced their loyalty and patriotism in many outstanding events and have always shown a sympathetic co-operation in whatever course has been pursued by the Federal Government. They have revealed their willingness to do all in their power to conserve food supplies, inaugurate a policy of strict economy in camps and boarding houses and to the utmost save sugar, flour, meat and wheat that the men at the front may be strengthened and sustained. New rationing regulations in the camps will be rigidly observed and it is hoped that the Food Board will assist the logging companies in a co-operative way that the precepts may be lived up to fully and fearlessly on the part of all concerned.

The one disconcerting feature in connection with lumbering activities is the restlessness and independence of labor. While the skilled men in the plants are steady and reliable, those who do what is known as the rough work or the odd jobs seem to take particular delight in moving from one place to the other without any justifiable excuse and derive special pleasure in putting operators to any inconvenience or delay. On the whole these men have little to complain of. Conditions in general were never as satisfactory from a housing standpoint as they are at present. Good meals are provided and ample portions allowed to each, while the old wooden bunk and straw tick are disappearing, to be replaced by double-deck steel beds with substantial springs and comfortable mattresses. In not a few mills, men are allowed every opportunity after hours for recreation or sport, row boats and canoes being placed at their disposal and other courtesies extended. These concessions, however, do not seem to mitigate the general disquietude in the ranks of the roamers, who are mostly foreigners.

In the opinion of the trade there is a strong feeling that the government should step in and do something radical in the way of preventing, if at all possible, these men jumping their jobs and travelling from place to place with no idea of service or responsibility. It is true that the anti-loafing law, which has been put into effect has caused many would-be shirkers of employment to preserve an outward semblance of toil, but legislation should be carried a step farther and restrict the dominant spirit of a certain class who, by their conduct and attitude, would dictate terms and impose conditions such as no employer could tolerate or endure. Wages paid today are the highest ever known and living conditions in camps are the most desirable ever experienced, and yet the ebb and flow of common labor goes on unceasingly and each week appears to be increasing in volume.

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Five years ago the firm of Lauder, Spears and Howland was formed with headquarters in Toronto. They erected a mill some distance back from the C.P.R. Sudbury line, and teamed in all their material and supplies from Mowat station on the Canadian Northern, ten miles away. The mill was built under favorable working conditions, for the war had not then broken out and the labor and material was easily available. The capacity of the plant, which is equipped with an inserted tooth circular saw, is 20,000 feet, and the principal product is white pine. It is known to-day as the No. 2 mill of the firm. Lauder, Spears and Howland foresaw the wooded wealth of the country along the banks of the Pickering River and bought timber berths in the township of Blair, Mowat and later in Wilson and Brown. The wood consists of red and white pine, spruce and hemlock, birch, basswood, ash, elm and oak.

Contract for 10,000,000 Feet of Logs a Year.

Recently a contract was entered into for a term of years with the Schroeder Mills and Timber Company, of which James Ludgate of Parry Sound is Ontario manager for 10,000,000 feet a year, log measurement of white pine. The Schroeder Company now have their headquarters at Pakesley and during the past winter operated six large camps. They have splendid white pine holdings in Blair and Mowat townships.

For many years logs have been cut and driven down the rivers and towed across Georgian Bay to the big saw mills at various points. A new idea has been developed by Lauder, Spears and Howland, who conceived the plan of bringing the mill to the logs instead of bringing the logs to the mill, thereby being able to handle the hardwood timbers which it was impossible to float down the streams, and also to market the hemlock bark which heretofore was a loss. Accordingly their latest enterprise has been undertaken twelve miles east of Pakesley station. Work was started in the spring of 1917 and by the fall a portion of the plant was in operation. The mill is now receiving its finishing touches while the railway is practically completed. It is known as the Key Valley Railway, owing to it following the course of Key Creek, which runs into Key Inlet, on the Georgian

Bay. It is a standard gauge road of about twelve miles in length and has three locomotives, several flat cars and a Ford bus fitted with iron wheels and covered with a large hood. This rather unique vehicle is used for carrying passengers and supplies of provisions and other materials to the mill. The line which is now being ballasted, is being built by Lauder, Spears and Howland and the Schroeder Mills and Timber Company as a joint enterprise. Denis Snaith has charge of operations and with the completion of the line the two mills of Lauder, Spears and Howland will have direct connection with the C. P. R., at Pakesley, and every facility not only for the prompt shipment of lumber, but also for getting in supplies for the mills and the camps in both winter and summer.

Ideal Location for Building Sawmill.

In building the new mill on a picturesque point on the Pickering river the location is on what is known as the "Lost Channel," about two miles from the main stream. This channel was named by the Indians "Kawigamog," which is said to mean "The Waters Return." The site is an ideal one for the shores are well wooded and as soon as the ice it out in the spring logs in sufficient quantity can be had in the mill pond within twenty-four hours to start running the mill. There the cut can be got under way very early and the product marketed without waiting late in the spring season for the timber to be towed scores of miles. Many of the logs are right along the banks of the Pickering and an east wind is sufficient in not a few cases to float them right down to the jack ladder without any towing. There is no loss of time in towing or in the sinkage of logs and no driving or river tolls to pay. All these costly conditions are eliminated in locating the mill direct in the logging area.

A good sized village has already sprung up around the new mill. Workmen's houses are being erected for the permanent employees, while a store, large storehouse, offices, stables, sleeping quarters fitted with double-deck steel bunks, mattresses and springs, dining hall, cook house, ice house, blacksmith and machine shop and all other accessories dot the surface, which was covered with the forest primeval less than eighteen months ago. A school house and church, post office and other modern facilities will be achievements in the near future. The rapidity and thoroughness of the work which has been executed under war-time conditions is little short of remarkable not to speak of the construction of the railway, the mill itself and the miles of trackage, yard conveniences and piling ground.

All Waste is Practically Eliminated.

In the design and building of the mill every modern device and installation has been incorporated. There is abundance of light and space and every contrivance has been introduced with a view to eco-



James Lauder, Toronto



Jos. Spears, Pakesley, Ont.



Lucien B. Howland, Toronto

nomy and conservation. What is known as mill waste is practically eliminated and thus the cost for cutting and handling in the mills as well as in securing the logs are virtually reduced to the minimum. Nothing is carried to the burner except saw dust and mill refuse, all slabs, edgings and trimmer ends being conveyed either to the slash table and cut up into lath or what is unsuitable for lath is automatically conveyed to the outside refuse carrier and dumped into cars. The trimmer ends will be sold for making matches, while the slabs and edgings will be disposed of in carload lots for fire wood. It is estimated that the saving thus effected will go a long way toward the cost of sawing the logs. Of course, some large mills have effected such a plan of conservation, but in a moderate sized mill, such as



The exterior of Lauder, Spears & Howland's new mill, showing sorting shed on the right

the one erected by Lauder, Spears and Howland, it is not usual to witness such up-to-date facilities. The mill building is 150 feet long by 58 feet wide, including the extension which is now under way to install a second unit and more than double the daily output. This addition will be completed this month. The plant is operated by steam power and there is a ten-stall sorting shed at the west end 120 feet long by 28 feet wide. Here the daily output of 125,000 feet is sorted and placed on high cars which are run by a dinky engine along the transfer tracks to the main line in the yards, and thus to the piling ground.

The mill itself has a hip roof covered with asbestos roofing, and at the west end is the refuse carrier, 40 feet long, and the burner 100 feet high and of 26 feet diameter. The mill is built on heavy wooden pillars which are set in concrete footings. The construction was carried out with a view to complying with all the fire underwriters' regulations and securing the minimum rate of insurance and is equipped with all modern fire fighting appliances.

The General Equipment and Lay-out.

In the basement are the shafts, belting and pulleys. On the top floor is the saw filing room, which is well lighted. This is equipped with Covell's patent band saw sharpener, Covell's circular saw sharpener, supplied by the Wm. Hamilton Company, Peterboro; Baldwin, Tuthill and Bolton (Grand Rapids, Mich.), re-saw sharpener, etc., all operated by a 12 horse power steam engine. In the power house, which is covered with a corrugated iron, are three Scotch boilers, each of 125 h.p. and supplied by Goldie - McCulloch of Galt. Each is 16 feet long and of 6 feet diameter, equipped with Dutch ovens. There is also 120 h.p. Wheelock engine supplied by Goldie-McCulloch, which is used to drive the present equipment in the mill; a 100 h.p. Atlas, slide valve engine, furnished by the A. R. Williams Machinery Co., will be used for the new unit now being completed. A vertical engine of 10 h.p. is employed for electric light purposes, and there are two boiler pumps, one for heating water for the boilers and the other for furnishing water throughout the building and yards, for fire protection purposes.

At the north end of the mill is the jack ladder conveying the logs from the pond to the log deck. The present equipment of the industry consists of a double cut band saw carriage with a 10-inch steam feed, steam kickers, loaders and niggers. There is also installed live rolls throughout and a horizontal band resaw, to which all slabs and small logs are transferred. All boards that require edging are sent through the Garland double edger. Live rolls and carriers convey the slabs and edgings to the slash table, which is 24 feet wide and fitted with six circular saws. The material from the resaw, after passing through, is conveyed to the slash table by worm rolls. After being cut by the slasher into four-foot lengths, all is dropped into a

conveyer at the north side of the mill and the wood suitable for lath and pickets is picked out. Other refuse, trimmer ends, etc., are also carried to the main conveyer. The pieces for lath, pickets, etc., are then put through a lath bolter possessing four saws and automatically transferred to a lath machine, after which the lath are graded and bundled. This equipment was supplied by the E. Long Mfg. Company of Orillia, while all the sawmill installations were furnished by the Wm. Hamilton Company of Peterboro.

Installation of the Second Unit.

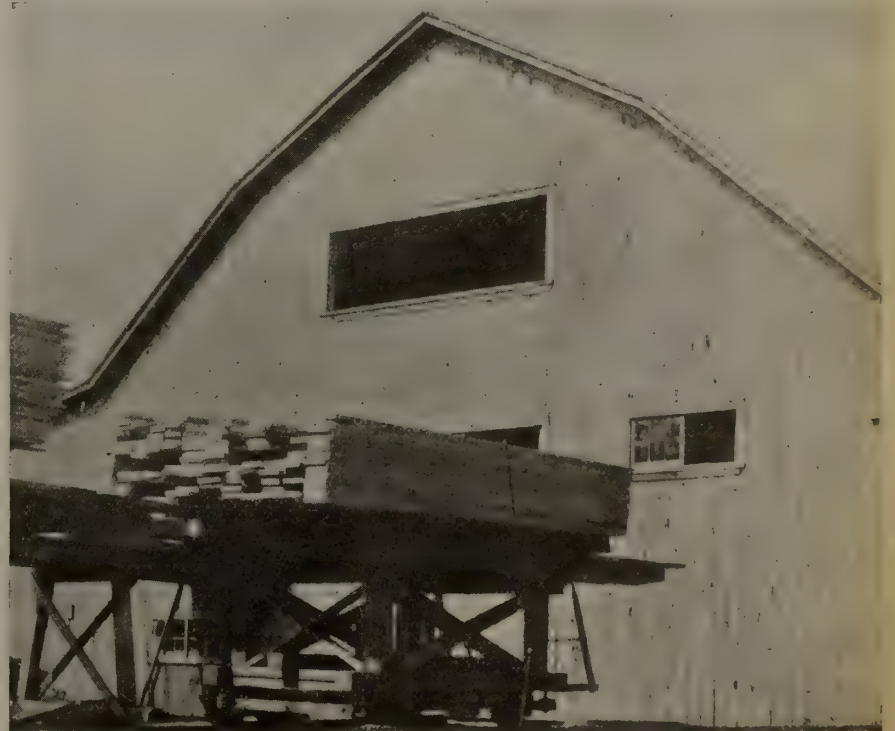
The new equipment now being placed in position is also provided by the same firm and consists of 36 circular saw, Kendall gang, of the latest type, a Garland double-edger and twin circular saws, which remove the slabs from each side of the log previous to its going to the gang saw. The new unit is intended for the sawing of the smaller logs, while the larger ones will be cut on the band mill. The heavy slabs from the twin circular and band mill will pass through the horizontal resaw. The completed mill will, as already stated, have a capacity of 125,000 feet a day, and for the first few years the output will be principally white pine. It is the intention of the firm to cut between 15,000,000 and 18,000,000 feet annually with their two mills during the next twelve or fifteen years.

All the necessary cedar and hemlock ties for building the Key Valley Railway have been turned out at the mill. It is the intention of the owners to add later a planing mill and box shook plant.

The Personnel of the Organization.

The present organization of Lauder, Spears and Howland is composed of James Lauder, Joseph Spears and Lucien B. Howland. The two former are experienced and thoroughly practical lumbermen, having followed this vocation from their boyhood days. For several years they operated mills in the Haliburton and Parry Sound districts. Mr. Howland is a widely known railway man and contractor and was largely interested in the transportation and development of Haliburton and other portions of Ontario.

Mr. Lauder supervises the purchasing and selling end of the business; Mr. Spears directs the manufacturing and woods operations, residing for the greater portion of the year at the mills, while Mr. Howland devotes his attention to transportation. Lauder, Spears and Howland have offices in the Kent Bldg., Toronto, and do a large foreign and domestic business in all lines of lumber, particularly softwoods. With two splendidly equipped mills owned and operated by them, they are in an excellent position to take care of their rapidly



An end view of the mill, showing loaded high car

growing business. The members of the firm are all in the prime of life and able to carry on their important interests with energy, vim and determination.

Extensive improvements are being made to the Post Hammond Cedar Mill Co. at Port Hammond, which will double the capacity of the timber and shingle mill.

The saw mill and camp buildings belonging to M. McKenzie, Hope, B.C., on Kettle Valley Railway, was recently destroyed by fire. The amount of the loss is unknown. It is expected that the owner will rebuild.

Retail Lumbermen Take Educational Trip

Warm welcome extended the visitors by the trade in Montreal and the Capital—Splendid sails around Montreal Harbor and down the Ottawa River—A jaunt replete with interesting incidents and social features.—Advisability of organization for the welfare and progress of all members was strongly emphasized.

The educational tour of retail lumbermen of Toronto who were joined by representatives from London, Hamilton and Brantford, was most instructive and enjoyable from the time the party of twenty-five left the Queen City by the steamer "Toronto," on Saturday afternoon, July 13th, until their return by C. P. R., on Wednesday morning, July 17th. Alert yardmen who believe in visiting other centres to glean pointers and pick up suggestions have been to Detroit, Buffalo, Rochester and Syracuse in the last year or two.

It was decided that the educational outing this season would be somewhat different from previous pilgrimages, embracing both a water and rail trip, and at the same time necessitating absence from



Retailers having a chat on the upper deck of the steamer

home for only two business days. All the arrangements were carefully and expeditiously carried out by Mr. John B. Reid, chairman of the Lumbermen's Section of the Toronto Board of Trade, and Mr. Walter C. Laidlaw, who is a master of detail in connection with any function conducted by the trade, and is never weary in well doing.

The thanks of the entire party was extended to these gentlemen for their hard work and valuable time spent in giving so much pleasure to others. The manufacturers, wholesalers and retailers of both Montreal and Ottawa extended a cordial welcome to the visitors and their hospitality was sincere and unbounded. After a pleasant sail across the lake to Charlotte the members had the opportunity of viewing from the deck of the vessel several U-boat chasers which are being turned out by the United States Navy Department at the mouth of the Genesee River. The steamer headed diagonally across the broad bosom of Lake Ontario, and Kingston was reached at an early hour on Sunday morning. Most of the contingent was up betimes and from the decks drank in all the beauty and attractiveness of the splendid scenery of the St. Lawrence and viewed with keen appreciation the pictorial panorama of the ever delightful Thousand Islands.

The Sail Down the St. Lawrence

At Prescott the party transferred to the steamer "Rapids Prince," and the journey was continued eastwards to the commercial metropolis. At Cornwall a very pleasant surprise greeted the travellers, when they were joined by a delegation of Montreal lumbermen, in the persons of Wm. Rutherford, Arthur H. Campbell and F. S. Macfarlane, who were given a cordial reception. The exciting pastime of running the rapids was experienced by several of the company for the first time and every feature of the refreshing sail will live long in the memory of those who constituted the happy gathering.

Arriving at Montreal at seven o'clock in the evening, the delegation wended its way to the Windsor Hotel, which was the headquarters during the stay in Canada's commercial metropolis.

On Monday morning, bright and early, the members of the trade in Montreal joined the Toronto and Ontario representatives at the Windsor Hotel, and from that hour until the evening acted as hosts

in a varied programme which was thoroughly enjoyed. The chairman of the Montreal arrangements was Wm. Rutherford, who made an excellent presiding officer, from long association in this line, being a former Mayor of Westmount and at present chairman of the Board of Education of the beautiful suburban city which lies to the west of Montreal, and for many years has been noted for its high moral atmosphere, there being no hotels, liquor stores or even moving picture theatres within the municipality, while all the stores are restricted to one particular section. Westmount abounds in imposing homes and handsome lawns.

The members of the Montreal trade who extended such hearty greetings to the Ontario visitors were:—Wm. Rutherford (Wm. Rutherford & Sons Co., Ltd.), A. H. Campbell (Campbell-MacLaurin Lumber Co., Ltd.), F. S. Macfarlane (R. Macfarlane & Co., Ltd.) (Charles Graddon (Graddon Lumber Co., Ltd.), Fred T. Smith, Daniel Cream, W. A. Fillion (E. H. Lemay), Frank Pauze (U. Pauze & Fils Co., Inc.), George C. Goodfellow, J. P. Dupuis (J. P. Dupuis Ltd.), H. W. Gross (H. W. Gross & Co., Ltd.), Wm. Duncan (J. & W. Duncan, Ltd.), W. R. Graffey (Montreal Lumber Co., Ltd.), W. T. Mason (Mason, Gordon & Co.), Alex. MacLaurin and others.

Tour of Great Canadian Harbor

The first point of interest visited was the Harbor of Montreal, the steamer "Sir Hugh Allen" being placed at the disposal of the visitors. Mr. R. A. Eakin, paymaster of the Harbor Commissioners, with which body he has been associated for many years accompanied the lumbermen on a two-hour tour in which all important spots were visited, Mr. Eakin representing Mr. M. P. Fennell, Jr., secretary-treasurer of the Harbor Board. To give a detailed description of the many scenes viewed would require a very extended reference. The Harbor Commissioners have their own timber mill, and in the last few years have converted the port of Montreal into one of the most complete of any in the world.

One particularly interesting object was the new tug "Concreta," which is the first boat of its kind ever turned out in the Dominion. The hull is built entirely of concrete, poured into moulds and allowed to set, and the upper portion of the craft is now receiving the finishing touches. The "Concreta" has attracted wide attention and visitors from many American cities have come to Montreal to see this unique barque. Over the wharves of Montreal pass annually one-third of the imports and exports of the Dominion, and improvements to the Harbor



An early morning "sun bath" in the bow of the boat

represent a total expenditure of \$27,000,000, while the Commissioners have at their disposal \$6,000,000 more for further development. Montreal also boasts the largest seaport elevator in the world, having a storage capacity of 4,000,000 bushels. The dimensions of the elevator are 530 feet long, 128 feet wide and 202 feet high. The total elevator storage capacity in the Harbor is 11,500,000 bushels of grain, and there

are about eight miles of completed wharfage, capable of accommodating 100 vessels from 200 to upwards of 500 feet in length. Recently there were 32 freighters in port at one time and this, too, when a German U-boat campaign was the most active.

Camouflaging of the Big Freighters

A spectacular thing is the camouflaging of the various freighters, portions of the hull being painted in different colors, red, blue, green, white, black, gray, etc. This is done so that when at sea no distinct



After the tour of the Harbor in Montreal

outline of the boat is visible in the trough of the waves. It is exceptionally difficult at times to see any portion of the vessel, there possibly being the pattern of a stern painted at the bow and vice versa.

As one member of the party remarked in connection with the decoration of the ships, it looked as if half a dozen urchins or more had been given paint pots of various hues and being provided with brushes were told to go to work and cover as much space as possible with the material at their disposal.

The Duke of Connaught floating dry dock, which is capable of accommodating the largest existing vessel of the British Empire, and has a length of 600 feet and a width of 133 feet, with a lifting capacity of 25,000 tons, was another point of interest. Within the 59 feet high walls of this floating dock there is capable of being built any vessel from a dreadnaught to a full sized merchant ship.

The party proceeded east as far as Longue Pointe and witnessed the steel freighters which are being built by Henry Ford for ocean traffic and also saw the immense plant of Canadian-Vickers, where everything in the nautical line can be turned out, from a gasoline launch to a torpedo boat destroyer.

Luncheon and Drive Were Pleasant

Returning to the starting point the Montreal and Ontario lumbermen were taken to the Engineers' Club, where a splendid dinner was enjoyed, and afterwards in automobiles the party were conveyed to the Bank of Montreal, Notre Dame Cathedral, Lafontaine Park, Outremont, a ride around the mountain, another through Westmount and back by Sherbrooke Street to the Windsor Hotel, where hearty cheers were given for the Montreal men and the enthusiastic manner in which they had entertained the visitors, everyone in the commercial metropolis vying with the other in doing everything possible to make the altogether too brief sojourn of the Ontario deputation both pleasant and profitable.

Gordon C. Edwards, of W. C. Edwards & Company, paid a short visit to the Montreal and Toronto men during their stay in the commercial capital and assured the visitors of a big time when they got to Ottawa.

Early in the evening the travelling contingent of twenty-five left in a special parlor car by C. P. R. for Ottawa, where they quartered at the Chateau Laurier. On Tuesday morning, July 16th, the visitors were met by representative manufacturers, wholesalers and retailers of the Capital city, who could not do too much for their guests. Among those who joined in extending a warm welcome during the day and took the trip down the river in Senator Edwards' yacht "Katrina," were:—Hon. W. C. Edwards and Gordon C. Edwards (W. C. Edwards & Co., Ltd.), Geo. M. Mason (Geo. M. Mason, Ltd.), A. M. Davis (McAuliffe-Davis Lumber Co., Ltd.), E. A. Maxwell (Gilmour & Hughson, Ltd.), W. M. Ross (J. R. Booth), Grant P. Davidson (Jas. Davidson's Sons), D. G. Gilmour (D. G. Gilmour & Co.), E. R. Bremner (Watson & Todd, Ltd.), J. A. Belford (D. G. Gilmour & Co.), D.

R. Thomas (W. C. Edwards & Co.), E. M. Barrett (Barrett Bros.), J. E. Wilson (Ottawa South Planing Mill), M. N. Cummings, Westboro, C. B. Dougherty (Rideau Lumber Co.), D. K. Edwards (Geo. M. Mason, Ltd.), P. C. Walker (Shepard & Morse Lumber Co.), H. A. L. Swan (Sec.-treas. Ottawa Lumbermen's Credit Bureau), S. C. Robertson (W. C. Edwards & Co.), J. A. Wilson (Ottawa South Planing Mill). Among the outside guests were: Messrs. Jas. Edward, Divisional Freight Agent, G.T.R.; F. P. Tinker, District Freight Agent, C.P.R.; M. A. Thomson, District Freight Agent, C.N.R.; Benj. Rathwell, President, Ottawa Dairy, Ltd.; John Bingham, manager, Ottawa Dairy, Ltd.; Mr. Hamilton, manager Bank of Commerce; Mr. Provost (Provost & Allard); A. Scott, J. A. Spratt, and others.

Visit to Match Factory and Mint

All the day long automobiles were placed at the disposal of the "travelling club," as the touring lumbermen were designated, and the first point of interest visited was the match factory of E. B. Eddy Company, Hull, where the process of turning out lucifers by the millions was witnessed with much interest. It is said that since the new war tax on matches came into effect that the Eddy Company pays to the government \$3,000 a day on its output of matches. After a tour of this large factory had been completed a visit was paid to the pulp and paper making departments, where the various processes of converting the spruce pulp logs into paper of all kinds, and more particularly newsprint, were thoroughly explained. The visitors were impressed with the immensity of the Eddy industries and an inspection was also made of the sawmill of the organization, which is equipped with a double cut band saw and other modern installations, the lumber being loaded on wagons directly after passing the edgers and trimmers.

The next stopping point was at the Royal Mint, where the visitors, including all the Ottawa representatives, were conducted through the money-making plant, in parties of ten, and observed everything from the refining of the gold and silver metal to the turning out of the finished coin, in which the 100th part of a grain overweight or underweight, causes it to be thrown into the discard and remelted. The majority came away feeling that while they might be able to clean up some cash in the lumber business, yet if they were allowed uninterrupted access to the Mint for the space of fifteen minutes they would be able to make a greater pile during that time than in a life-long operation of a lumber mill or yard.

The large plant of W. C. Edwards and Company, at the junction of the Rideau River with the Ottawa, was the next Mecca. Just as the tour of the sawmill was begun the noonday whistle blew and the party adjourned, to complete the inspection later. The mills of the Edwards Company are most extensive and complete in every respect. The output is about 125,000 feet a day of red and white pine and spruce. The plant is equipped with one gang saw, one twin band, three band saws and two band resaws. All the equipment is electrically driven and the most up-to-date means of handling the pro-



An old time meal at Senator Edwards' shanty in Ottawa

ducts are installed. The other activities of the company consist of the manufacture of lath, pickets, munition boxes, box shooks, sash, doors, hardwood flooring, blinds, interior finish and trim, as well as shingles, dressed lumber and dry lumber of all kinds. The company are at present completing 125,000 shell boxes in their plant. They also operate in the city of Ottawa two large planing mills and conduct five retail yards, Mr. S. C. Robertson being manager of the retail department.

An old-fashioned pork and bean dinner, such as was served in the

camp of the Ottawa Valley many years ago was partaken of in the open air at Senator Edwards' shanty, which stands below the cliff in New Edinburgh, and is an exact replica of the accommodations and construction of the camps in the days of long ago. The shanty is provided with a scoop roof, the chinks between the logs being filled with moss and the bunks are at one side of the interior. In the centre, beneath an opening in the roof, which serves as a chimney, there is a fire place built of sand, for cooking. In this sand utensils were set and the contents kept warm by means of ashes and live coals. Of course, this primitive arrangement has been altered long ago to the more modern equipment of ranges. The shanty, so illustrative of the early lumbering days in the Ottawa Valley, was built by Senator Edwards a couple of years ago for the entertainment of his friends, and only recently the Blue Devils, on the occasion of their visit to the Capital were regaled with pork and beans in the same manner as were the retail lumbermen. In this connection it may be recalled that the lumbermen of Ottawa Valley at the period of the visit of the Duke and Duchess of York (now the present King and Queen) to the Capital in 1900 erected a typical shanty in Rockcliff Park which still stands as an interesting association of the Royal visit. On that occasion the Royal guests were entertained to a dinner of pork and beans, which the King and his good lady greatly enjoyed.

Senator Edwards' shanty is similar to the one built by the Indians in the forest primeval and handed down by the aborigines to the early lumbermen. The spread of pork and beans, while keenly relished, is, of course, not the typical bill-of-fare in logging operations today. For now jams, pies, cookies, fruit, cheese and other delicacies diversify the menu, or at least, have done so up to the recent regulations covering the allotment of food in camps.

Habitant Speech that Ticked All

Just before the departure of the guests for a sail down the river, Senator Edwards made a characteristic speech in which he narrated in the habitant language, the words of Wm. Whissell, who was a foreman for the Edwards Company for thirty-three years, and passed away some time ago. Mr. Whissell was a typical French-Canadian, who had been delegated to do the speech making for the lumberjacks who worked in constructing the Royal shanty at Rockcliff Park. Mr. Whissell told of some of his early experience in his quaint, naive way and spoke appreciatively on that occasion—which was in 1900—of his pleasant relationship with Mr. Edwards. He proceeded to tell how he had gone into lumbering operations himself and dropped \$17,000 in a couple of years. After this unfortunate experience Mr. Whissell had returned to the service of Mr. Edwards, and he wound up with this ingenuous digression:—"But some day, perhaps, me be too old to work for Monsieur Edwards, den I will go to England and see de King. Likely Hese Majeste give me a job in my old age and den I can work for him." With this somewhat startling bid for royal employment, Whissell, who had been worked up to a considerable pitch of excitement, slapped the Duke of York, or the present King, on the back in order to emphasize the happy suggestion.

Mr. Whissell being a large man and the King one of rather small stature, the Royal visitor was nearly knocked over by the blow, which was intended for dramatic effect. The King, however, greatly appre-

ciated the remarkably frank speech of Mr. Whissell, and to hear Mr. Edwards repeat the habitant oration after eighteen years is indeed a rare treat.

Between River Banks in Verdure Clad

The yacht "Katrina" was then boarded for a sail on the river. She is 100 feet in length, 14 feet beam and has a speed of about 16 miles an hour. The journey down stream was a delightful one and the Ottawa and Ontario lumbermen had a profitable intercourse on many topics of mutual interest. When within about seven miles of Rockland, the "Katrina" turned and the trip back was resumed, Ottawa being reached about five o'clock, after which a tour was made through the remaining portion of the Edwards' plant. The visitors were next taken for an automobile ride over the famous driveway which extends from Rockcliff Park along the banks of the Rideau Canal to the Experimental Farm. This driveway is one of the most beautiful and artistic of any in America and goes a long way in earning for the Capital city the well-deserved title of the "Washington-of-the-North."

On the way down the river Senator Edwards, who is now in his 75th year, had many interesting stories to relate of early days, particularly in connection with the sale of timber limits. In 1868 he established the first mill at Rockland, and in 1894 the property in Ottawa was acquired. The output of the Rockland mill today is 300,000 feet on the average and consists of red and white pine, hemlock and other woods. All the larger logs of the company are sawed at this point, while the smaller ones are taken care of at the plant in New Edinburgh. Gordon C. Edwards was particularly energetic in looking after the comfort and convenience of all during the day and his kind attentions did not cease until the party had left for home at 10.50 p.m. by the C.P.R. As the company left the "Katrina" after the sail on the river hearty cheers were given for Senator Edwards, Gordon C. Edwards and the Ottawa lumbermen.

In the evening the visiting retailers were entertained by the Ottawa retailers to a splendid dinner at the Rivermead Golf Club, which is located midway between Hull and Aylmer, Que., the jaunt being made by special electric car. From the broad piazzas of the club house a fine open view is obtained of the Ottawa River, the city itself and the Gatineau hills. George M. Mason, president of the Ottawa Lumbermen's Credit Bureau, presided in an able manner, and after ample justice had been done to the many tempting dishes provided, the toast to "The King" was loyally honored.

Welcoming the Travellers to Ottawa

Mr. Mason, in a few fitting words, welcomed the guests and spoke of the pleasure it had afforded the Ottawa men to show the city and its various points of interest. He was sorry that the stay of the delegates was so short, as they had only seen a small portion of the many attractions at hand. It would be a pleasure to extend all the hospitality of the lumbermen of the city on another occasion when he hoped their call would be of longer duration. The interchange of courtesies among the members of the trade he regarded as a good omen for all concerned in the interest of the co-operation and mutual welfare.

E. M. Barrett, chairman of the Eastern District of the Ontario Retail Lumbermen's Association, also added a few words of welcome, and spoke of the pleasant associations of the day. It was a great privi-



Wm. Rutherford, Westmount, P.Q.
He presided over all the Montreal arrangements with much acceptance



John B. Reid, Toronto,
Who believes in organization and co-operation everywhere and all the time



Arthur H. Campbell, Montreal,
Who was on the job from start to finish in greeting visiting retailers

lege to extend greetings to his brother retailers and in this reception they had been joined by the manufacturers and wholesalers of the Capital city, of whose progress and development they were justly proud.

Walter C. Laidlaw, of Toronto, on behalf of the guests, said that he desired to express the thanks of all to the Ottawa gentlemen for their hospitality. "We have had a splendid day," he added, "and seen many interesting things, and we have enjoyed it all to the utmost. We in Toronto do not know how we can ever get even with you for all that you have shown us today, but when you visit our city, as we hope you will in the near future, we will do the best that we can to entertain you and give you a royal welcome. We have had the pleasure of meeting all branches of the trade, manufacturers, wholesalers and retailers, and you have left nothing undone to make our stay memorable. It has been a great privilege to visit the Capital city, which is a wonderful lumber centre, and our eyes have certainly been opened. We were also extended every courtesy and kindness by the trade in Montreal, and the travel club—for that is what we call ourselves some-

ferences of thirty years standing, had literally fallen over one another and shaken hands, become better acquainted and each had learned that the other was not such a bad chap after all. The ground had been plowed, good seed sown, and a fruitful harvest was the result. Now through the kindness of Mr. Laidlaw and others, the privileges of clubs were open to all the members for a monthly dinner. Each man ate a good meal, smoked a fragrant cigar and talked as freely as if he were at his own fireside. Any troubles were discussed, all grievances aired and considered, and everyone went away satisfied. A campaign of education had been carried on in the matter of figuring costs, profits and the percentage of overhead expenses in doing business. Literature had been published giving definite and practical information on these and other important problems. The old idea that if a man was making a dollar a thousand on a bill of lumber he was coining money, even if he had no knowledge of the cost of doing business—had been shattered and business had been placed on a better, sounder and more uniform basis. Out of these meetings the men of the trade had been brought together in Toronto in a spirit of co-operation and harmony and an-



Hon. W. C. Edwards, Ottawa
Who entertained the visitors in true
aboriginal style at his shanty



E. M. Barrett, Ottawa,
The Energetic Chairman of the Eastern
District of Ontario Retailers



Gordon C. Edwards, Ottawa,
Who was Master of Ceremonies in the
Capital and left nothing undone

times—has on each trip that it has taken been enthusiastically received. We have gained a great many ideas and we hope to see you all in Toronto at the great retailers' convention, which will be held during the Exhibition. We promise you a cordial welcome and trust that you will be present in large numbers."

The New Spirit Prevalent in the Trade

J. B. Reid, of Toronto, president of the Lumbermen's Section of the Toronto Board of Trade, was next called upon, and delivered a happy and stirring address, which was warmly applauded. He thanked Gordon C. Edwards and all the other Ottawa lumbermen, for the magnificent reception that had been accorded them, and remarked that Mr. Edwards had met the party in Montreal and had assisted the gentlemen in that city in welcoming the roaming retailers. He had, however, not given the boys any inkling of the good things that were really in store for them when they reached the Capital city. Proceeding, Mr. Reid said that the retailers had taken many trips to various centres across the border, but "this is the first journey among our own people, and we must say that nowhere have we been more regally received than right here in Ottawa and in Montreal. We have been used like princes, and I only hope that our fellows will do as well when you all come to Toronto, and find out what we are doing there." Mr. Reid referred to the fact that as yet there was no organization of retail lumbermen in Montreal, but he hoped that the day was not far distant when they would have an association there the same as they had in Toronto. Proceeding, he declared that up to three years ago, so far as sociability was concerned, the retail lumbermen of Toronto had never met within four walls. Some men had been in business in Toronto for thirty-five years and beyond talking over the telephone to other firms had never met others in the trade. In fact, men engaged in the same line of business for years had never seen one another, and had, in not a few instances, formed the conception that the other fellow was a mean, selfish, narrow-minded being, with whom it was advisable to have as little to do as possible. By persuasion and talk, by agitation and intercourse, finally the members of the trade were got together around a dinner table and after a couple of such meetings, men who had had dif-

other outcome was that the retailers of the north, south, east and west assembled in convention. Ontario was organized on similar lines, and the membership in the province was growing rapidly. The wholesalers of Toronto, seeing the fine work and association spirit that had developed in Toronto and Ottawa, had also come together and formed a like body, and established a Credit Bureau. Mr. Reid told how the Credit Bureau had been started, first among retail lumbermen, and added that if any unscrupulous contractor could beat a retailer or a yardman out of a nickle today, he deserved the nickle. (Laughter).

Mr. Reid dwelt upon the inauguration of the Credit Bureau and how Mr. Boulton, the secretary, and he, had attended a gathering of the secretaries of Credit Bureaus in New York State. "We found," continued the speaker, "that we could get no new ideas from the convention, that our bureau was strictly up-to-date in its methods and system, and that we were able to give some pointers to those from whom we expected to learn."

Other Splendid Work Carried Out

The wholesale lumbermen had started a Credit Bureau on the same lines as the retailers, and it showed the amicable relations existing between the wholesale and the retail men when there was one secretary and his staff attending to the work of both organizations. Mr. Reid enlarged upon the subject of business ethics, which he thought were largely a dead letter, unless there was some machinery behind it all. It had taken time, work and backbone to form the organization they had today, and if any wholesaler was not living up to his agreement in the matter of deliveries, etc., all a member had to do was to notify the secretary, who would get after the offending one. If a wholesaler failed to honor a contract, of course, a customer might go to law about it, but this was an unsatisfactory and costly proceeding. Any man, unless he had lots of money which he wanted to lose, should keep out of litigation. In some cases before the retailers of the province were organized, certain orders for lumber which had been standing over a year had not been filled. Several members had got in touch with the secretary, who, in turn, got after the delinquents. The result was that long delayed carlots had come to hand, or, where it

was utterly impossible for the wholesaler to fill the order, a satisfactory adjustment of claim had been made. Business ethics, with the proper organization or machinery to support them, were what was necessary for the welfare and co-operation of the trade as a whole.

In closing Mr. Reid denounced the practice of certain firms, or their representatives, in taking large orders and then offering all sorts of excuses, some of them very flimsy, for not filling the same. He said that life was larger than the dollar; an honorable, upright career worth much more than the making of a million. He would rather leave the memory of a decent, clean and honest name and have his fellow lumbermen attend his funeral as a last tribute of love and respect and remark, "well, he was a good man; he helped others and had a kind, generous nature," than he would to corral great wealth and have no members of the trade present at the final rites, and fellow business men generally declare, "I see Mr. Blank is dead—Oh, yes, he was worth a million, but he was never any good in life to himself or anyone else—small loss after all." "We should all live and let live, treat your fellow retailer as a white man, do everything open and above board, and when you go upon the last long journey, the trade will unanimously say, 'I am sorry that he has gone. He was a splendid fellow in every way.'" Mr. Reid believed the rough, uncouth lumbering business after all was the greatest and noblest on earth; they should do all in their power to uphold its best traditions and hand down to posterity a good name, a clean record and an honored career. He desired, on behalf of the visitors, to thank the trade in Ottawa for their kindness and generosity and particularly Gordon Edwards, who had been most untiring.

How Ottawa Trade First Got Together

Gordon C. Edwards returned his sincere thanks on behalf of the boys in Ottawa, and added that it had been a very distinct pleasure to welcome the Toronto men. Referring to early days in the Capital, the speaker said that the late James Davidson, whose son was present, was responsible for the Ottawa trade coming together and organizing, some fifteen years ago. Before that they were all suspicious of the other fellow and would scarcely pass the time of day with him. When a big strike of employees had occurred it had brought the trade together for their own welfare and mutual interest. "Previous to this if any firm was asked to figure on a bill of goods if it was known we were the last one to bid, we were pretty sure to get the order. We cut the price sufficiently to land the business. The same applied to other firms," added Mr. Edwards, "but the days of such senseless price-slashing are over long ago." The speaker told of the formation of the Ottawa Lumbermen's Credit Bureau in 1912. The executive committee met once a week to discuss matters pertaining to the trade. No man would continue in business today if he was told that his business was not on a profitable basis. He added that he had been associated with a number of leading organizations of lumbermen and he could bear out what Mr. Reid had said. Eliminating the business part altogether, the social end alone was worth far more than they gave it credit for—to become better acquainted and learn each other's good qualities. "It has," continued Mr. Edwards, "been a real pleasure to entertain you and we shall be glad to go to Toronto at some future date and give you a chance to get even with us. We will be happy to take a leaf out of your book and do some travelling and visiting as you have been doing in Montreal and Ottawa."

The guests then repaired to the wide verandahs to enjoy the inviting vista and after half an hour a special car conveyed all back to the Chateau Laurier. The C. P. R. train was soon boarded and amid cheers and parting handshakes the visitors left for home, convinced that they had heard, seen and enjoyed an abundance of good things in their all too brief sojourn to the commercial and political capitals of the Dominion.

Those Who Saw and Heard Much

Those who took in the educational trip were: G. W. Boake (Boake Mfg. Co.), Toronto; F. A. Bowden (F. A. Bowden & Sons, Ltd.), Toronto; R. G. Dryden (R. G. Dryden & Co.), Toronto; W. C. Gardiner (Builders Moulding Co.), Toronto; W. C. Irvin (Gibson, McCormack & Irvin), Toronto; T. H. Hancock, Toronto; C. W. Hillock (John Hillock & Co., Ltd.), Toronto; W. C. Laidlaw (R. Laidlaw & Co.), Toronto; C. G. MacBeth (R. Laidlaw & Co.), Toronto; T. A. Paterson (Mickle, Dymont & Son), Toronto; W. F. Petry, Toronto; R. Locke (Powell Lumber & Door Co.), Toronto; T. E. Rathbone (Geo. Rathbone, Ltd.), Toronto; J. B. Reid (Reid & Co.), Toronto; Alex. Rhind (Simpson Planing Mills Co.), Toronto; W. J. Smith (J. B. Smith & Sons), Toronto; John Watt (Watt Milling & Feed Co.), Toronto; G. H. Belton (G. H. Belton Lumber Co.), London; G. N. Kernohan (Kernohan Lumber Co.), London; O. W. Rhynas (Mickle, Dymont & Son), Brantford; Philip Rhynas (Mickle, Dymont & Son), Brantford; Thos. Patterson (Patterson & Crosthwaite), Hamilton; Guy H. Long (Consumers Lumber Co.), Hamilton; G. B. VanBlaricom (Canada Lumberman), Toronto; and Horace Boulton (Ontario Retail Lumber Dealers' Association), Toronto.

Fixing Lumber Prices to Buyer

It Might be Splendid Thing for Retail Dealer and Work Out to Advantage Generally

We retailers have for some time been wanting a stabilized price scale at the mills. We didn't care so much how high the prices were as we did to know that the other fellow was paying the same as we were. Now that mill prices and freight rates have been established we have attained what has been desired in our relations as buyers says C. H. Ketrledge in the "Mississippi Valley Lumberman." It's a question now, how would it affect us if the government takes the notion to establish our yard prices to the consumer. I am of the opinion that if it was done on the basis of the actual cost of doing business—as it will be—the scale of prices in the majority of cases would be higher than they are now, just as it is now with coal dealers. Most of them are getting a larger margin of profit than they did when they were making their own prices.

Some seem to think that the difference in freight rates will make it hard to make out a uniform scale. I don't suppose the relative difference in rates will undergo much change, if any. They will be higher no doubt. Some towns in the same county have always had a little better rate than others, but it has not appreciably affected the yard prices in any of the towns. Generally speaking, prices are about the same in places ten to fifteen miles apart, and this, too, without any special agreement between the dealers. The prices for each item can be fixed in the same way as now, but with reference more to the cost of selling them than they are now, and, therefore, relatively higher because some items are being sold right along for less money than they cost and the dealer is not aware of it.

As I understand it, the scale that would be fixed would be the maximum prices at which the items could be sold. The purpose of this is supposedly to protect the consumer. Theoretically, perhaps it does; practically, it is "bunk." What really does protect the consumer is the free and unlimited dern fool competition between the retail dealers which has always operated to prevent excessive maximum prices from injuring the consumer.

Just and Reasonable All Around.

Under this fixed maximum regime, there is nothing to prevent the giving of lower prices the same as now. But, here is where I think the fixed price plan will work out to benefit the retailer if he has business sense to take advantage of it. The psychology of it is all in his favor. The public will know and understand that the government has extended its sword of authority to prevent the lumbermen from boosting the prices of lumber to the consumer and the prices so established will be the prices they will expect to pay, because the "Great Father" at Washington has decreed that they are just and reasonable to the dealer. And if they are so to the dealer the corollary is they are just and reasonable to the consumer. This is the way that the general public will construe it, just as people are now regarding the coal and food prices that have been established by the same authority. And it seems to me that the retail lumbermen have never had so good an opportunity to sell their commodity on a correct business basis as they will have if this price-fixing plan is extended to them. For one thing, it will afford every dealer the discovery of the real cost of his doing business, something that two-thirds of them have never known all the time they have been handling boards to sell. What they will need under such fixed price conditions is such a degree of good business sense as will impel them to improve the opportunity which the wisdom of the government has placed at their hands. It is natural to "kick" against any change from the established ways of doing things. In this case there probably will be dealers who will object to what they will deem a restraint on their business, but if they have the sense to accept and follow it out they will eventually discover prosperity has, in a way, been forced upon them. Anyhow, the tendency will be for every dealer to keep close to the prices that have been fixed for him and the minimum prices will be more likely to be much higher than they have been.

The price fixing, as I understand it, is not designed by the government to prevent free competition, but it doubtless will have a restraining influence in some degree. How much this will be can only be known by subsequent experience. These fixed prices are likely to continue for a considerable period, so there need not be any apprehension on the part of the retailers concerning the matter of stocking up with this fall's supplies. My judgment is, if there is any change at all it will be to make the scale still higher. The severe drainage of labor by the contemplated army of five million men is bound to be felt by the producing interests of the country, and lumber production will be influenced as much as any other. And as great as our lumber producing capacity is, it is going to be fully tested by the inevitable increase in demand on the products of the mills.

Pacific Coast Products in World Markets

The Operations of Past Year Reviewed and Horoscope Cast on Future Development

—Lumber Commissioner will Go to England Shortly

By Hon. T. D. Pattullo, Minister of Lands, Province of British Columbia



Hon. T. D. Pattullo, Victoria, B.C.

The increase in production of all classes of British Columbia timber during the year 1917, compared with 1916, is 367,012,000 ft., board measure. This is a most gratifying state of affairs, when the decrease in available shipping, the car and labor shortage is taken into consideration. While the export of water-borne lumber to the United Kingdom shows a not unnatural decrease of 6,000,000 feet, and to South Africa a decrease of 5,000,000 feet, yet our export to Australia shows an increase of 14,000,000 feet, and the total export, as compared with 1916, shows a slight advance in favor of 1917.

Again, carrying on the comparison, the "cut" values have increased about one-third, which is commensurate with the increased production of lumber; the

value of the 1917 forest crop being \$48,300,000, while the figures for 1916 were \$35,528,000.

This record of a year of great stress, of a year when the demands of the army upon an already considerably depleted civil population has made great inroads into the available labor supply, is a year to which we in British Columbia can justly point with pride.

The following table will give the comparison between the years 1916 and 1917:—

	1916	1917
Lumber	\$21,075,000	\$28,225,000
Laths	150,000	142,282
Pulp	3,520,000	6,835,034
Shingles	4,500,000	6,900,000
Boxes	1,833,000	1,611,000
Piles and Poles	650,000	467,000
Mining Props and Posts	1,000,000	546,000
Miscellaneous (cut by Railroads, Mines, etc.)	1,150,000	1,425,815
Additional value constituted by the Industry	1,650,000	2,145,000
	<u>\$35,528,000</u>	<u>\$48,300,469</u>

Putting B. C. Products Before the World

The shortage of railway cars in the spring of 1917 was the main difficulty in the way of our placing B. C. lumber on the prairies. The decrease in the "floating" population will, no doubt, have its direct effect upon the movements of trains and consequently upon the available means of transport this year.

The Prairies have hitherto been looked upon as the natural market for our forest products. An energetic and entirely successful campaign of publicity in the Eastern Provinces has effectually put B. C. lumber before the world of architecture, of engineering, of the wholesalers and all who deal in wood.

As a direct result, the Eastern dealers now recognize the undoubted superiority of such timbers as the Douglas fir and Western cedar. The former is rapidly climbing up to its rightful place in the building world, and is acknowledged as being of greater tensile strength than its competitor, the Southern yellow pine.

The constantly increasing demands for this lumber show with the utmost clarity that, as the manufacturers and builders in the Eastern Provinces become more familiar with the many uses to which Douglas fir is adapted, so does their confidence in its durability, strength and beauty show in their renewed orders to the B. C. mills.

The release of shipping following the war will be the ultimate factor in laying our lumber down in the Eastern markets, via the Panama Canal, at prices which will allow B. C. lumber to compete with the forest products from other sources.

But is the Eastern Canadian market to be the goal of the forest

wealth of British Columbia? Stability will only come to the lumber trade with the utilization of the whole log, and thus the seeking of foreign markets seems to be the real solution of this problem.

Awake to Possibilities of Re-Construction

"Après la guerre," the period of reconstruction will call upon the lumber world with no uncertain voice, and this government is fully awake to the possibilities that will thus be opened. Perhaps a factor that is not to be ignored in establishing this new market, will be the 27 wooden steamers and the 18 auxiliary schooners that have been locally built, and whose first cargoes will be lumber destined for the Overseas markets.

The devastation of permanent buildings in France and Flanders, plus the total absence of new building in the United Kingdom during the war period, will undoubtedly call for a huge supply of lumber, and to meet this coming demand, the B. C. Government has decided to send a lumber commissioner to England. The results that in the East have followed an intelligent and aggressive campaign will undoubtedly prove to be even greater in the already depleted lumber countries, where the war has taken its greatest toll. With Sweden and Norway, we can compete with every hope of success. France and the United Kingdom have already practically exhausted the home-grown crop and therefore NOW is the time for B. C. to step boldly into the world market in order to secure a permanent trade connection, with its stabilizing influences.

Concrete Ship More than a Theory

The increasing use of concrete and ferro-concrete (into which the new development, the concrete ship takes place) will demand an enormous supply of the lower grades of lumber. The bridges and the buildings that have yielded to the all-destroying Hun, will probably spring up again, Phoenix-like, from their ashes in this more modern form. The concrete ship is now more than a theory; it is an actual floating and commerce-carrying fact. The concrete ship "Faith," on the completion of her maiden voyage, put into Vancouver to discharge her cargo, and the Master was most enthusiastic as to the vessel's behaviour under the very bad weather conditions experienced during her baptismal run.

We know that the amount of lumber consumed in the building of concrete ships is large, and towards the development of this method of increasing the world's tonnage, we look forward with a confidence inspired by this new vessel as to the further production of this type.

But the war has not only made us look into the future to realize the full forest wealth of the province. The abnormal increase in aeroplane production has naturally had its corresponding demand for aeroplane building timber, of which the spruce ranks first. To meet this demand, every effort has been turned towards accelerating the production of this timber, and an Act entitled the "Aeroplane Spruce Cutting Act" was passed at the last session of the Legislature to speed up the work. This has resulted in a wonderfully increased cut, and it is confidently expected that the output will fully meet the demand.

The Expansion of Pulp Production

Still another important feature of the lumber industry is that of the pulp and paper mills. Not only have all plants been running to full capacity, but new ones are being erected. The enquiries received as to the pulp possibilities in B. C. show that, so far as the province is concerned, this industry is but in its infancy. The increase in the year's production of sulphite pulp brings the remarkable figure of 300 per cent. to light; the production for 1917 being 43,644 tons, against 14,389 tons for 1916. Newsprint also shows an appreciable increase, the output for 1917 being 75,833 tons, and for the previous year 65,229, while the "wrapper" production was 3,170 tons. These figures justify the hope expressed in 1916, that 1917 would show a doubled production. Here again, the ingenuity of man is turning wood pulp to a variety of uses hitherto unknown, and there is little reason to doubt that the increase in the pulp industry will bring in its train the various means of turning out commercialities that mean increased revenue.

Looking back upon 1917, the year, in spite of the many difficulties to contend with, has been a most satisfactory one. Profiting from the past, we can look forward to the future with an equanimity born of the knowledge that the forest products of B. C. carefully and intelligently handled, are about to take a place in the world of commerce which is apparently the design of nature herself.

What Constitutes Efficiency in the Sawmills

Properly Laid-Out Mill with Modern Equipment, Careful Supervision of Operatives and Training of Help are Vital Factors in Production

By G. W. Brock

The call for men for military service, the high wages paid in munitions and shipyard plants, the drain on available labor by enlistments for forestry battalions and other branches of the overseas contingents and the restlessness of labor generally under the present exalted cost of living and numerous avenues of employment have caused lumbermen generally to encounter conditions such as they have never been up against before.

Shorter hours and more liberal pay have not tended to make content the general ranks of workers and the labor problem becomes increasingly perplexing. Much is heard about conservation and economy, and hand in hand with this must go efficiency and system. It is comparatively easy to institute new methods and try out new plans of operation under normal conditions, when openings for labor are neither so plentiful nor attractive, and there is more stability and cohesion in the working ranks than there is today. Trained effort, well directed and properly managed and encouraged, will naturally bring about improved results and augmented production, but, under present operating regulations in both the woods and the sawmills, contingencies have to be encountered and overcome such as were never dreamed of a few years ago. At many points labor has been very scarce, and any kind of help has been brought into requisition. The employer has to put up with oversight, indolence, and incompetency, which in ordinary times he would not stand under any circumstances, but with things in the labor market as they are, it is a case of cutting one's coat according to the cloth available.

Efficiency cannot be overlooked and every attempt must be made to reduce overhead and operating expenses and get out as large an output as possible. Although prices on all lines of lumber have increased and the outlook is for even higher figures, yet the amount obtained for the finished article has not kept pace—or, putting it another way—is no commensurate with the augmented expense of production. Higher freight rates, bigger wages, shorter hours, congested transportation, restricted markets, increased insurance, reduced cut in the woods, scarcity of labor and inexperienced help have all added to the troubles and problems which the sawmill men have to meet at this juncture. Very few new mills are, under the circumstances, being erected, and it requires the exercise of the best thought, skill and advanced manufacturing ideas to overcome all the barriers that beset the pathway of the lumber manufacturer.

Reports from different sources classify some mills as being modern and efficient as applied to the newer or larger plants, and some of the older or perhaps smaller ones as not being so "up-to-date." This raises the question of what constitutes efficiency in the average sawmill.

There are some features of operation in the larger mills that, in a broad sense, might be taken up by the smaller ones, and might tend toward efficiency. But arguing the other way, if a small mill, even if it is not the most modern in construction and design, is producing good results and for the time being meets all requirements in a satisfactory manner, who is there to say that this particular mill is not efficient in its owner's eyes?

He is satisfied with it; it meets his needs; does the job he gives it to do in a specified time; and is capably handled as far as equipment goes. Is such a mill in its smaller way just as efficient as the newer or more modern one with a larger output and greater outlay invested in its construction, machinery, etc. Whether the answer be yes or no, it leads to a series of other questions, all centering around the hub of "What is sawmill efficiency?" By what rules or standards can it be gauged in a general sense covering the conditions? Lumbermen themselves are best qualified to debate the issue and come to whatever conclusion that they think is best.

In a sense it is almost seemingly impossible to apply all the variable factors which are in use as tending toward efficiency in a large mill, and crowd them into a smaller one, irrespective of operating conditions and cost. As an instance, how many small sawmills use steam feed? It is recognized by leading manufacturers as being in advance and a better system than other modes of feeding the saw. The cost per thousand feet sawn is about the same as where other feed systems are employed, but the original outlay for the installation of the steam feed system is greater. Taking it on this point, for the sake of argument, any small sawmill not using steam feed would not be entirely efficient as compared with the most modern mill.

But there are many sawmills in the Dominion who develop a degree of efficiency satisfactory to themselves, meeting their peculiar conditions, whether they use steam feed or not.

Aside from contributory factors, there are only three outstanding rules tending to promote efficiency in the considered "efficient" and "non-efficient" sawmill. Few as the regulations are they cannot with



Effective Type of Log-Hauler

Here is shown a gasoline log-hauler at work in Madawaska County, New Brunswick. Experiments are being carried on in other eastern provinces to see if this type of log-hauler will simplify some of the problems of hardwood transportation.

impunity be disregarded by any sawmill man if he desires to evade the rocks of disaster and reach the port of economy in a business sense.

Three Things to Be Kept in Mind

The three factors as given by a leading manufacturer are:—

Plan your mills to save labor and eliminate waste.

Use the most effective and up-to-date equipment.

Careful schooling of employees and operators of machines.

Every one of the three is important, and with any kind of foresight and administration should prove effective. Not everybody today is going to re-build his sawmill, while some, where they can see a saving of labor can be gained, probably hesitate to make the change. owing to the increased cost of installations, and the somewhat unsettled outlook as to business.

Nevertheless, the man who has the courage of his convictions, recognizes prospects ahead, and knows whereby he can save labor if the expenditure is not too heavy, should do so. With the present high cost of labor in time to come he would be compensated and his mill increased in efficiency.

Having a properly laid-out mill, constructed for the conservation of labor and time, the next all-important feature is reliable and modern machinery, which in the operation of itself, speeds up production, lessens working cost, and is generally more satisfactory. Many sawmills in the Dominion, owing to the war, are operating on a "day shift" only. Thus, if it cost \$20,000 or \$30,000 to install equipment which would do double the work of that in use, it would take it twice as long, under existing conditions, to make up the increased outlay and pay for itself, as if the mechanism had been purchased at the same price in peace times when the mills were running day and night.

The training of employees and machine operators is perhaps one of the most important of all the factors, be they few or many, toward increasing the efficiency of the sawmill. The war as reflected in many sawmills and woodworking plants has plainly demonstrated the great value of trained labor and millmen. Apprentices from time to time have drifted in to fill the position of the experienced hand who has been attracted elsewhere by higher wages or has answered the country's call and, in some instances, the result has been little short of lamentable.

Employees Cannot be Hand Picked Today

Sawmill and woodworking plants are forced to accept pretty nearly any kind of labor that is offered. The operator cannot afford to take a chance of handpicking his employees. Some mills are more fortunate than others. In this connection skilled labor, especially if it has been employed in the same mill or on the same machines for a number of years is a very salient factor tending to efficiency. As one lumberman some time ago remarked, "you cannot take men off the street and put them running a machine." The percentage of accidents to the men themselves being unfamiliar or unskilled with the operations in the mill would result in considerable compensation claims, to say nothing of the damage they might do to the equipment.

Taken all in all the question of sawmill efficiency apparently sim-

mers down in a last analysis, to the most effective, economic, and productive basis as compared with existing conditions, the means of operation one has at his disposal, together with as many factors from the bigger mills that can be worked in, as to give an adequate return for the capital invested.

There are no mill operators who do not value efficiency and look for it. They are more or less constantly observing this man, the operation of a particular piece of machinery or saw, and constantly turning over in their mind whether this workman at a particular job can be improved upon or whether a particular installation is living up to its capacity. Week in and week out during the season's operations these instances continue to crop up. Sometimes changes are made quickly, and at other times they are delayed until the winter repairs are effected to the mill.

With such a perpetual train of events the mind of the owner or operator is ground down to a fine point of observation. What he sees he usually remembers, and if of sufficient importance transfers it back to the store room of his brain for further reference. Thus the constant trend in a sawmill is always tending toward greater efficiency if the operator is circumspect and painstaking, and is not too prejudiced to see and admit some points where he is wrong or whereby the system or operation of his plant can be profitably or more usefully improved.

Making the Most of Means at Hand

In one large Eastern sawmill, changes or improvements have been made from time to time. Efficiency, economy, and capacity production when wanted, may well be termed the three watchwords of the mill. Yet the proprietor has not every new device on the market in his mill. He does not even use the time clock for his employees, but still, his plant is efficient according to his needs. Who is there that is going to tell this man that his mill is out of date or not efficient because he has not consigned certain things to the scrap heap. He is recognized as a leader in his line.

His sawmill is established and operated on the same basis of sound business principle as are all his other undertakings. In the last ten years there have not been very many great changes. He has used band saws for thirty years. One of the biggest alterations made was the employment of a horizontal re-saw instead of a circular re-saw. This change in itself points toward economy or could be likened unto efficiency, as the old circular system used to take out three-eighths of an inch in sawing, while the horizontal re-saw takes out only about one-third of the amount in the cut.

Another condition with which the mills have to contend is the reduction in the size of logs that have been coming to the mills the past few years. Whether or not the sawing of the small log or the large one has any particular bearing on the efficiency of a mill is a question. It is known that it increases the cost of production as compared with its marketable value. It appears that it would have some influence on efficiency on account of the labor employed, compared



Conservation of Wooded Wealth

In this picture is shown the unnecessary waste in leaving large tops of trees in the woods. This is an age of economy and thrift. The photo was taken by G. H. Prince, Chief Forester of New Brunswick, during the past winter.

with the lessened return which the product brings, on a ratio with the work and market value, had larger logs been used.

Years ago 12-inch logs were common around the mills. Today the general average is below this. The smaller log is due to closer cutting on the limits to eliminate danger from fire, and because of their proximity to streams. The "big stuff" was cut long ago.

In connection with the increase in the cost of sawing small logs as compared with large ones, another operator remarked: "It increases the expense very materially and amounts to about twenty-five per cent."

Contentedness of labor in the sawmill is a contributory element tending toward efficiency and also the utilization of all waste.

The steam feed system as used tends toward efficiency in that it carries heavier loads right up to the saw and is more elastic than the other feed systems employed—i.e., electricity and water power.

In the opinion of another widely known lumberman sawmill effi-

ciency can be advanced by the use of up-to-date machinery, with plenty of "transfers," live rolls and lots of power. The design or layout of plant, together with competent help are essential elements toward efficiency. Regarding the use of by-products of the mill for fuel to promote power, the speaker added, "we never aim to waste anything."

"It all depends on the layout of the mill, the use of modern machinery, and placing it where it can be most conveniently and usefully operated. Schooling and intelligent training of help is a big factor," remarked another lumberman.

"Concerning the sawing of smaller logs as compared with those of other years," he added that at his mill a gang saw was used to cut them, operating upwards and downwards. The lost or increased cost of production can be traced to the operator not getting so much lumber from his logs and there are more knots. The lumber is not of as good a quality and consequently brings a lower price when marketed.

Piers, Booms and Log Drive in Lumbering

By Romeo Morrisette, Three Rivers, Que.

From time immemorial, lumber has been greatly used as material for construction, and on account of the developments expected by the after-war problems, the demand will be larger than ever. Eastern Canada with its magnificent forests is destined to be a big factor in the supplying of lumber. Hence the problem of log drive is one of the most important. Rivers cross our timber limits in every direction and are the natural outlet of the logs.

In this country, the railroad is very seldom made use of for this purpose, while the increased discharge of our rivers, due, to spring freshets, is found the most economical way of carrying the timber from the limits to the mill site. But, before reaching this point, the logs have to be handled under certain conditions that the writer will try to explain.

Our Canadian timbers considered floatable may be summarized as follows: The black, grey and white spruce, white, yellow and red pine, tamarack, hemlock, cedar. Their constructive value for housing, trestles, cribworks, etc., is well established.

The first operation in the forest is the hewing. The tree is chosen, cut at a certain height and laid on the ground. Logs ordinarily thirteen feet in length are measured and sawn from the trunk, also from the principal branches when their diameter is large enough. The logs are loaded on sleighs drawn by teams of horses and piled up on the log jetties.

Log jetties are placed on the banks of rivers or creeks. These sites are cleared of trees and bushes, and from there, the logs are rolled to the stream when the freshets occur. When they reach the river they are driven by the swiftness of the current to a general retaining boom, which is called the "Main Log Drive."

Along their course, little conductor booms or crib jetties are placed at the head of the shoals to force the drive to follow the current of the stream.

This conductor boom is usually composed of a series of round timbers, 20 feet in length with two border holes at both ends, through which is passed a chain binding two pieces together; one inch chain is ordinarily used. Jetties are little cribworks longer than wide, not very high, which are sunk at the head of a shoal to direct the current in an opposite direction.

Retaining Boom and Construction of Piers.

The principal feature of a retaining boom is the general place where the logs are gathered before reaching the mill or the assorting gap. It is composed of one, two or three ply boom fastened to piers; these booms are kept in place by chains held at the bottom of the river by anchors or anchor piers.

There are different kinds of piers; but the most generally used is the cribwork. There are many photos and drawings showing the different types of piers; also on one plan are given the principles governing the resistance and overturning forces of a pier.

The principal woods used in their construction are hemlock, spruce and B. C. fir for the body of the pier, and when an ice-breaker is used, it is ordinarily sheathed with oak, birch or elm, which are recognized as offering great resistance to the ice. In such pier the part under water lasts indefinitely, but on the other hand the part exposed to the air and moisture lasts an average of fourteen years.

The piers are built of round, flat or square timber, the pieces are placed one over the other, alternately, and crosswise fastened with spikes and screw bolts to vertical posts. Rooms are provided for the filling in with one-man stones which are placed on a ballast floor.

When a pier is to be built, study must be made to determine the direction of the current, soundings taken to know the topography of the bottom, test pits to ascertain the nature of the bed; if the bearing power of the soil is found insufficient as when composed of soft clay, or washable as in the case of alluvial sand bottom, foundations or pile works are necessary, in the first case, and a prepared stone bed in the latter. The dimensions of the crib are decided upon, the length of the crib must equal the height between the water surface and the bottom. However, in the case of a very large pier, this rule has not always been followed on account of the heavy weight of the pier, where small pressure was exercised by the current, and the pier found sufficient to resist to the overturning force. But in a little low pier, it is advisable to be careful to follow this law closely. A good dimension for the room of a pier is ten feet by ten feet. The ballast floor is placed at the third or fourth row from the bottom, to permit a perfect settlement of the structure. Ordinarily two opposite rooms are left empty for some ten feet high, the opposite corners on the diagonal are found very suitable to help this settlement. On a large pier, the cross ties, half the distance between the water surface and the bottom are designed alternatively to their alternating lines to help the ballast floor to resist to the heavy load of the stone filling in. The vertical posts are made in many lengths, they are spliced at their extremities and well bolted, holes are bored 1/8-in. smaller than the bolt diameter. The longitudinals and cross ties are fastened with one-inch spikes; holes are firstly driven with borer and the spike forced in it with a hand hammer.

Above the low water level, a three-inch sheathing is set on the four faces of the pier, except, where there is an ice-breaker, the batter is one-in-one, a six to twelve inch hardwood sheathing is used. In the centre of the pier, one or two vertical posts, twenty inches in diameter are placed. They are called mooring posts and they are well bolted to the cross ties and longitudinals. Their duty consists to hold back the boom by means of BBB 1-inch dredge chains.

As shown by the photos, square timbers are also used in large quantity. Recently, the construction of concrete piers has been introduced and proved to be economical.

In whirlpool or bay, the pier keeps its rectangular form up to the top and no ice breaker is used.

The average price of a crib when built in round timber is approximately \$4.00 per cubic yard; in square timber \$6.00 per cubic yard, and in reinforced concrete \$12.00.

The unit price of material being summarized as follows:

Stone	\$2.00 per cubic yard.
Hemlock and spruce	15c per lin. ft. (round)
Hemlock and spruce	17c per lin. ft. (flat)
Hemlock and spruce	20c per lin. ft. (square)
B. C. Fir	\$45.00 per 1000 ft. B. M.
Reinforcing steel	\$5.00 per 100 lbs.

The wages may be summarized as follows:

Laborers	\$ 2.00 a day.
Carpenters	3.00 a day
One horse	3.00 a day
Team	4.50 a day

Five men take in an average one day to build one row of crib-work fifty feet by fifty feet.

The Resistance of a Pier.

Three forces are considering acting on a pier: The first, the hydrostatic pressure which is applied at the third of the height from the bot-

tom to the water surface; the second, the current pressure applied at the two-thirds of the same height; and the third the force acting at the surface of the water due to the log pressure.

In this case the hydrostatic pressure has been found as 2,189,000 lbs. The second pressure being found as 18,412 lbs. The section of the river considered being 63,000 square feet, the maximum discharge 200,000 cubic feet second, the velocity of the stream 3.1 feet second. The surface of the pier being 1,856 square feet. The third pressure, the log pressure is taken as 230,000 lbs.

The magnitude of the resultant of these parallel coplanar forces is 2,437,412 lbs. applied at 31.30 feet from the bottom.

The dead weight of the pier being 4,274,143 lbs. the unit weight of materials is taken as follows:

Concrete in the air	145 lbs. per cu. ft.
White spruce in the air	26.4 per cu. ft.
Stone	125 lbs. per cu. ft.
Submerged stone	62.5 lbs. per cu. ft.
Submerged spruce	36.1 lbs. per cu. ft.
Submerged concrete	83 lbs. per cu. ft.
Submerged cribwork filled in with stone	43 lbs. per cu. ft.

The factor of safety for the same pier is determined as 1.85, and the overturning moment as 9,838,000 lbs. feet. The resolution of forces on the lowest parallelogram is determined for the same pier when it is not under the log pressure.

Then the log pressure having been established as 239,000 lbs. as the pier which served for the calculation was a proposed concrete pier, the steel reinforcement had to be determined. The area requested was 38 square inches of steel.

Proceeding in the Construction of a Pier.

During summer, a pier is generally started near the shore where the bank is steep and the water deep. The materials are easily handled. The crib is built for many rows and the structure is towed to the



Places selected as assorting gaps for logs

bed site with tugs; anchors are sunk in different directions in order to keep the pier in position. Stone is carried on flat scows, hand or steam derricks are used to unload and fill the crib.

The most economical way to build is during the winter. The ice is sawn in the proper dimensions, the crib is sunk proportionately to the progress of work, leaving only two or three rows over the ice surface.

Canadian winters offer great advantages for transportation of timber, stone or other materials. However, for concrete piers summer is the best season, otherwise the concrete has to be heated, which adds considerably to the cost. Some concrete work done recently under winter conditions amounted to \$25.00 per cubic yard at the site, where the stone and sand were easily handled.

Anchor Piers.

Anchor piers are built with the purpose of retaining chains tight to a line of boom, serving to guide them and sustain their lateral pressure. These piers are of small dimensions and covered by water, a chain is permanently set down in the pier by one end and by the other to a wooden buoy; during fall when the booms are placed in winter quarters, the buoy shall permit the location of the pier during the next spring freshets. Heavy cast iron anchors are also used for this purpose; however, the anchor pier gives better results as to the sliding and overturning forces which are diminished.

Such anchor piers are built in round wood approximately 20 x 20 x 15 feet, with vertical posts at the centre and four rooms. The

chain is attached at approximately ten feet from the bottom and tightened to the longitudinal, cross ties and vertical posts.

The square timber used as face timber is 12 x 12 inches in dimensions. The sides of the crib are built vertically except otherwise specified, the joints of the face timbers are butt joints, and notches are cut every ten feet, in order to receive the dovetailed ends of the cross and longitudinal ties. The notches are carefully made so that the dovetails shall accurately and tightly fit them and shoulders closed up against the back of timber. Ordinarily a good depth for the shoulder of a notch is two inches. When the cross ties and longitudinal are in more than one piece, pieces must alternate for three



General view of concrete log slide at Shawinigan Falls, Que.

feet at each end, and this when in case of a cross tie over a row of longitudinal. When this case is encountered in a face timber the splicing is made for three feet approximately and well bolted.

On the third or fourth row from the bottom a ballast floor is placed consisting of round sticks of timber of not less than 8 inches in diameter and at least ten feet long heads and points with breaking joints. These spars are perfectly straight. The ballast stone should be one man stone with not less than one square foot on a face.

The one-piece conductor boom consists of one log of approximately 20 feet in length fastened to the next piece by a chain. Such boom costs approximately twenty-five cents per lineal foot.

Other conductor booms are made by fastening together four logs some thirty feet in length, eleven inches at the smallest end bolted at both extremities of the piece where the bolts are crossing. Their cost is approximately ninety cents per lineal foot.

There are also the two-ply booms 20 feet long; two pieces of square timber 15 inches are fastened together. The timber used is B. C. fir. The cost of such boom is approximately \$1.65 per lineal foot. Screw bolts 1 1/4-inch in diameter and washers are used.

Alluvial matters are generally deposited on these booms when stretched during a whole season; before placing them in winter quar-



The logs approaching the slide

ters, a kind of metallic hand scraper is used to remove all vegetable matter which has grown on them. This operation lengthens the life of the piece.

On large rivers, where there are different firms interested in the log drive, places are selected as assorting gap. Such gaps are situat-

ed at the centre of the river and logs which have to be retained for local mills are sent aside in private booms while others are left, going down to firms located below on the river. An opening at the head of the general channel is designed in the form of a funnel, piers are distributed along its sides, one, two or four ply booms are stretched to guide the logs. These booms reach the shore and are attached at intervals along their course by big chains which are fastened to anchor piers, cast iron anchors, or iron cramps driven in the rock of shore. The duty of these chains is to receive the lateral pressure of logs in movement inside the boom.

In leaving the general opening, two chains of booms are placed alternatively some 16 feet centre to centre along which are distributed openings or gaps some ten feet wide through which logs are driven with gaffs to the private boom.

Building an Assorting Gap—The Cost.

At the head of the main channel, twelve men with gaffs, plunge logs under a one-ply boom directing them towards the main channel. Along the boom, other men turn the logs so that they run crosswise, and reach the gap, the butt end first in such a way as to give just a little push to facilitate their entrance into the private boom. Should there be too many logs, the assorter retains as many as he can, leaving the other for the following gaps.

Where the drive is made on large scale, logs are sent to a centre retaining boom, from where they are carried by an endless chain conveyor, operated by an electric horse power motor, placed on a floatable platform. The motor is directly connected to the conveyor by a shaft. In this country where the electricity is abundant, it is



How a large cribwork pier looks

the most economical device. The capacity of a thirty horse power motor connected with such conveyor is 20,000 logs per day. In the main channel approximately 150,000 logs are assorted every ten hours. To operate a two branch assorting gap it takes approximately eighty men paid two dollars a day.

Below is given the cost for the construction of an assorting gap, composed of sixteen pieces of eight ply boom varying from 28 to 50 feet in length and fifteen inches deep, also, two platforms for the conveyor 15 feet wide. It takes approximately three pieces of timber for each boom. The cost can be summarized as follows:

5,124 lineal feet or 76,860 ft. B. M. of timber	\$3,304.76
Bolts and iron, 13,086 lbs.	654.30
Wages	1,412.55
Materials and tools	226.21
Contingencies	21.62
	<hr/>
	\$5,619.44

Reserve Booms—How They Are Built.

The reserve boom is placed on the river where the logs are kept in reserve for the future. There are two ways of placing these logs:—10.—They are sent there pell-mell. 20.—Each log is drawn and corded vertically. This last expedient is very convenient when the company has a little area on the river to dispose of. It is estimated that four acres in area in a boom can contain 1,000,000 feet B.M. of log. On Canadian rivers, there are lots of cascades and falls which necessitate improvements in order that the logs reach their point of destination without being broken and too much worn out by the rubbing on stone and rocks in the rapids. Special devices have been used to preserve the logs against accident which can lessen the value of the lumber. Wooden weir are used to close certain portions of rapids

in order to force and change the direction of current increasing the water pitch with certain advantages. On creeks, gate or stop log sluicing dams are built; they are of the crib type. In certain periods of the year, when the water is low, the gate is closed, raising the level of the lake and its sudden opening causes an increased flow of the creek which attains a satisfactory pitch.

Where there are falls log slides are built. Formerly this was done by building a wooden channel on trestles with a convenient gradient. The slide was of rectangular form. Improvements have been brought about by using steel or concrete of suitable form in the recent constructions.

The photos herewith attached show a slide built at Shawenegan Falls in 1916. Its height is 130.28 feet and its total length 574.9 feet. The approximate cost was \$35,000.00. The material employed was concrete, steel reinforcing, steel plate channels, steel gates and gate hoists.

On the river St. Maurice, to which the great part of the above given data come from, the yearly cost of maintenance for the assorting gaps and the drive of some eleven million logs from La Tuque to Three Rivers, a distance of 105 miles, is approximately \$80,000 per year.

Death of Mr. Robert Stewart

Robert Stewart, head of Robert Stewart, Ltd., who was in the lumber and planing mill business in Guelph for the remarkably long period of 63 years, died recently from pneumonia. Although over 90 years of age, Mr. Stewart's intellect was clear, and his interest in his business, which he had built up to large proportions, never waned. Mr. Stewart was the master of every detail and a man of splendid executive ability and comprehensive grasp of the principles that underlie success. When he went to Guelph it was a place of about 4,000 people, while today, the city boasts of nearly five times this population.

The late Mr. Stewart took a keen interest in the affairs of the Royal City and watched its development with pride. He was born in Halton on March 10th, 1828, and remained on the farm until 1845, when he came to Toronto, where he worked as a carpenter and joiner. In 1851 he went to Milton, and three years later finally located in Guelph. He was a member of St. Andrew's Presbyterian Church, and of Speed Lodge 180 A. F. and A. M., having been affiliated with that lodge in 1866. He enjoyed the confidence and esteem of the trade, and his passing marks another break in the ranks of the veteran lumber merchants of the province of Ontario.

Mr. J. P. Newman Passes Suddenly

John P. Newman, of Wiarton, Ont., passed away recently at his home in that town, the end coming suddenly. He had been in the retail lumber and planing mill line for the past 28 years and was widely known and highly respected. He was at his office as usual during the day of his death and showed no signs of illness until a few minutes after retiring, when death resulted quite unexpectedly through heart trouble. Mr. Newman was a life long Methodist, and in politics a Liberal. He warmly supported every move for the advancement and welfare of the community, and his demise caused general regret, not only among his fellow citizens, but in the ranks of the retail lumbermen, where he earned the confidence of all by his upright business methods and sterling character.

Assistance to Build Workmen's Houses

Initial steps have been taken by the Ontario Government to solve the housing problem in the province. Sir William Hearst, who has given the matter a great deal of thought in the last month, announced recently that the Cabinet had approved a generous scheme by which a loan fund of \$2,000,000 will be created to enable municipalities and building institutions to construct workmen's houses and offer them to working men and women on easy terms of payment. Legislation is being drawn up for presentation to the next session of the Legislature to carry the proposals into effect and to ratify any by-laws or proceedings properly taken by municipalities in the meantime, with a view of taking advantage of the proposed scheme.

Under the proposal any municipality desiring to take advantage of the fund must agree to add at least 25 per cent. of the loan obtained so that for every \$1,000 received from the government, \$1,250 shall be expended for home construction. The rate of interest on the loans payable by the municipalities shall be five per cent. per annum and no house constructed from the proceeds shall exceed \$2,500. While the intention of the government is to give workingmen and families an opportunity to become owners of their homes, it does not preclude the renting of the houses. If rented the maximum monthly rental shall be \$25.

"We Must Not Slacken Speed"

Just Where National Readjustment will Begin or End is Problematical—How will Crisis be Met?

By E. H. Newton, Vancouver



E. H. Newton, Vancouver, B.C.

In days of yore men were commanded to prophesy concerning things that were to come to pass in order that others might read and understand. We are told the men were inspired, and believing this we are in the present day reading their predictions with clearer understanding than ever before. We are told that these predictions were not ripe and fit for use until the present time, and I find that many thinking men and women are inclined to study them now more than ever before. I am not going to sermonize, neither do I lay claim to inspiration, but I have been asked for an opinion of things and conditions after the war, and if my observations and predictions are worth anything you are welcome to them.

In my contributions to the "Canada Lumberman" in years gone by it was comparatively easy to look into the future and foretell with a reasonable degree of accuracy what was before us.

Today the situation is different, and mighty hard to understand. A few days ago I was on a trip aboard one of our coastwise steamers and as she was gliding along the inland route, quite safe from the storms of the open seas, but taking chances with rocks and narrow passes, she came to a point where she had to navigate a sharp turn in the channel and ugly rocks stood high, not only on both sides, but owing to the turn we seemed to be against them behind and before. It was 2 a.m. and the passengers were in bed. The turn must be made and made quickly. The rudder was thrown right over as far as possible in order to make the turn without lessening the speed. Something gave way with such a noise and jar that we bounded out to see what had happened. The engine reversed full steam astern. The accident was averted by marvellous skill when it looked in the darkness as though you could almost reach out and touch the cliff. When the boat was brought to a standstill it was found that one of the heavy chains on the steering gear was broken. Anchors were dropped and repairs made.

Many Channels Are Not Charted

Today our industry is sailing in more dangerous channels than it ever passed through before. There are rocks on every side, and it looks to me as though some of them are very dangerous. We are entering channels that have not been navigated previously, and are not charted. Will we come out upon smooth waters and go on with full steam ahead, or will we find ourselves piled upon the rocks, is the question which concerns us all.

Just as the ship stopped at anchor and made repairs, so, in my opinion, will we be forced to stop for a readjustment before we reach the smooth water. Just where and when this readjustment will begin or end is problematical, but that it is going to come is certain.

We broke our steering gear some little time ago, and the darkness is upon us. The channel is swift and dangerously rough and the smooth water is not yet in sight.

Today we have but one objective, and that is to beat the detestable Hun at whatever cost. Until this is done we are not going to slacken our speed for anything. If dangers are placed in our way we are going to steer past them if possible, without a break, until our objective has been reached. We will then be ready for a readjustment and the removal of the obstructions which are in the way. This readjustment must reach far and beyond the confines of our industry, and I fear it is going to have a disquieting effect for a time, but as day follows night, so will this time come.

One of the strong arguments of labor is that all the things necessary to our comfort and happiness are the production of labor. Yet in the face of this, labor will insist on shorter hours right at a time when every effort is needed—when a crisis is upon us. Whether wisely or otherwise our government, with the government of the United States, has acquiesced. That this should have been asked, let alone granted at a time like this is beyond my understanding. If all things

necessary to our welfare are produced by labor, then the shorter the hours the less labor we get, just at a time when the country is suffering for labor, and consequently the loss of the necessities of life.

Does Not Favor Shorter Hours Just Now

As shorter hours always demand higher wages we get less and pay more for it. Do not misunderstand me. I believe the workman is worthy of his hire, and I am sorry to say that they are not always treated with the consideration due them, but this is no reason why the country should be held up in a time of crisis and when many of those who benefit are either alien or foreigners. If these can be interpreted as friendly acts it is beyond my understanding.

When we emerge from the darkness through which we are plunging and men get time to consider and reflect—for there is going to be lots of reflection—all our major difficulties will be removed and we will find that as other industries readjust themselves and come back to their level, so will ours. We must be sane—everybody—and use only sane methods. Fools talk of revolution. Sane men talk of reconstruction.

After the war there must of necessity be a great demand for lumber. We have the material and all the facilities, and we are Canadians. We will rise to the occasion and will all be glad to once more sail off upon the untroubled waters of prosperity.

The Wholesaler is Not An Economic Parasite

"It happened that, six or eight weeks ago, I was approached by a group of men who asked whether I would be open to a retainer to protect their interests in matters affecting lumber. I asked them their purposes. They stated that their purposes were as patriotic as those of any group of men in the United States; that all they wanted was to be permitted to have the same degree of sacrifice, the same degree of patriotic effort as other men in the industry were giving to their country, said Jos. E. Davis, counsel for the National Bureau of Lumber Wholesalers, speaking in Chicago recently.

"These men represented a group of wholesale lumber distributors, and the situation as it then existed was briefly this: It was stated that those who were in responsible positions, charged with the execution of some of the plans of the government with reference to lumber, had taken the position that the wholesale lumber distributor was an economic parasite; that the wholesaler had no legitimate function to perform and no legitimate duty; that he was a parasite and that the war was doing a very good thing if it wiped the wholesaler out of existence.

"My friends, that judgment, if it then existed among public officials or certain of them, was an entirely honest judgment, but it was due to lack of information and lack of knowledge; and I am here to say that there is not an economist of repute in this country or any other country, there is not a business man of any intelligence who is familiar with the manner in which industry has been ordered in Great Britain and in France during these trying times but who recognizes that the function of the wholesaler and the function of the retailer, and the function of the manufacturer are equally necessary, and each is performing his service and each should be compensated for the service and the costs incurred in rendering that service.

"And so this organization of wholesalers was perfected, and I think I am safe in saying that within six weeks the purpose and functions, the uses and advantages which the wholesaler renders to society in his legitimate place in the lumber industry have been brought to the attention of the men who are charged with this responsibility in government. I think I may safely add that the attitude of those men has distinctly and decidedly changed. Why? Because they know the facts and because we have been on the job telling them what the facts are.

"It is up to every man engaged in any industry at this time to give such facts as he may have concerning the business in which he is engaged. This is of the greatest importance because either one of two forms of regulation is going to come if this war continues.

"In my judgment, either a regulation that is voluntary and self-imposed, which works through the sympathetic co-operation between government officials and men in the industry, or a regulation that comes by operation of law and regulation, enactment such as we have in fuel and food, and it is my firm judgment and belief, from the experience I have had and the study that I have made, that by far the most effective and the best regulation is the one that comes within the industry itself, that is sympathetic co-operation with the Government, as patriotic citizens, without the coercion of law.

"In my judgment, it is the best form, not only for the successful prosecution of the war now, but it is the best form for the future, because the great problems that we are going to confront within our generation will be questions of whether or not this country and other similar countries of the world are going to be converted into socialism or whether we are going to remain democracies."

Must Have Both Strength and Influence

Many Reforms which the Retail Lumbermen Can Secure
if Properly Banded Together

By A. Ludlam, Leamington, Ont.



A. Ludlam, Leamington, Ont.

I may say that I have been won to feel the need of an organization on the part of the lumbermen, in view of the fact that other trades and unions, etc., are fully organized, the result of this organizing being quite in evidence in many ways.

The local, or county organizations, are very good in their way, but it needs a provincial, or even a Dominion-wide organization to handle satisfactorily questions which would be out of reach of the smaller organizations.

I might refer briefly to a few matters which have come under my observation. As you are well aware, the majority of our legislators are of the professional classes—largely the legal profession—and with all due respect to these gentlemen, I think that it is well-known fact that they are the

least practical of any of our various classes of citizens.

These are the men who are making the laws by which we are governed, and they seem to be imbued with the idea that the manufacturers of the country are in every instance fit subjects for special taxation.

There are a few large concerns, it is true, who have succeeded in building up a large capital, but this does not apply to the whole, nor to the majority of those engaged in manufacture. I might speak of that branch of trade with which I am more familiarly connected, that of retail lumbermen, and planing mills operating a comparatively small plant. These come under the head of manufacturers.

What the Planing Mill Man Has

This is an industry that nearly every small town, and even the villages possess, so that they form quite a numerous class. It requires considerable capital to equip a good planing mill, as the machinery is costly. It is also hazardous, requiring a high rate of insurance; skilled labor is very scarce and high priced, and in order to retain the services of such men, we must of necessity give them practically steady employment.

The field being narrow, makes it necessary that the lumberman must get all the work that is in sight, in his limited field; and should he be unable to make his business pay, and be obliged to suspend operations, it is a well-known fact that his costly machinery, in which he has sunk all his capital, is practically junk, as it is considered of so little value. To prove this, it is only necessary to make an application to any bank or loan company for the loan of capital on the value of the plant, and see what success is met with.

Notwithstanding all these disabilities, we find our municipal assessors asking these planing mills to pay sixty per cent. of a business tax, while the merchant is only assessed thirty-five per cent.

Thinks Act May Become Burden

Next comes the "Workmen's Compensation Act." This law bears strongly on the face of it the imprint of the influence of the labor organizations. I do not wish to be understood as speaking against the workmen having some protection, but the present law is exceedingly drastic in its nature. The workman may be wilfully disobedient—he may receive injury at a machine which he has been forbidden to touch, and which he goes to in total disregard of orders, and yet if he is injured, he is entitled to compensation. There are many ways in which, in the near future, this law will become a burden which will be hard to bear. The machinery working the law is so expensive that the three men comprising the Board are paid salaries aggregating twenty-six thousand dollars a year.

Later legislation has also settled the doctor's costs on the employer, and my experience goes to show that the doctor's bills are nearly equal to the amount received by the workman. The assessments are rapidly increasing, and will continue to increase, until, as I said before, it will be a burden that a great many of the smaller manufacturers will be unable to bear.

With reference to another item, I might mention the Mechanics'

Lien Law, which is practically of no value to the supply man. I have been told by lawyers that there is a value, if we would file our lien immediately after accepting an order, but this, it can be readily understood, would antagonize our customers, and the field being limited, the manufacturer cannot afford to antagonize his would-be customers, as that would simply mean ruination to his business.

There are many questions that could be taken up by a union or society, if it were strong—and we must have strength if we are going to have influence sufficient to accomplish any reforms in the lines which I have mentioned, or along other lines. True, the manufacturers' associations were able to accomplish very little in the framing of the Workmen's Compensation Law, but if they had been backed by a strong lumbermen's organization, some better results might have been obtained.

How Advertising Pays the Yardman

By P. C. Canfield, R. E. Butler Lumber Co., Woodstock, Ont.

"In our lumbering business we do not consider that we are extensive advertisers and feel that in the discussion of this subject we can scarcely do it justice. Whatever advertising we do, however, we endeavor to make it pay and we firmly believe that well displayed, forceful publicity matter brings splendid returns. We used the local papers exclusively in connection with our retail lumber business.

Newspapers and magazines are probably being read more to-day than ever before and in our opinion the advertiser who has an attractive heading will find that his ad. will be read. Any concern who has goods to offer must keep its name before the public.

A man might read your ad. a dozen times, but not being in need of any building material he would not pay any attention to it but, if at any time he has any building to do then he naturally connects your name with that purchase.

We do not, therefore, emphasize what particular lines we have to sell, but we do try to make our ads. attractive so that at a glance a reader can see the heading and also the advertiser's name.

In all our announcements, both large and small, we emphasize strongly quality and service and try to back it up. Just as soon as you fail in keeping up your promises through advertising then your advertising is a failure.

A good many concerns will try and tell you that advertising does not pay, but if you trace it down to the proper source you will probably find that in the majority of cases that they are making the failure of their advertising in place of their making the advertising a success.

In the past we have been doing all our own ad. writing, but we believe that advertising is a business in itself and that concerns who make a specialty of this will give you better results than if you do it yourself. In any event we are trying out a new system and by so doing we are giving more attractiveness to our ads, and also saving space.

In conclusion we can only repeat that effective, properly prepared and instructive advertising conducted on a systematic plan will pay every time, providing the right mediums are used.

Rendering the Best Service Possible

We believe that, for the time being, everyone should investigate every department of his business, from the management to the least important department.

Up-to-date methods of accounting, selling, service, advertising, etc., should be adopted. We think that now is the best time to make such improvements, in order not to suffer too much from the present rather quiet business, in our own line of trade, and more especially to be better prepared to meet the uncertain period that will undoubtedly follow.

Let us look for, find, and follow, the sanest, wisest and most economic way, how to conduct our business and live. We can accomplish this by unity, concord and co-operation.



J. O. Chalifour, Quebec, P.Q.
Secretary Quebec City Retail
Lumber Dealers.

Organize to Perpetuate Forest Revenues

The Preservation of Our Wooded Wealth Before Total Depletion—Process of Tree Selection and Permanent Timber Control

By W. F. V. Atkinson, Sault Ste Marie, Ont., Chief Forester, Spanish River Pulp and Paper Mills

The forests of Canada, from which practically speaking must come our future supply of wood for all purposes, are now suffering serious depletion and are within a measurable period of exhaustion, not only for export but also for home use, unless some efficient laws and regulations be soon put into effect. Indeed, this disaster is possible within the lives of some of our present citizens if the fact is not quickly admitted and sinks in deep enough to produce a definite and consistent organization to prevent it.

I have no doubt that the intelligence of our citizens will insist in efficiency with regard to their forest estate before total depletion takes place, but I wish to bring out the point that every season, almost every day, that passes while present methods prevail means a loss to the country as a whole, and to each citizen respectively. If each citizen to-day could realize how much it actually means to himself and to his family in dollars and cents which he, or they, will have to pay out in taxes for their share of this loss, I am sure that the necessary steps to a remedy would be immediately forthcoming. I wish this was as clear and real to all as it is to those of us who have had the opportunity to see and study conditions and the experience to appreciate them.

We have now a daily increasing national debt. This and the interest on it will have to be met from the produce of the country, and therefore the possibilities of exports from our forest products should be to the general public the most attractive aspect of this subject at the moment, and continue to be so for some years to come. The products of the forests have at times contributed very largely to our exports, deducting war material it is even now large and will after the war become very many times greater as it is clearly one of the things that we can sell that others badly need.

The policy of home manufacture is gaining ground and the result is the creation of immense industries. Formerly the export of forest products included large quantities of hewn timber, this has been largely replaced by sawn and prepared lumber, both for building and for other uses. Home manufacture eliminates some of the waste and enables the country to obtain greater prices for these products by the labor its citizens expend upon them. Pulp and paper have also become a very large part of the forest products exported. These in turn are replacing in so far as the laws permit the export of the rough pulpwood and are also in the line of progress. No other manufacture can show greater results from natural resources in establishing foreign credits than the paper industries have created and maintained for our forests.

The Saving of Ontario Timber.

Great progress in forestry has been made in Canada within the last twenty years. Methods however suitable for one part of the forest are not necessarily suitable to other parts; nor is the best method always understood, and this, I take it, is partly why so many plans are proposed and few adopted. Many betterments have been effected but they have been spasmodic and inconsistent with the forest needs as a whole, satisfying for the time being a demand for the protection of some special class of timber.

Let us take the Province of Ontario for example. This surely is no small problem. What do we know about it? What should be done to save our timber and to perpetuate a crop or supply? What is the annual increment as a whole, and what are the local increment rates of the different present commercial species?

Woods not now generally commercial will become so in the near future. This has already occurred with regard to several species. What quantity of wood can we harvest without depleting our capital stock? What are we doing to protect the future and maturing crop against loss? What are we doing to make the future crop per acre greater than at present? What quantity of the wood crop goes to waste naturally by lack of harvesting? What quantity is destroy-

ed by lack of protection? What quantity is being wasted while our cuttings are being made, and why? What quantity of the immature crop is wastefully cut and brings little value to the operator, and again why?

Why are we doing these things, and do the owners of the estate, the citizens of Ontario really know how one of their principal assets is being looked after? Apparently they are satisfied. Would they be if they understood?

Cut No Wood Unless it is Mature.

The trouble is that there is no one to look after these matters consistently and continuously. If these things were looked after, lumbermen could make better arrangements to cut what should be cut and immense quantities of low grade lumber would be saved if a price was made in each case that would permit them a fair return for their labor; this wood is at present wasted. The people on the other hand would retain for future profit such timber as should not be cut. What should then be done under the circumstances? I maintain that no wood should be cut at all unless it is mature, that is to say, can no longer earn by growth increment sufficient to permit it to remain standing, or is so situated that it is liable to be destroyed before it can be cut down.

The only way this can be done is by selection. This means, speaking broadly, the marking of such trees as may be properly cut, or that must be cut, and the protection of those that must not be cut, and at the same time it entails full inspection and measurement of such trees as are cut. It would no doubt surprise some of our citizens to see 60 per cent of the contents of pine trees felled for lumber, left to rot upon the ground because the quality is not sufficiently good to pay the Crown dues. It would also astonish them to learn that in the so-called pine reserves of the Province, taking the total contents of the stand of timber as a whole, there is no increase or growth increment whatever of the total quality, and that this condition is not the case where stands of timber are properly operated. These details are only an insignificant part of a great number of conditions which exist to the detriment of the forest unknown to the owners which are in the last analysis the citizens of the Province.

With the present system the officers of the Crown are engaged in seeing that contracts and regulations, made largely by their predecessors, are carried out in the best way possible under the circumstances, and they have not either the time, the authority, nor the means at their disposal to carry on or control the exploitation of the people's forest to their greatest benefit. Even if they knew what was the best method, no fault lies with them, it is in the system.

Regulations Based on Continuous Timber Policy.

It is only by continued personal inspection and properly graded instructions and the decision of moot points by a competent staff that the lumbermen can get fair treatment and at the same time be obliged to conform to regulations based on a continuous timber supply. This means a staff of employees not at present contemplated. The required staff should consist under the Provincial Forester, of District Foresters, Assistant Foresters, Forest Examiners, Forest Assessors, and a host of Forest Assistants to be graded and controlled by their respective chiefs and to be subject to promotion as well as to discharge on the recommendation of their superior officers after examination or appeal to a Board appointed by the whole body, and sitting with the Provincial Forester as its head.

Wages and salaries of these men need not cost the Province one extra cent. I am satisfied that sufficient savings could be effected under new stumpage regulations to make the increased revenue such as would amply pay for their services. This body might be called Ontario Provincial Crown Land Foresters, and form a part of the permanent civil service of the Province. They should be a corporate body such as the Ontario Land Surveyors. Graded however, as above indicated and provided with a right of certain grades to vote on well defined subjects, among others that of membership, the object being to establish a strong "esprit de corps" and high ideals which should make any infraction of the rules of the society entail permanent dismissal and loss of all benefits. Pensions should also be arranged for according to grade. Membership to be possible only after a special examination and election to the association. Progress from grade to

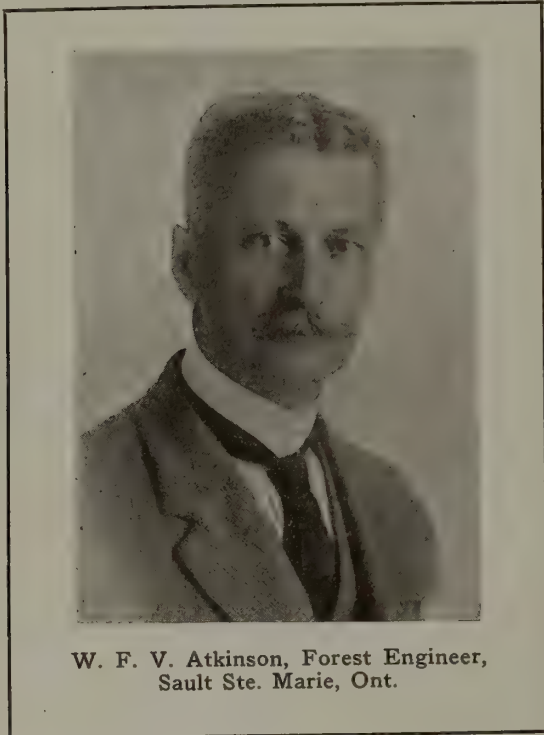
grade among the forest assistants to be based on examination and the requirements of the work.

In order to get a start in this organization there are now no doubt a large number of thoroughly competent and reliable men employed as Crown timber agents, Crown scalers, timber cruisers, fire inspectors, timber inspectors, general foreman, and possibly fire wardens. These might pass an examination on physical as well as forest qualifications and be accepted as a nucleus of the association, grading them and advancing them as their qualifications permitted. These grades and occupations to be clearly defined beforehand subject, of course, to changes as time and the organization progressed. The membership would be permanent depending upon the conduct of the individual and the rules laid down among which party politics should forever be eliminated.

How many capable men, after years of forest experience in forest operations have been lost to the benefit of the forest because they felt that it was necessary to provide a home for their old age and an occupation which would carry with it some protection for the future. Alas, how many in order to hold their jobs, temper the log scale and the regulations to their immediate patron, on the pretext that the conditions of the timber sale were too onerous.

Competent Men Should Work Out Details.

This matter is one that needs a long and careful study and should be given to a committee of competent men to work out, including amongst others, under the Provincial Forester, a lawyer, a lumberman, an actuary, and two or three other intelligent men including possibly Crown timber agents, or foresters of training and experience. These men should work out a detailed report covering every phase of the work. The able and efficient methods of the U. S. Forest Service should be closely studied in order to benefit by their experience and to adopt such parts of their organization as might be suitable to our own conditions. A general outline as to wages, organization, pensions, etc., should be laid down and when this is done it will be time enough to define how the revenues may be procured,



W. F. V. Atkinson, Forest Engineer,
Sault Ste. Marie, Ont.

but as promised in this paper, it is not so much a question of low cost of administration as of protecting the provincial forests from final exhaustion and to increase the yield.

The able studies made by Dr. C. D. Howe, Ph.D. on the St. Maurice River district in Quebec, go to show how little is really known about the conditions governing the production of woods at present used in paper making. This refers to one class of wood in a limited locality. What about our white pine and other useful woods? The Trent Watershed Survey in Ontario, the present Crown timber survey in New Brunswick, the able report on Forest Conditions in Nova Scotia, by A. B. Fernow, L.L.D., who says "it appears foolish to administer or prescribe regulations for a property in ignorance of what it is," he recent investigations and regulations with regard to cutting in the Province of Quebec, the work done in British Columbia and on Dominion forest lands, all point to the fact that the time has passed when agreements with lumbermen which fixed their boundaries and bonus and exacted a fixed stumpage rate, leaving practically the rest to take care of itself, is a satisfactory method to the owners of the forests of this country.

Fire protection methods and organizations have made great progress, but this again is only one condition. We know what is done

in Europe and elsewhere. We know that we need to put all our resources in order to see that we may face the serious conditions that are coming and are upon us. Further studies should be carried on in Ontario and work of this kind should become part of the permanent literature of the proposed forest organization. No amount of studies, or plans will ever avail unless there are on hand capable and right men, independent of all outside influences and secure in the knowledge that they cannot suffer in doing their duty, who as the knowledge of the conditions and the requirements become clearer will consistently carry out the plans and instructions laid down by the competent authorities to the benefit of the forest estate, which is in reality a trust in our hands for the benefit of our province or country both now and for all time.

Wood and Wood Products in the Quebec District

Exports to the United States from the Quebec Consular District registered a further advance in 1917. The total value of all commodities shipped was \$22,900,931, as compared with \$16,264,382 in 1916, a gain of 40 per cent.

Wood and wood manufactures in 1917 were 89 per cent. of all shipments and amounted to \$20,399,738, an advance of \$6,244,135 or 44.1 per cent. A survey of quantities handled reveals the fact that betterment in actual trading was only about 13.1 per cent or 31 per cent. below the gain in money values. The following comparative table sets forth the trading for 1916 and 1917 in detail:

Articles.	Unit.	1916		1917	
		Quantities	Values	Quantities	Values
Paper and Mfgs. of:					
Boxboard	lbs.	124,040	2,359		
Printing, news	lbs.	212,851,729	4,391,903	270,337,754	6,493,862
Pulpwood	lbs.	347,563	7,686	234,367	7,466
Wrapping paper	lbs.	2,015,733	84,171	1,872,055	156,424
Wood & Mfgs. of:					
Pulpwood, rough	cords	119,803	709,939	89,867	692,990
Pulpwood, peeled	cords	180,282	1,261,808	247,058	1,988,594
Pulpwood, rossed	cords	59,422	520,085	25,754	206,909
Lumber, rough	M. ft.	80,897	1,482,375	92,523	2,082,792
Lumber, planed	M. ft.	10,814	218,061	10,929	295,199
Laths	M.	37,798	102,225	20,742	75,623
Shingles, other than white pine	M.	1,527	5,511	2,169	6,392
Miscellaneous			12,892		2,572
Woodpulp:					
Mechanically ground	lbs.	162,155,441	1,807,395	197,021,477	3,380,022
Sulphate (unbleached)	lbs.	130,427,966	2,741,230	110,307,510	3,207,491
Sulphite (unbleached)	lbs.	32,120,235	807,963	56,637,164	1,803,409
Total			\$14,155,063		\$20,399,738
Total of all Exports			\$16,264,382		\$22,900,931

An examination of the above statistics shows the most striking advance to have been in news print paper, which added 57,486,025 pounds, or 27 per cent. to quantity and \$2,101,959 or 48 per cent. to value. The increase in wood pulp bulk was not as pronounced as in 1916, amounting to 39,262,509 pounds as against an increase of 83,524,522 pounds in 1916; value statistics are reversed, the advance being \$3,034,327 in 1917, and \$2,314,679 in 1916. The sulphite unbleached variety leads pulp increases with 24,516,929 pounds or 76 per cent.

Increases all Along the Line.

Gains are the rule throughout the table, the most notable exception being wrapping paper, which declined 143,678 pounds, but advanced \$72,253 in value. Pulpboard was also a heavy loser in quantity, being 113,196 pounds below the preceding year, value showing a falling away of but \$220.

Pulpwood results though showing no loss in the aggregate, were well below the levels attained by manufactured products. They show an advance of 3,172 cords, and a money increase of \$396,661. The peeled variety was in most active demand, and the only one to show improvement in either quantity or price. Shipments of peeled increased 37 per cent., while rough declined by 25 per cent. and rossed by 50 per cent.

Eleven thousand, seven hundred and forty-one feet of lumber went to the United States in excess of the quantity shipped in 1916; value was augmented by \$677,555. Practically the entire quantity increase accrued in the rough variety which also accounts for 40 per cent. of the monetary advance.

During the early months of 1917 movement of these products slowed down considerably owing to car shortage and other transport difficulties. But conditions have been ameliorated and with water transport again available recent months have developed an activity which, if continued through the season, will set a new local high record for wood and its manufactures in 1918.

Manufacture of motor trucks for direct and indirect war needs is considered an essential industry, the War Industries Board of Washington announced recently, and priority on material will be granted.

The Market and Uses of Eastern Spruce

Will this Widely Known Canadian Wood be in Time
Diverted Solely to Pulp?

By W. Gerard Power, St. Pacombe, Que., Prés. of C. L. A.



W. G. Power, St. Pacome, Que.

The total lumber sawn in Canada in 1916, according to government statistics, was 3,490,550,000 feet board measure, of which 38 per cent., or 1,340,000,000 feet board measure was spruce and balsam.

Over and above this quantity, last statistics available show that in 1915 about 1,400,000,000 feet board measure of spruce and balsam was converted into pulp and paper, making a grand total of 2,753,330,000 feet board measure. Most of this spruce was cut in the provinces of Quebec and New Brunswick.

These figures will give you some idea of what an important asset of the Dominion are the spruce forests, and how they have helped to increase our industrial growth.

Very great changes have taken

place in the value and uses of spruce in the last fifty years. The early operators in Quebec, and probably all over the Dominion, did not consider a spruce tree of any value, and when logging areas of mixed growth of pine and spruce, they cut out the pine, leaving the spruce standing. While I have no absolute figures as to when the first spruce trees were cut in this province for commercial purposes, from available records I do not believe that any very large quantity of spruce was logged before 1870.

When spruce was first cut for commercial purposes, they simply cut the choicest trees, as only the best lumber could be marketed at that time, but as years went on, logging of spruce increased, as the wood became better known, and white pine got scarcer and higher in price.

Everyone is fully posted as to the changes that have taken place in the last fifteen years, as regards the dimensions of lumber that can be sold today, as compared to fifteen years ago.

This wood is now used in house building, box business and for other purposes too numerous to mention. Everyone, of course, is familiar with the enormous demand for clear spruce for aeroplane construction. The wood cannot be gotten out in sufficient quantities to supply the different governments.

Fifteen or twenty years ago, the bulk of the spruce manufactured in Quebec and New Brunswick was shipped to the United Kingdom, but as time went on, and the quantity cut per annum in New York State and in Maine decreased, a demand came from the United States, which now takes a great deal of the spruce manufacture in the province of Quebec, and a good percentage of that manufactured in New Brunswick.

The first pulp mill to use spruce in Canada was built in 1866. About 1896 the first spruce pulpwood was shipped to United States mills. This business commenced in a very small way, but has now grown very large.

One of the most important changes taking place, and which will affect the future manufacture of spruce trees into lumber, is the ever increasing area of spruce lands, formerly logged for lumber, that are now being taken over by large pulp and paper corporations. This will, to my mind, in time practically eliminate the using of spruce for lumber, and this change will probably come a great deal faster than most people think.

Taking the Risk Out of the Truck Investment

There are some points which it is well to recognize and inquire into thoroughly before purchasing a motor truck. Here are certain facts worthy of consideration which the president of a leading motor car company has handed out. He says that he could not afford to handicap his transportation department with trucks not adaptable to its needs. Neither could he afford to purchase trucks that were backed up by doubtful manufacturing facilities or of unknown reputation. His transportation problems could not be solved by trucks that had not demonstrated their mechanical superiority, as that would invite uncertain deliveries or delayed shipments.

"As a careful buyer, I would look first of all to the ability of the truck to adequately meet my requirements. I know that truck owners who are not behind on deliveries—who do not risk delayed shipments or failure to meet freight and express schedules, apply the same rigid tests in purchasing their transportation equipment that they apply to their production equipment.

"Experience has proven that a truck in order to be operated economically, must fit the purpose for which it is to be used. Any truck will carry goods. The truck that will carry them most efficiently and economically is the one which best fits the purchaser's requirements.

"Is the truck of the right size to accommodate the style of body I need? Is it built heavy and strong enough to stand up under my loads? Will it prove adaptable to the emergencies that occasionally pop up, such as slight overloads, without getting top-heavy? Will it be easy to load and unload?

"These and other points I would carefully investigate and make doubly sure before going any further, because a misfit truck means not only high upkeep, but represents an investment that will prove a liability instead of an asset.

Investigating Reputation and Other Things.

"Once I was satisfied that I had found the right size and style of truck, I would then investigate the reputation of the makers.

"Is it a manufactured or an assembled truck? Who are the manufacturers? What is their record? Are they financially strong and sound? How long have they been going? What is their reputation as engineers and designers? Dependability is the big basic factor to be taken into account in the purchase of a truck and the product selected must be backed by manufacturing experience, integrity and facilities.

"I know that the purchase of a truck is but the beginning of the transaction, for the thing of permanent and paramount moment is to keep that truck running without interruption. That is why the manufacturers should have unlimited manufacturing facilities. Their reputation and prestige must be second to none. They should know conditions under which trucks are used and build accordingly.

Then, again, the prompt supply of duplicate parts in case of need; thorough factory responsibility, and the ability and disposition to co-operate, are insured only where the maker is thoroughly responsible and permanent.

"The primary object of my investing in trucks being to serve more customers or deliver and haul more goods in a shorter space of time, I would next investigate the source of power.

"Is the power plant equal to the power demands I would make on it? This would mean that the motor would have to be built for use on trucks, and one that had been proven in years of service by companies hauling goods of approximately the same weight and description as mine.

"I would make sure of its flexibility in making the short stops and starts of traffic zones, as well as giving a steady uninterrupted flow of power on the long stretches in suburbs and country. I would test it on stiff grades and different types of roads. I would talk with other owners and get their experience of gasoline and oil consumption. As the motor is the heart of the truck, I would thoroughly satisfy myself in every way that my truck would live a long life and not suffer from chronic 'heart failure.'

The Axles, Brakes and Springs.

"My investigation would next be concentrated on the next three truck essentials—axles, brakes and springs. Are the axles of the proven type as to principle of construction? Are they made of the highest quality material to stand the brunt of my loads without giving out? Are they easy to take apart when in need of overhauling?

"Do the brakes possess super-strength with which to hold the load on all grades? Are they quick to act and stop, when in action? Have they the bridge-builder's factor of safety to protect my property and the lives of my drivers?

"The springs must be heavy, but flexible, sturdy and pliant to keep the load away from the frame. This would mean that the steels and other metal components should be selected by skilled metallurgists. Each grade of metal should have been selected for the particular requirements for which they are to be used, chemically analyzed for flaws, heat-treated to give strength, milled and machined for accuracy. I know that chrome vanadium and nickel steels are the most dependable and if possible should be liberally used in all vital parts.

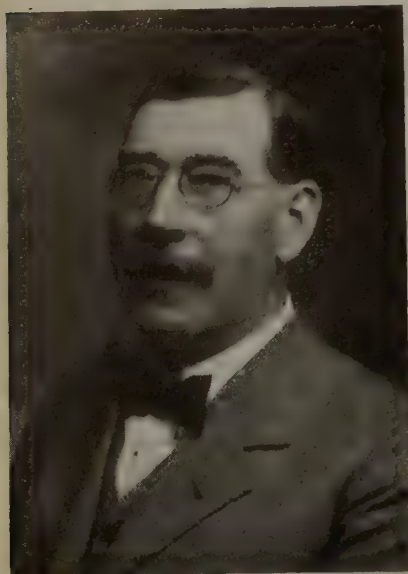
"I would then investigate the width and thickness of the frame to see whether it was of liberal dimensions and constructed to withstand the severe stress and strain of continuous loads. This is the foundation of the truck and the real support of the load.

"Then I would look for such details of refinement as would insure constant service. Among these might be mentioned oiling devices, which should be easily attended to, motor, transmission and axles that are accessible, so that my driver will take pleasure and pride in keeping it in best of order.

Why a Retail Lumber Dealers' Assoc.?

To Eliminate Abuses, Correct Annoyances, and Foster Friendship and Harmony Among Members

By Thomas Patterson, Hamilton, Ont.



Thos. Patterson, Hamilton

We think one of the main benefits to be derived from an association of this kind, from the standpoint of the planing mill man, is an education along the lines of cost production. We are continually asked to quote on new lines of work, some new design in interior trim or in construction of a window or front door, and in many cases there is no precedent as a basis for estimating. How many times after tendering for, say, a nice hardwood stair, with all the panelling, the frequently called for seat and the numerous items which go to complete the job of this kind to satisfy the architect, you find that your estimate which you looked on as being possibly just a little stiff, turns out to be the reverse, and instead of making a profit you find you have a probable loss or possibly

an even break staring you in the face to compensate for the worry and hard work such a job entails. The free discussion of different features which go to make up the cost of these articles, and the experience of members who have been over the jumps, and who are satisfied and are willing to give the others the benefit of their experience, will do much to improve present conditions.

Another feature is the removal of petty jealousies by frequent contact with your competitor. How many times has a friendly discussion of a seemingly aggravating attitude between competitive dealers resulted in a friendly understanding, and the offending party turn out to be altogether a different stripe to what you had him painted.

Grade Standardization is Necessary

Still another object to be attained is the standardizing of grades and manufacture both in the sawmill and planing mill. At present when you buy a stock of lumber from almost any of the leading manufacturers, in order to make an intelligent purchase you must be thoroughly acquainted with their rules for sorting and the character of the logs which they are handling. Each manufacturer is a law unto himself and makes his grades as he thinks will produce the best results from the log he is handling. Not only does he grade to suit himself, but in a great many cases he uses names and terms which he thinks will best promote his own interests. We must admit that this condition is to a large extent the result of the great difference in the product of the white pine log, but we think that we as retailers should have some say in the matter and have some guarantee that when we buy a certain named grade from two separate mills standard recognized rules should apply in both cases.

With regard to the manufacture of the stock in the planing mill there is also much room for improvement. There is no reason why a flooring board or a board of siding should not match with that turned out by another factory. As it is at present if I have a small lot of any of these items left over from a shipment I must be careful and not get it mixed with a shipment from some other source or I will surely be in trouble.

Further Changes in Lien Law

Another source of much trouble and loss to the retailer today is the unsatisfactory condition of the lien law. We have had some amendments to this law already conceded and expect to have further changes enacted that will throw more of the responsibility on the proprietor.

We publish an organ known as the "Monthly Bulletin," which we expect, under the able direction of our secretary, Mr. Boulton, will prove an interesting and instructive adjunct, and hope to furnish practical hints and information through this medium, that will well repay a careful perusal. This, with the training course, will be mailed to the members monthly and the course should fill a long-felt want, particularly amongst our members in the rural districts.

These are just a few of the abuses and annoyances that an association should be able to remedy, and it is with that in view that our association was formed, and we fully expect will more than reimburse the members for any cost which it will entail.

Burning Green Wood Successfully

By Walter Thomas, Nanaimo, B.C.

We have put in full operation at the Van Engineering Works an annealing oven for annealing cast steel castings which burns wood exclusively. This installation is an unqualified success. Slabs are hauled right off the saw of a mill close by. The timber is water-soaked, coming right off the saw in addition to having the natural moisture in it. The oven is eight feet wide, ten feet long and eight feet high, and is easily maintained at a temperature of 1,600 degrees Fah. with one cord of wet wood for ten hours. We can easily give 2,200 degrees Fah. if required. There are other installations in British Columbia in full operation equally efficient and meeting the requirements of the users as to economy and in using wood.

To burn successfully green wood (or even dry wood) it must be recognized that wood (the same as coal) is composed of fixed carbon and volatiles and that to obtain the perfect evolution of the gases from both the fixed carbon and volatiles and assure the perfect combustion of the same, the volatile gases must receive a different treatment to that which the carbon requires. In order to do this something totally different to the ordinary grate surrounded by furnace walls is required. There must be a definite method in the design of the heat generator which must provide means whereby the gases, which are liberated when wood is first subjected to heat, pass through a preparatory process before they are allowed to pass out into the combustion chamber mixed with the gases from the fixed carbon. This has been done in the heat generators installed in B. C., as said before, with unqualified success. Notwithstanding the wood is consumed in the manner described there is nothing complicated in the construction of the heat generator, neither is the generator in any way sluggish in operation. In fact, heat can be generated more rapidly and maintained with greater certainty than is possible by any dried fire system. Having proven the stationary heat generator for burning wood in an eminently satisfactory manner, we are now, at the request of the Forestry Department of the Pacific Coast, arranging to provide a semi-portable heat generator which can be attached to "without the removal of a bolt" standard yarders and roaders in our forests so that the following benefits can at once be secured.

A total abolition of the cause of forest fires from hot carbon being thrown out from hauling engines used in our forests.

The operation of the semi-portable heat generator not being dependent upon the draft created by the exhaust from the engines will maintain the full efficiency and capacity of the boiler under all conditions so that there shall be no interruption in the haul, as is the case when present methods are in use, when on account of the continuous change of draft owing to the variable load on the engine the fuel in the fire box is so disarranged in the endeavor to maintain steam that the boilers die out and the whole hauling operation stops awaiting another supply of steam.

Logging boilers will have a longer life on account of no water dropping on the upper tube ends from condensed exhaust steam, and the lower ends will last longer on account of the fire door not being opened at any time allowing cold air to act upon the highly heated surfaces and tubes.

Where conditions are favorable the exhaust steam not being required for draft purposes it can be utilized to heat the boiler feed water which will also add to the efficiency and capacity of present installations.

Spruce is in great demand on the Pacific Coast for aeroplane purposes and any device which will make for more rapid production and at the same time lessen the forest fire danger will undoubtedly be received with great interest in all the lumber provinces and states on the continent. I am getting out a preliminary design of the semi-portable heat generator and how it will look when attached to the yarder.

Walnut Tree Two Hundred Years Old

"A woman, a dog and a walnut tree—The more you beat 'em the better they'll be," is an old rhyme that has come down from the "good old times." Since the adage is not true of the woman and the dog, it may not be true of the walnut tree, and perhaps the walnut tree that has been cut down in Moss Park, Toronto, because it was "practically dead" has really had a good time. Its age is estimated at 200 years, and that would make it a forty-year-old when General Wolfe stormed the heights of Quebec and regretted that he was not a poet. The timber was sold to B. M. & T. Jenkins, antique dealers, Toronto, for \$10 by the Parks Department. Black walnut is worth \$75 per M log run in the bush and a tree of 12 inch diameter and 12 foot long would produce about 500 feet.

The Gibson Mining Company Ltd., are contemplating the erection of a sawmill at Kalso, B.C. The president and general manager of the company is Mr. D. K. Kay.



T. G. Loggie, Fredericton, N. B.

New Brunswick Taking Stock of Timber

The Most Progressive and Economic Survey Yet Undertaken in the Dominion—New Forest Act is Far Reaching

By T. G. Loggie, Deputy Minister of Lands and Mines, Fredericton, N.B.

I think I am expressing the views of everyone who has studied Forestry problems in this country that the step taken by New Brunswick in the inauguration of the Forest Survey in 1916 has unqualified support. Indeed the making of this survey has been contemplated for some ten years, but on account of the lack of funds the matter was not finally grappled with until an indefatigable and resourceful minister made provision for the expense of this

incurred when forest conditions are changing continually by lands being logged over annually and large areas being laid waste by forest fires?" My answer to this is, conditions like these are noted on the plans when they occur so that up to date information is always to be had in the Forestry Department of the Crown Land Office.

I have said we are carrying on a most comprehensive survey of the Crown Lands, in addition to that we claim the new Forest Act will be far more reaching than anything heretofore attempted in the Dominion in the management of the public domain.

The principal feature is an Advisory Board to aid the Minister in carrying out the new progressive forest policy. The Board consists of five members, as follows:

The Minister of Lands and Mines, the Deputy Minister, the

survey to be paid out of the "Crown Land Sinking Fund," being the result of moneys paid in the way of bonuses from timber licenses during the years 1913 and 1914.

We claim to-day that we are carrying on the most progressive timber and soil survey that has, as yet, been undertaken in Canada, and getting the work done at a much smaller price than was ever anticipated.

Will it surprise the public these war times with the present high prices of supplies when I say that a four per cent survey of New Brunswick is being made for a little over twenty-five dollars per square mile, or four cents per acre? By a four per cent survey it means that for every one hundred acres reported upon the actual trees above 6 inches in diameter on four acres are counted, tabulated as to their size, species and value, as well as making an examination of the soil by digging test pits so that the thickness and value of the soil may be noted.

The survey is carried on by what is known as the strip method by running parallel lines twenty-five chains apart and counting, caliperling and noting every tree beyond six inches in diameter four and one half feet from the ground within thirty-three feet of the line on either side. Burnt lands, barrens, stunted growth, lakes, rivers, roads are also carefully noted so that when a block is thus surveyed the Licensee or the prospective buyer knows the value of the block.

No survey can be of value unless the results are mapped with the information obtained, plainly marked and tabulated. These plans are drawn on the large scale of twenty-five chains to the inch, and prints are always obtainable.

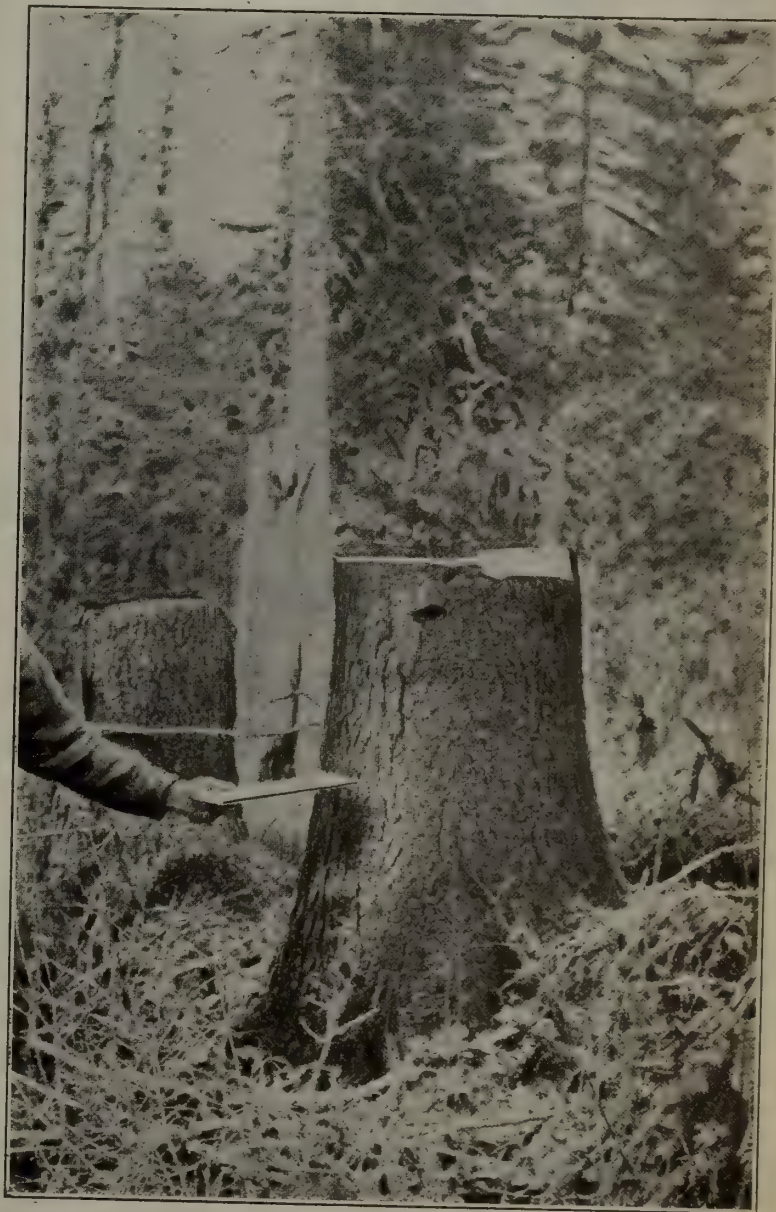
So much for the character of the survey, but what of results? At the 1st of May, 1918, after two years's field work surveys and plans were completed for 1,125,000 acres out of the total quantity of 7,125,000 acres of Crown lands.

The following results have been obtained on the first 800,000 acres examined:

- 77.6 43.3 per cent. area covered with softwood timber.
- 30 per cent. area covered with mixed hard and soft.
- 4.3 per cent. area covered with hardwoods.
- 19. 10.3 per cent burnt land reproducing.
- 8.7 per cent. area burnt land not reproducing.
- 3.4 2.8 per cent area barren, treeless land.
- .3 per cent area lakes and water.
- .3 per cent. area cleared and cultivated.

	Per Cent.
Softwoods.	57.1
White Spruce	9.9
Black and Red	15.8
Fir	15.9
White Pine	3.3
Red Pine .....	.004
Cedar	8.4
Hemlock	3.7
Jack Pine .....	.14
Hardwoods	42.9
Yellow Birch	18.4
Maple .....	.6
Beech	3.3
White Birch	8.9
Poplar	5.4
Other hardwoods .....	.9

It may be said by unthinking persons "Why all this expense is



The unnecessary waste in high stumps in cutting trees

Director of Forest Surveys, a representative of the Lessees of Crown Lands, a representative of Private Land Owners.

The Board has held its first meeting and has planned out the work in accordance with the Act. Permanent forest rangers, irrespective of party lines, who have all the qualifications of wood rangers, and after passing a searching examination are to be then chosen. These men will have charge of the fire ranging, scaling, inspecting woods operations, building lookout towers, constructing telephone lines, protection of game and in short, they will be employed throughout the year in everything that pertains to the forest. From present indications it would appear the passing of the new Act is going to be crowned with success and a brighter prospect is in sight as to the care and management of the New Brunswick Crown Lands—its most valuable asset.

Associated Effort Demanded for Retailers

Co-operation and Organization will Produce New Type of Lumber Merchant—Upward Tendencies that will Revolutionize Trade

By Chas. A. Bowen, Secretary National Retail Lumber Dealers' Association



Charles A. Bowen, Detroit, Mich.

It is said that Chinese pay their physician only when they are well and do not pay him when they become ill, or, in other words, he is paid to keep them well and not make them well after they become sick.

What a wonderful thing it would be if we could apply this same principle in a general way to our association work and have all those in the trade we represent members with us and paying us to keep them in a healthy business condition, instead of holding aloof from all organized effort to have this condition ascertain and only come into the organization and pay their money under stress of times or conditions.

The day is long past when any intelligent business man will dare question the necessity for trade organization, and while we are yet

far from the ideal association condition, the trend of the times is rapidly bringing into being the desire among men to be more closely associated. The old order of things is passing away, and CO-OPERATION is now the word instead of competition, as formerly.

To make a success of such co-ordinated effort, however, there must be a reason for its existence. The only incentive for association is the opportunity to do collectively what every individual member seeks to do to further the best interests of his business by furthering that of the industry; to secure economic results of mutual interest through joint activity such as legal, legislative and commercial, rather than through individual or divided effort. The success or failure of any undertaking depends upon the unity and energy of its organization.

Get Together—Forget Selfish Interests

There is nothing mysterious or strange about associated effort; it is an open book; so much so that even "he who runs may read." It merely means that men are able to get together, forget selfish interests, do business with one another and the public "out in the open," and that honesty rules. It means that men now realize that they must "come out of their shell," that they must not be like a turtle, that they must take the broader view or lag behind, and that such activity is an education not obtained in any other school. And likewise, there is no great secret in business. The sooner men forget the old-fashioned notion and thought that they have some peculiar advantage over their competitors, or that they have some sort of a monopoly of brains and recognize that these are only wild imaginings, the sooner will they agree to associated effort, and the sooner will they have the right kind of co-operation that will bring success, the lack of which will bring failure.

George W. Hubbard says, "I suppose after all, the business man, like the rest of us, will develop as the botanist says 'true to type,' the man who cultivates a pleasure in his business, like the man who creates a love for family and home will be ever on the lookout for means of improvement; while the man who only sells goods or service to make a living will view with disdain or resentment, any suggestion that involves more thought and more work."

The conditions of business, the world over, at this particular time demand co-operation in every line, but in no one line of business is it needed more than in the retail lumber business. When the broad scope of the work which should be done by the dealers in lumber, under a properly co-ordinated plan, is contemplated, one is almost staggered with the possibilities and filled with wonder as to why the opportunities have been so long neglected.

The Broadest Vision for Co-operation

In the United States at this time a program is being worked out which needs the largest and broadest vision for co-operation ever attempted by lumber interests. The manufacturers are coming solidly to the assistance of their government and have been of immeasurable value to the government and to themselves because of their associated

efforts; the wholesalers of lumber are amalgamating their interests and are associated together to work out the details for their own protection and are offering their services to the government; and last, but by no means least, the distributors of lumber, the retailers, are making rapid strides toward closer affiliation between the twenty-five to fifty thousand of them in their own interests and also to work with and for the government.

Much attention is being given to taking surveys of handling costs and overhead expenses in connection with the proposed plan of the government of fixing prices all down the line. It has already been definitely settled that the War Industries Board shall fix the price of the major woods—yellow pine and fir—not only from the mill to the government, but to the dealer as well. The next step may be the fixing of the price from the dealer to the consumer, and while it is a complicated matter and can only come after a very careful and elaborate canvass by the authorities, yet the situation justifies a most urgent effort on the part of the retailers to get their cost data in shape to present. This cannot be done individually, and the government does not want to deal with individuals in matters of this kind, but asks that it be handled through national associations representing the different industries, or divisions of industries.

The Need of Proper Cost System

The lack of big broad organization and co-operation among retail lumber dealers is responsible for their great lack of knowledge of this one essential of cost data in their business, as well as of many other fundamental ailments. The same condition exists in Canada. A prominent dealer of one of the principal cities of Canada, in writing along this line recently, says: "The subject of fixing the price of lumber to the trade is very interesting. Now that these steps have been taken I should think it very probable that the price fixing would extend so as to include prices from the retailer to the consumer in the United States. It is also quite probable that the Canadian Government will follow the move made by the United States Government in determining lumber prices. It may be some months before this is done here. The matter has been under consideration for some months in Washington, and no doubt machinery has been organized there to handle it. It will be necessary for the authorities at Ottawa to give the matter a good deal of study before finally determining prices."

"All this brings directly home to those of us engaged in the lumber trade the importance of uniform cost accounting and the necessity of studying and determining costs. The retailers have been very slow in recognizing this. We still have a great many men engaged in the retail lumber trade who are not up-to-date on merchandising and who are quite hazy on accounting. I believe that the definite action taken by the government will put the trade on a better plane of shaking our dealers up and compelling them to study this end of the business."

The Urgency for Constructive Work

This is only one of the many phases where association among retail lumber dealers is a necessity, to say nothing of such need for overcoming the many abuses of the business and the need for constructive work in every department.

The times are changing, however, and while it is difficult to prophesy, we believe we can see an upward tendency which in a few years will revolutionize the trade, and a growing desire to co-operate which will produce a new type of lumber merchant, as much advanced over the present lumber dealer, as the present civilized citizens of America are advanced over the original savage. This will only be brought about, however, by co-operation and organized effort, and by every retail lumberman realizing his responsibility and doing his share of pulling the load. Be like the Chinese in employing their physician; become a unit in the organization which is working for your benefit and pay that organization well to keep you from a sick business condition, and then do your individual part to keep yourself industrially well and all those around you in your same line of business, and the results will be more than satisfactory.

The Eburne Saw Mill, located near Eburne station, was totally destroyed by fire recently. Much valuable machinery was consumed and the loss is estimated at \$75,000, fairly well covered by insurance. The lumber burned was valued at about \$10,000 and was largely for Japanese export. The output of the mill was 60,000 ft. per day and 100 men were employed.

Opening Eastern Market for Western Lumber

How Competition and Distance Have Been Overcome—Possibilities of Panama Canal Route and Establishment of Distributing Centres

By C. J. Brooks, Vancouver Lumber Company, Toronto



C. J. Brooks, Toronto, Ont.

About the same time as the Great War started the lumbermen of British Columbia began a drive on the markets of Eastern Canada. Several years previous to that time the red cedar shingle had made its appearance in Ontario and had gradually won deserved recognition. Douglas fir timbers for heavy construction were also beginning to be well and favorably known; but at the beginning of the war no great quantities of staple B. C. lines were being carried by the dealers of Eastern Canada.

Beginning with 1914 there has each year been a continually increasing quantity of, particularly the better grades of, B. C. fir and cedar moving eastward, more or less speedily—sometimes more, sometimes less—to the markets of Ontario, Quebec and the Maritime

Provinces; and while there is no great secret about the development of this trade, the Annual Number of the "Canada Lumberman" offers a particularly appropriate occasion on which to glance over the situation in general review, noting how things have come about and estimating the probabilities as far as may be.

Economic enthusiasts will remember one of the sage observations of Adam Smith—that "commodities always tend to move from where they are cheap to where they are dear." This statement, which is dignified by the appellation "Economic Law," lies at the root of the matter.

Inauguration of an Active Campaign

In the years of depression immediately preceding the war the demand for B. C. forest products in the great market of the Prairies had fallen off to such an extent that prices become very low, while stocks in the yards of the B. C. manufacturers accumulated to such a degree that these gentlemen began to look longingly towards the industrial markets of Eastern Canada for relief. Accordingly the Forestry Department of the B. C. Government opened an office in Toronto, and the Commissioner initiated an active campaign of educational propaganda among the manufacturers, lumber dealers and architects of Ontario.

Owing largely to the fact that prices of the forest products of Eastern Canada had not suffered proportionate depression with those of the far West, making it possible to deliver the western product on the eastern market at prices comparing favorably with those of local stocks, educational work towards creating a demand was not slow to bear fruit. Almost at once the western salesmen appeared on the scene, local wholesale firms made Coast connections, and the movement of western stocks eastward gathered volume, which has increased from year to year.

The pioneer salesmen from the West did not have a rosy time during the first year of "working out of Toronto." While economic conditions were to a large extent in their favor they were confronted by two great obstacles—competition and distance from the market. Southern yellow pine was coming into the Ontario market quite freely in competition with the lines desired to be introduced—flooring, ceiling, etc., and the Westerners were up against the problem of educating the trade to the superiority of B. C. fir over its widely known and used competitor. Dealers carrying Southern pine in staple lines for the building trades were naturally reluctant to duplicate their stocks in B. C. fir; and Western salesmen had a good many fruitless trips in their endeavor to gain a footing in the new market. Much "preaching of the fir gospel" was done the first year which produced very little in the way of immediate results.

The Growth of National Wood Finish

Persistence in the personal touch by the Western salesmen, however, aided by the educational propaganda of the B. C. Lumber Commissioner at Toronto, soon began to make itself felt. The conditions were particularly favorable. Prices were advancing all around.

Southern pine, owing to transportation difficulties in the United States, was becoming more and more difficult to secure. Clear stocks for interior finish in local lines were practically unobtainable. "Natural wood" finish had grown in popularity and for beauty of grain B. C. fir had and has no equal; so after the somewhat discouraging experience of the first season, when it was a common thing for a salesman to talk half a day in order to persuade his customer to have a few sample lots of lumber included in his car of shingles, a demand began to be felt for B. C. lines which quickly grew to considerable proportions.

The distance obstacle, some 3,000 miles—remains rather a serious one. Yet, as the volume of shipments have increased the transcontinental railways have not been slow to react to the money making possibilities in handling this traffic, and for the past year or more good service has been given except as interrupted by occasional car shortages or other abnormal conditions. It is now quite customary for cars to cross the continent in four to five weeks. This, of course, means practically six weeks to two months from the time a dealer places his order till he receives delivery, and has without doubt been a good deal of a drawback to the possible development of this trade. For during these war times two months may see many changes. It seems clear, however, that if a continually increasing volume of business can be transacted under the uncertain conditions which have existed since the beginning of the war between the western manufacturers and the eastern consumers, a return of normal conditions should greatly augment that volume—other things being equal.

Manufacturing Towns are Good Customers.

The B. C. lumbermen's best market in Eastern Canada has been, up to the present, the manufacturing towns of Western Ontario. Toronto has accordingly been the logical headquarters, and the western selling force has grown from three or four salesmen in 1914 to upwards of a dozen at this time, while several Toronto wholesale firms have also made western connections. Several Montreal wholesalers have also entered the field, and that city absorbs a considerable quantity of B. C. stocks, with a growing demand. B. C. salesmen also report increasing business from points in Quebec other than Montreal, and from the Maritime Provinces.

Up to the present prices have not permitted the introduction by the Eastern Canadian dealers of inferior B. C. grades in competition with local frame material. Lines carried are almost exclusively clear grades of flooring, ceiling, siding and interior finish. Common or sound knotted cedar board have been quite extensively sold in Ontario for barn boards and have given good satisfaction, evidenced by repeat orders; but throughout the Eastern Canadian market as a whole inferior western grades have not as yet been able to compete in price with those of local growth, except in a few instances, as those of cedar barn boards and silo stock.

Practically every lumber dealer in Southern and Western Ontario handles B. C. cedar shingles. These are unquestionably the best shingles produced anywhere. The standard grades XXXXX and XXX are about the easiest thing to dispose of that the western salesman has to offer. There is also a considerable demand for the lower grades "Stars" but these find a readier market in the province of Quebec.

Apart from the retail dealers as a class, perhaps the largest buyers of B. C. stocks in Eastern Canada are the large railway companies. The purchases of these companies run into tens of millions of feet per year, consisting largely of car material and heavy timbers for bridge and trestle work.

Eastern shipbuilding concerns have also been heavy buyers for their special requirements during the past two years, and a further growth of this demand is to be looked for; which demand the B. C. operators by continual additions to their numbers, will be better able to take care of.

Other than industries mentioned there are not as yet many large manufacturing concerns who have gone much beyond the experimental stage with B. C. lumber. Now and then an enterprising concern into whose operations lumber largely enters decides on a trial car; and the B. C. salesmen having made commendable headway with the Eastern lumber dealers have still other fields to conquer, fields too, which present great possibilities.

He would be a courageous individual who would venture to assert

confidently what the future will bring forth in connection with this newly developed trade of the B. C. lumber manufacturer. Price will necessarily remain a controlling factor. It seems probable, also, that when normal shipping conditions return after the war, cargo shipments will be made via the Panama Canal and distributing centres founded at convenient points in Eastern Canada. Southern pine will

undoubtedly, in due course, reappear as a competitor, but in the meantime B. C. fir is becoming more widely known and more widely used every day. And so long as the "ultimate consumer" likes to have his abode finished and his floors laid with lumber that has no knots, with the natural development of Eastern Canada the B. C. manufacturer will find a continually growing demand for his "upper grades."

After-War Problems Lumbermen Must Face

Vital Matters Affecting the Interests of the Industry that Must be Dealt with Efficiently

—Organizing the Forces for the Welfare of All

By H. A. L. Swan, Sec.-Treas. of Ottawa Lumbermen's Credit Bureau



H. A. L. Swan, Ottawa, Ont.

Some folks tell us that successful lumbermen are born—not made. Don't believe it. The so-called "born lumberman" is first of all a mighty shrewd and clever business man; not only a good salesman, but a superior buyer. His shrewdness and success come from living with his business. He eats it, sleeps it, dreams it, studies it twenty-four hours a day, and for a rest, meets his contemporaries in committee to discuss the many questions affecting their mutual welfare, and then he does the thing his best judgment tells him to do.

The man who is not the so-called "born lumberman" either lacks the experience to do the right things, or he doesn't profit by putting into practice what he does know; nor does he discern the wisdom of discussing with his

contemporaries the many problems affecting his business. He lives alone. He is not aggressive. He does not keep abreast with the times. The only lumbermen he knows are those who come to sell him goods.

In the olden times when lumbermen were not numerous, everybody knew everybody, and their interests were more or less interwoven, and as a result of this unconscious co-operation, they all made money, and the business was conducted with a certain degree of pleasure. But what a change in this great industry of late years! The lumber industry has developed to such magnitude and importance as to become one of Canada's greatest national assets; but those great men who have been instrumental in this development have, I feel, lost sight of the fact that through the keenness of competition necessarily arising, the great benefit of co-operation with those in the same lines of trade has been forgotten. There is no firm or individual to blame for this; it is a case of the man becoming so "dog-gone" wrapped up in the business that he has forgotten that there are other poor souls struggling with identically the same problems with which he is wrestling, and the only apparent reason why they have not gotten together is that they have persisted in speaking of each other as "competitors" instead of "contemporaries."

Confronting Questions of Present Day

It must be apparent to all that there are many problems confronting the lumbermen to-day that were not even thought of before August, 1914, and perhaps we could mention "Labor," "Business Tax," "Conscription of Wealth," as some like to term it, as the most important. Then there are "Government Price-fixing," "Export After the War," "Shipping Facilities," "Provisioning the Camps," "Fire Protection," etc., etc. None of these can be dealt with by the individual dealer or operator. So now we are brought to the double task of organizing our forces before we can deal with the vital questions protecting the interests of the trade. This must be done speedily, because, mark you! the world-war will be over suddenly, and soon the great lumber army will be found standing without a general.

With regard to conscription, it is apparent that the term "Conscription of Wealth" is of vague import, because, as used it suggests that it should be resorted to in the same manner as that of obtaining recruits for the army—although there is really no simile. It is not fair to compare the two questions except that when a nation is at war it has a right to confiscate either persons or property for the good of the common cause. That is not disputed, but when a nation wants men for the army there is plainly nothing to do but to take them. But when it wants farm products, machinery, lumber, etc., the case is not

settled by affirming its right to conscript farms, shops and mills, or seize their products. In short, if this were carried out it must be obvious, that there would be no industry from which the nation could derive wealth or taxes. It seems that this argument should be prepared to show that disbursements for wages are far above those of any previous times; the number of workers greater, the time nearly full, and the wages higher. The expenditure of these widely distributed sums creates a vast volume of trade and traffic from which the nation can obtain a greater benefit than by conscription of wealth.

Preparing to Meet the Labor Situation

Regarding the labor problem, this, like all other questions, is one that will require very careful attention at the close of hostilities. It must not be forgotten that the labor leaders of both continents have seized the present tightness of the labor market to prepare for the great influx of labor from Europe. It seems that the lumbermen's associations would be well advised to prepare a schedule of wages, hours of work, now, and be in a position beforehand to meet the situation. What I wish to point out is, that in price-fixing it must be apparent that if an eight-hour day is adopted throughout the country, it must increase the cost of things. Because the same amount of work is not done as in, say, ten hours, the cost of production must necessarily be greater, and will also require a larger staff.

The effect of higher production cost, and higher selling prices is to curtail purchases, and thereby lessen the demand for labor. Under present conditions labor is able to force many concessions which appear to come from the employer, but as a matter of fact they get them because the employer is able to add the cost to the price of the production; but this is merely a war condition, and the problem lies with the education of labor now, so that they will understand the actual situation after the war. They must be shown that the present demand for general commodities is only a temporary creation and must vanish with the signing of peace.

The Careful Scrutiny of all Credits

With respect to credits, it is generally understood that the debtor class will gain, and the credit class will lose by reason of inflation. It is assumed that the debtor class is the poorer class and the credit class is composed of the rich people. It would seem to us that this is not correct, because the owners of property, the employers of labor and operators of business enterprises, should be classed with the debtors, because they do not regulate the prices. On the other hand, I should be inclined to place the laborer with the creditor class, because he does regulate the price of his labor. While the salaried class feel the pinch of high prices now, they will be the first to recover after prices are reduced.

High prices make it all the more necessary to extend greater credit because the retailer must have greater accommodation as prices and supply of credit act and react upon each other. More credit means greater facilities to the public for bidding against itself, so that when the merchant finds that prices are so high that it is necessary for him to find credit accommodation, it is all the more important that he scrutinize carefully all applications which come to him for credits. In other words, he must dispose of his goods in a manner that will give him quick returns in order to retain his credit standing in a crisis.

These are just some of the many problems which the lumbermen will have to contend with, and must be dealt with by the standing committees of an effective association.

A serious fire broke out on the morning of July 23 in a large lumber pile at James River in Antigonish County, N.S. The large piles of lumber were near the railway ready for shipment, and when the blaze was discovered it had made considerable headway. As the fire fighting facilities at James River are limited, calls for assistance were sent to Antigonish and New Glasgow, and men and apparatus were rushed to the scene of the conflagration. The loss was well up in the thousands.

Douglas Fir Used First on Cornwall Canal

Contractor on Lock Gates had to Give Personal Guarantee to Government in Employing it in the Place of White Pine in 1893

By Philip D. Gordon, Mason, Gordon & Co., Montreal



Philip D. Gordon, Montreal

As far as I know, the first mill in British Columbia to introduce their products in this Eastern market was the British Columbia Mills, Timber & Trading Company, of Vancouver, who were not only the pioneers in this market, but also one of the earliest manufacturers on the Pacific Coast.

The first shipments made were in the shape of Douglas fir timber, to be used for the construction of lock gates and dredge anchors. The first timber was ordered by the contracting firm of Messrs. J. & R. Miller, of Ingersoll, Ont., which firm is still doing business under the name of Roger Miller & Sons, Limited, with headquarters in the city of Toronto, Ont.

This timber was used in the building of lock gates on the Cornwall Canal about the year 1893. Mr. Roger Miller has frequently told me of the difficulties he had to overcome in order to get the consent of the government engineers to use Douglas fir in the place of white pine, which wood had been used ever since lock gates were built.

Owing to the size of the gates and the extreme difficulty in procuring white pine, some other wood had to be used as a substitute. Mr. Miller recommended the use of Douglas fir, but had to give the firm's personal guarantee as to its suitability before final consent was given, and it is worthy of note that ever since that time, Douglas fir has been almost wholly used in the building of lock gates; the quantity of oak used getting smaller all the time, and in most instances abandoned altogether.

First Large Cargo Came Around Cape Horn

In the fall of 1893 the British Columbia Mills, Timber & Trading Company loaded a sailing ship with a full cargo of fir timber and lumber, sending her around Cape Horn. The vessel arrived in Montreal in the spring of 1894, and unloaded in the Lachine Canal, the freight paid being about forty-five shillings or \$10.80 per thousand feet. This load was the first large cargo of fir ever brought to Eastern Canada, and it was in fact the only cargo from the Pacific Coast to be brought directly to the St. Lawrence until the spring of 1915, when we brought three large cargoes via the Panama Canal.

During a trip to the East in 1894, Mr. Charles M. Beecher, of the British Columbia Mills, Timber & Trading Company, made the first sale of Douglas fir dredge anchors to the Montreal Harbour Commissioners, the largest being 36 in. by 36 in.—60 feet. These sticks were at that time considered wonders, and when the cars were shipped the timbers carried a very large cotton strip bearing the words—"British Columbia Tooth-Picks"—in large letters. Like lock-gate timbers, Douglas fir has ever since been used for dredge anchors, but the sizes have gradually increased until the Montreal Harbour Commissioners now use them as large as 46 in. x 46 in. x 70 feet, some of which size we have now on order.

Many Prejudices Had to Be Uprooted

My first personal connection with the British Columbia wood products trade was in August, 1895, when I made an arrangement with the British Columbia Mills, Timber & Trading Company, of Vancouver, to sell their products in Eastern Canada on commission. Without a doubt it was very uphill work for a long time, many prejudices having to be overcome, as both white and red pine timber and lumber in Ontario were plentiful and cheap, so that the low prices offered by the British Columbia mills were the strongest inducement we had to offer, as well as being able to supply the larger sized timbers at very low figures.

I find on looking up our records, our first sale was on August 29th, 1895, consisting of 56,000 feet clear B. C. cedar, the first sale of fir tim-

ber was on October 12th, 1895, for 45,068 feet, and the first sale of fir finish was on January 2nd, 1896, for one car of beaded sheathing.

In April, 1896, Mr. Charles M. Beecher again visited the East and spent several weeks going about the country with me talking up B. C. products, which was a very great help, as he was without doubt one of the best posted men in this connection of his day.

In 1895 our sales were 126,000 feet; in 1896, 546,000 feet of timber and ten cars of flooring and finish, and in 1897 the sales increased to 1,088,000 feet of timber, but only six cars of flooring, etc., and so on. We continued our very pleasant relations on a commission basis with the British Columbia Mills, Timber & Trading Company until the fall of 1904, when the demand for timber, particularly, had increased so much that this firm could not undertake to supply our requirements, and we were forced to go into the open market, buying wherever we could, but have ever since retained our friendly relations with the British Columbia Mills, Timber & Trading Company, and still act as their selling agents for fir finish in the province of Quebec and the Maritime Provinces.

The Prices Prevailing in Early Days

It may be of interest in this period of high prices to give some of the figures at which B. C. stocks were sold at in the early days.

Fir timber, 7 x 7 to 12 x 16—27 ft., dressed 4 sides	\$27.00
Fir timber, 10 x 12—39 ft., and 12 x 15—20 ft., dressed	26.50
Fir timber, 14 x 14, x 55 to 60 feet	34.00
Fir timber, 16 x 16, 80 feet	42.00
Fir timber, 36 x 36, 60 feet	46.00
Fir timber, for dredge and scow building, dressed to specification	33.00
Fir flooring, clear edge grain, 1 x 3	25.50
Fir finish, clear edge grain, 1/2 x 3 and 4 in.	18.00
Fir stepping, clear edge grain, 2 x 11 and 12 in.	32.50
Fir, 3 in. clear, in rough	33.00
Cedar, clear, 1 x 8 and up	35.50
XXX cedar shingles	2.40

These prices were all delivered on a Montreal or Ontario rate of freight, which was at that time 60 cents per 100 lbs., and are a few samples only of prices existing in 1896.

The difficulties which had to be met in the earlier stages of the Pacific Coast wood products game were only overcome by constantly keeping the advantages of the woods before the contractors, architects, and engineers, and finally the retail yards, until as time went on they gradually came to see these advantages in their proper light, and the trade has assumed the very large proportions of the present day.

Fine Tribute Paid to Canadian Foresters

Mrs. John Hawkins, of Calumet, Que., has received a letter from her husband, Pte. John Hawkins, of the 55th Company of Canadian Forestry Corps in France, in which is enclosed the text of a letter from Gen. Humbert, commanding the 3rd French army, complimenting the company on its work and excellent results. General Humbert's letter is as follows: "The forestry operations were undertaken by the 55th Company, Canadian Forestry Corps, with the greatest ability, and the results obtained have been remarkable in spite of the difficult conditions under which the operations were performed. The company has given in all circumstances, particularly under enemy fire, a splendid example of courage in the accomplishment of their duties. The general commanding the 3rd French Army expresses his satisfaction to the officers, N.C.O.'s and men of this unit. (Signed) General Humbert."

A report received at Ottawa by J. Ray, Canadian trade commissioner, Manchester, England, says the British Government is propounding a scheme to erect at least 300,000 houses under state and municipal rate aid as soon as conditions are favorable. "This prospective demand for building timber, doors, window, sashes, etc.," says Mr. Ray, "should be closely followed by Canadian manufacturers."

"There are unmistakable signs that after the war timber merchants and builders will turn to Canada for larger supplies of these structural woods than they imported four or five years ago."



General view of lumber mills and yards in Three Rivers District. The large piles and mill in the middle foreground are the property of Mr. J. H. Dansereau, while to the right and separated by the St. Maurice, is a part of the yard of the Wayagamack Pulp & Paper Company. On the extreme left where the St. Maurice joins the St. Lawrence is the mill of the St. Maurice Lumber Company, and on the right the smoke from the mill of the St. Maurice Paper Company can be seen.

Three Rivers is Great Industrial Centre

Logging Operations with the Manufacture of Lumber, Pulp and Paper Have Given Splendid Impetus and Stability to the City—Its Varied Activities

A great part of the industrial prosperity of Three Rivers, P.Q., depends upon the lumbering and pulp and paper industries. The city is fortunately placed at the mouth of the St. Maurice, with its many tributaries, draining an area extending more than 300 miles to the north, and containing immense timber limits, mainly of spruce. The country is essentially a lumbering district, with mills on the St. Maurice from Grand Mere to Three Rivers. The extent of the industry may be gauged by the fact that the members of the St. Maurice Forest Protective Association own 12,577 square miles, ranging from less than a mile to over 3,000 miles, and the description of the mills in this issue will give an idea of the value to the city of the industries referred to.

Three Rivers possesses an excellent harbor, allowing of ocean steamers visiting the port. In pre-war days, large numbers of deals

dripping on the tributaries is done by the men of each company, but from La Tuque down the St. Maurice the work is undertaken by the St. Maurice River Boom & Driving Company, Ltd., which collects the logs for the Three Rivers mills in a boom about a mile above the mouth of the river and sorts them, the logs belonging to each mill being directed into the different booms.

How the Mills are Located.

The cut reproduced gives a good idea of the layout of the principal mills. The plant of the Wayagamack Pulp and Paper Co. Ltd., on Wayagamack Island, is across from the city proper. The principal part of the mill is devoted to the manufacture of kraft paper, but the sawmill and pulpwood cutting-up mill are also extensive. The pulp and paper mills of the St. Maurice Paper Company, Ltd., at Cap. Madeleine, is the newest mill, and is a very substantial building. The company's saw and pulpwood mill is in Three Rivers, and is a large plant. Near the Wayagamack Mill is that of Mr. J. H. Dansereau, and not a great way off is a sawmill owned by the Belgo-Canadian Pulp and Paper Co. Ltd. Occupying a site on Notre Dame Street, Three Rivers, is the sawmill of the St. Maurice Lumber Co. In the pre-war days most of the lumber was exported to the United Kingdom, but with the shortage in bottoms, the bulk of the lumber is being sent across the border. The consumption of pulpwood is very large, and has increased in recent years.

Besides actual manufacturing, Three Rivers does a fair business in lumber. The firm of Alexander Baptist has a planing mill. The name of Baptist is famous in the lumbering history of the St. Maurice, Mr. George Baptist, a pioneer in the industry, having established the first lumber mill in the St. Maurice Valley. The Burrill Lumber Co. owns a sash and door factory, while there are allied branches of lumbering, particularly in the woodworking field, which carry on business in the city.

The St. Maurice Forest Protective Association (which with the Driving and Boom Association is housed in a new building) has its headquarters in Three Rivers. It was a pioneer among such associations, and the methods employed have been adopted by other societies. The work, both of a practical and missionary character, has extended year by year, and it is not too much to say that the protective measures have saved hundreds of thousands of dollars.

Turn Out Sixty-Five Million Feet

The Normal Season's Cut of Lumber of St. Maurice Paper Co. Who Specialize in Many Allied Lines

In recent times the St. Maurice Paper Company has come into public notice by reason of the establishment of a very fine pulp and paper plant of Cap Madeleine, P.Q. But extensive as is this plant, it does not cover the most important part of its operations, from the lumber point of view. The company is an amalgamation of three concerns, the Charlemagne & Lac Ouareau Lumber Co., Ltd., the Gres Falls Company, and the St. Gabriel Lumber Company, Ltd. When the pulp and paper mill was built, the operations were divided into four divisions—the Cap Madeleine, pulp and paper; Charle-



View showing logs entering sawmill of St. Maurice Paper Company, and pulpwood cutting-up mill

were loaded for Europe, and in addition, lumber was sent in bateaux to Montreal for the ocean liners. To-day this lumber is being partly diverted to the United States, and vessels for U. S. ports are loaded at the wharves of the lumber companies. Even prior to the war much lumber was manufactured for the States. The city has also good rail facilities, and in another direction has the advantage of an abundant supply of electric power, the plant of the Shawinigan Water & Power Co., being 21 miles distant.

The logging operations, with the manufacture of lumber, pulp, and paper give employment to thousands of people. Within recent years the erection of pulp and paper mills in the St. Maurice Valley has brought added prosperity to the district, and in particular has favorably affected the City of Three Rivers. That city is just now making great progress, owing in part to the location there of two shipyards and other industries.

Most of the logs are cut for the companies under contract. The

magne, at the mouth of the Assomption River, lumber, pulp wood, planing mill, with clapboard and shingle mill at Montcalm; Three Rivers, at the mouth of the St. Maurice, lumber and pulp wood; St. Gabriel, at St. Gabriel de Brandon, on Lake Maskinonge, lumber and pulp wood. The Union Bag and Paper Corporation, N.Y., hold a controlling interest in the company.

The limits are very extensive, nearly 2,400 square miles, divided as follows: Charlemagne, 588; St. Gabriel, 22; Three Rivers, 1,529. These are scattered along several rivers and their tributaries. The pulpwood is all sent to the pulp and paper mill at Cap Madeleine, that from Three Rivers and St. Gabriel by rail, and that from Charlemagne by tug and barges of 360 to 400 cords capacity. The larger spruce logs and the white pine are manufactured into lumber for the domestic, U. K. and U. S. markets. Nearly all the logs are cut by jobbers, and in an ordinary season the cut is about 65 million feet, employing nearly 2,000 men in the woods. The combined capacity of the lumber mills is 350,000 ft. B.M. per day, and that of the pulpwood cutting up mills 750 cords per day.

The most modern plants are at Cap Madeleine and Three Rivers, the last named having been practically rebuilt three years ago after a fire. The logs for this mill have to be driven from 30 to 200 miles, and this season men were at work on 14 tributaries. The log-driving on the St. Maurice River is done by the St. Maurice River Boom and Driving Co. Ltd. The mill has a capacity of 15 to 18 million feet of lumber and 35,000 to 40,000 cords of pulpwood.

The Sorting Ground of the Logs.

Half a mile just above the mill, the logs of the different companies are sorted. On entering the company's boom, they are elevated into the mill on a log haul-up, and delivered from the deck to either side of the mill. On one side is a log carriage and on the other a twin circular saw slabber. Logs on the former are dealt with by a double-cut band saw, which takes off the slabs and also takes out boards. From this twin circular saw the logs go to a Kendall gang of circular saws. The slabs are re-sawn on a Yates and a Gidding & Lewis horizontal resaws, which cut the lumber five feet and longer, $\frac{5}{8}$ inch and thicker from the slabs. The lumber which requires edging travels to double edgers; the boards from these machines and also those from the band saw and Kendall gang are then transferred to a trimmer, which squares up the ends.

The edgings and what remains from the slabs go to a five saw slasher; a portion of this is sold for firewood, and the rest is conveyed to the burner.

After being trimmed the lumber is graded and piled. The lumber is hauled to the yard by an electric locomotive, over a tramway 700 feet long. The trestle on which the line runs has several branches, 250 feet long, on either side, and the lumber is conveyed from the cars attached to the locomotive to the piles at the various branches by means of rollways. Delivery can be made on to the cars of the locomotive from either side of the sorting tables, by means of the main switch.

As is usual, the filing room is situated above the mill, the machinery being supplied by the Hanchett Swage Works, Big Rapids, Mich. Simonds' Canada saws are used.

On the Way to the Barking Drums.

The logs for the pulpwood cutting up mill are sorted in a gap just above the mill. The log jack has a capacity of 20,000 logs per day. On entering the mill they are dealt with by Ryther and Pringle slashers, the cut logs falling into a conveyor, which travels to the four

barking drums, making $7\frac{1}{2}$ revolutions per minute. The cleaned wood drops out automatically, is caught on a conveyor, and taken to the pile. The wood which has not been thoroughly barked is returned to the drums. The bark is sent to a squeezer to extract the moisture and then burned.

The sawmill is driven by steam and the cutting up mill by electricity. The four boilers for the former are automatically fed by sawdust, which falls from the machines on to a conveyor. In the event of the sawdust coming too freely, it can be shut off by a gate, and sent to the burner. There are two engines for the lumber mill. The current from the pulpwood mill is transformed, in a separate power house, from 2200 to 5600. The engine for the power for running the electric locomotive and for lighting the mill was supplied by E. Leon-



Lower floor cutting up billets at the Canadian Toy Works, Three Rivers, Que.

ard & Sons, London, Ont., and the electrical equipment by the Canadian General Electric Co., Peterborough.

Joe M. Dalton is the manager of the Three Rivers Division, Sam. Hamel, mill superintendent; and H. T. Ham, superintendent of woods operations.

The machinery at the Three Rivers saw and cutting up mills, the pulp and paper mill at Cap Madeleine, and the other plants, was mostly furnished by the Waterous Engine Works, Ltd., Brantford, Ont., and include saw mill machinery made by the William Hamilton Co., Peterborough, Ont.

The wool room at Cap Madeleine is equipped with two Carthage chippers with conveyor feed arrangement, horizontal shaking screens, and long belt conveyors leading to the chip bins in the sulphate and sulphite mills. The sulphate mill, with the recovery and alkali rooms, includes in its equipment Swenson evaporators, melting furnaces, revolving incinerators, disc evaporators, etc., six diffusers and two Continental digesters. The capacity of this mill is 60 tons daily.

Operations in the Pulp Department.

The sulphite mill is equipped with two Manitowac digesters with Jolbert lining and the usual accessories. The acid plant is in a sep-



General glimpse of plant of St. Maurice Paper Company, showing portion of huge pulp pile on the left.

arate building, containing lime and sulphur storage, rotary sulphur burners, coolers and complete barker reclaiming system. The capacity of this mill is also 60 tons daily.

The ground wood mill is entirely electrically driven, the three lines of five grinders each, 15 in all, being each driven by a 1,200 h.p. motor. Six of these grinders were by the Jenckes Machine Co. Ltd., Sherbrooke, and nine by the Waterous Co. The stock is pumped to the screen room, which is fitted with Waterous vertical quiller screens. Excess of ground wood not used in the paper mill is taken off eight wet machines made by the Sherbrooke Machinery Co. and hydraulically pressed. The daily output is 100 tons. The paper mill is equipped with two Pusey & Jones 166 in. paper machines with 60 in. dryers, running at 635 feet, driven from the basement with a drive of the English cotton rope type, each machine being driven with a Terry steam turbine. The capacity is 100 tons daily. The boiler house contains six 500 h.p. B. & W. water tube boilers with superheaters, chain grate stockers, Greene fuel economizers, etc., and overhead storage bunkers of 700 tons capacity.

The head office is at the Board of Trade Building, Montreal, Mr. Alec. MacLaurin being the responsible director in this country.

Wayagamack Mills Are All Modern

They Occupy an Extensive Site on the St. Lawrence and Possess Latest Equipment Extant

The plant of the Wayagamack Pulp and Paper Co., Limited, situated on Wayagamack Island, Three Rivers, Que., is an example of one of the most modern plants in Canada. The chief part of the business is the manufacture of Kraft paper, but the Company also owns a very large saw mill and pulpwood mill, the whole occupying an extensive site on the banks of the St. Maurice River.

The Company's limits, on the St. Maurice River and its tributaries, total over 1,200 square miles, and contain chiefly spruce, with



General view of sawmill of Wagamack Pulp and Paper Co., Three Rivers

some white pine. Logging depots are located at Rat River, Flammand, and on the Croche River, from which centres logging and driving operations are carried on.

After the logs have been driven to the mouth of the St. Maurice River, they are sorted at a gap a short distance above the mill, the small logs going into the pulp mill boom and the large logs into the saw mill boom. The logs in the latter are again divided into spruce and pine booms.

The mills consist of a saw mill and a pulpwood cutting up mill. The buildings are of brick and concrete construction, and are equipped with the finest machinery and appliances.

The saw mill is a very long, wide structure, so planned that the process of manufacture is continuous, and that the logs coming in on the long jack at one end are manufactured and delivered into wagons for shipment or piling at the other. The logs on entering the mill are loaded on to steam feed carriages on each side of the log deck, and are cut by double cut band saws.

The slabs are sent by live rolls to re-cut saws—one at each side of the mill—and from there to double edgers, and by a central conveyor, to the butt saw. The residue goes to the chippers for the pulp mill. The finished boards are sent on another conveyor to the sorting tables, graded as they pass on a chain conveyor, and loaded on to wagons for shipment or piling. Some re-sawing is done by a band re-cut saw placed near the sorting table.

The Shipping Arrangements are Fine.

The sawdust drops from the saws into the basement and is conveyed from there to the boilers. The latter, eight in number, are also fed by the refuse.

The filing room is located in the roof and directly over the saws, and is equipped with several machines supplied by the Waterous Engine Works Co., of Brantford, Ont.

The company has excellent shipping facilities, both by land and water. A wharf which will accommodate several canal boats is situated in the lumber yard. For the purpose of splitting boards for those customers who may desire it after the lumber has been manufactured, a rip-saw is located on the wharf. Any lumber required to be split is taken from the piles, ripped and loaded. A siding from the C.P.Ry. also runs into the yard.

The pulpwood cutting up mill is equipped with three saws, which cut the logs into four lengths of an average of 3½ feet; these fall into a conveyor, which carries them outside of the building to the main conveyor. This main conveyor is a structure 1,200 feet long and is built of steel resting on four solid concrete piers. As the bolts of wood pass up the incline, men divert the wood required for immediate use to the chippers, while that for storage purposes goes on to the wood pile. As the wood is required during the winter, it is returned by means of the main conveyor to a hot pond in the basement of the chipper mill, and from there by another conveyor to the chippers.

The saw mill is driven by steam, and the pulp and paper mills by electricity.

All the machinery, boilers, and engines in the saw mills were supplied by the Waterous Engine Works Co.

The Company has built a number of residences on the Wayagamack Island for the employees. It runs a boarding-house and has also provided a cafeteria at which the employees may obtain meals at reasonable prices. The Company was a leader in the policy now being adopted by many industrial concerns, of constructing good houses which not only helps to retain efficient help, but is of substantial benefit to the men and their families in the way of living accommodation.

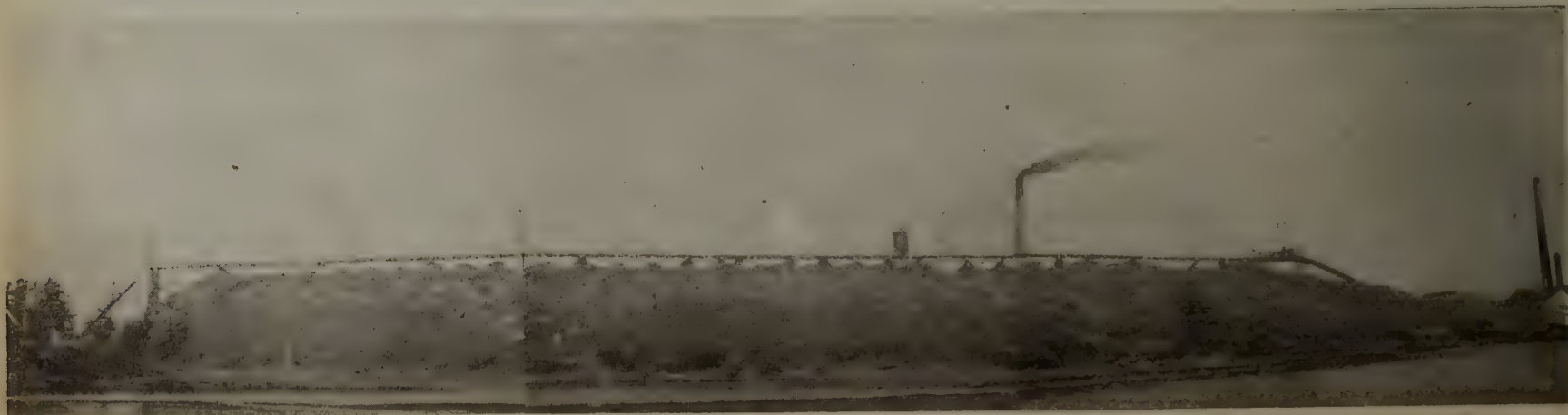
Mr. C. R. Whitehead is president of the company, and Mr. Frank I. Ritchie is superintendent of lumber departments.

The Dansereau Mills Are Busy

The Manufacturing, Storing and Shipping Facilities are Most Convenient and Complete

Mr. J. H. Dansereau has for thirty-five years owned lumber mills—for fourteen years at Vercheres, five at Louiseville, and sixteen at Three Rivers. He has also been the owner for ten years of another mill at Pont Rouge, Que.

Mr. Dansereau possesses 32,000 acres of timber limits on the Croche River, a tributary of the St. Maurice River and the quantity



A general view of the huge pulpwood piles of Wayagamack Pulp and Paper Company, at Three Rivers, P.Q.

of lumber on these limits from a valuation made last winter is 34,000,000 feet of lumber.

The capacity of the Three Rivers mill is 12,000,000 to 15,000,000 feet a year. That mill, situated in the city of Three Rivers, is driven by steam. Power is supplied by two engines of 150 h.p. each, located in a fireproof building, and four boilers, of 125 h.p. each, also located in a completely fireproof building supply the steam to those engines. An automatic oiling machine for all the entire mill is situated in the engine room.

Logs are hauled into the mill by two separate log haulers. Sawing is made by one Waterous band saw and one large circular saw, two large carriages with steam feed, also three niggers and two log loaders; three circular re-saws and three double edgers; one trimmer, one slasher, lath mill and furring mill. The lumber, after it is sawn, is loaded on trucks and hauled on two 13 foot-high elevated trussels to the yards, where it is piled.

The shipping facilities are such that six boats can be loaded at the same time at the wharves, situated about 100 feet from the piling yards.

The plant includes blacksmith shop and machine shop. Mr. Herule Dansereau, Jr., is manager of the plant.

Valuable Limits of Pulpwood.

The Pont Rouge mill is situated on the Jacques Cartier River, 6 miles west of Quebec. Mr. Dansereau owns on the river timber limits of an area of 183,360 acres. A valuation of these limits, made by expert foresters, on different occasions, give a total of 2,567,040 cords of pulpwood, all of which is spruce and balsam. The greatest part of this quantity constitute good sawing logs. The limits are only thirty miles from the city of Quebec, which gives great facilities for the hauling of provisions and supplies. The distance for the drive from the nearest limits to the mill is thirty-four miles by the river.

The mill, situated on the Canadian Pacific Railway line, has a capacity of 15,000,000 to 20,000,000 feet of lumber per year, and is driven by water-power supplied by two Samsons water wheels of 500 h.p.; but the power is developed for an additional 4,000 h.p., for which only the water wheels have to be installed. One 125 h.p. boiler supplies the steam for the steam feeds, niggers, log loaders and pickers.

Logs are brought from the Jacques Cartier River into a pond of capacity of 75,000 to 100,000 logs, from which they are hauled into the mill by two separate log haulers.

They are sawn on one side by one band saw, one carriage with steam feed, one steam nigger and log loader; one re-saw, one double edger. On the other side by circular twin saws to slab the logs for the gang, one large 45 inch gang, two circular re-saws, one double edger, one slasher, one trimmer, one lath mill, and also one planing mill.

Lumber is piled on two C.P.R. sidings of about 1 1/2 miles long and loaded direct into the cars from the piles for shipment. A blacksmith shop and a machine shop are also included in the plant.

There are also several houses to lodge and board the men. Mr. Honore Dansereau is manager of the Pont Rouge plant.

The First Mill in the District

St. Maurice Lumber Co. Own Six Plants and Produce Extensively Lumber and Pulpwood

The plant of the St. Maurice Lumber Company on Notre-Dame St., Three Rivers, P. Q., occupies the site of the first mill erected in the district. The original mill was built by an American Company, and the property, after passing through several hands, came into the possession of the present company, in 1891.

The site is an ideal one from the point of shipping facilities; it is on the banks of the St. Maurice and St. Lawrence, and there is sufficient depth of water at the wharves to enable ocean liners to be loaded, while a siding of the C.P.R. runs into a portion of the yard, so that lumber can be loaded direct into the cars.

The company owns six mills, the one referred to, manufacturing lumber and pulpwood; and four rossing plants situated at Batiscan, P. Q., New Glasgow, P. Q., Gaspé Harbor, P. Q., and Connaught station, Ont., on the T. & N. O. Ry., also another rossing plant not in operation, at Pentecost River, P. Q.

The timber limits and fee lands comprising an area of about 500,000 acres are on the St. Maurice, Batiscan, L'Achigan, Pentecost rivers and at Gaspé.

The normal cut for the Three-Rivers plant is 20 to 22 million feet, 15 per cent. of which is white pine and the remainder spruce. It is manufactured for the European, Canadian and U. S. markets. The company does its own driving on the tributaries, but on the St. Maurice the work is done by The St. Maurice River Boom & Driving Company Limited.

The property in Three Rivers covers an area of about 70 acres, the greater portion being taken up with the yards for stocking and

drying lumber. The mill has a capacity of 160,000 feet per day. The logs come down the river, and those for lumber are conveyed to the upper part of the mill by the log jack. They are kicked from the deck on to the log carriage and the slabs are cut by the band saw. The logs then go to a Wicks gang saw, with a capacity for six logs at each operation, and afterwards to the resaws, edgers and trimmers.

There are two single band saws, one Wicks gang, two re-saws, two double edgers, a slasher, and lumber trimmer. The edgings are converted into lath, and the slash and other pieces which cannot be profitably used are conveyed on a chain cable and loaded into carts for firewood. The lumber is sent to the sorting tables, graded, and loaded into trucks for the drying and storage yards. The refuse is conveyed to a burner.

A comparatively small amount of pulpwood is dealt with in a cutting-up mill. The logs are cut into sixteen inches and twenty-four inches lengths, and then conveyed by a cable conveyor direct into boats at the wharves; in the event of no boats being available, the wood is diverted near the wharves to a storage conveyor, and so on to the pile.

The company has large yards, which are divided by means of six main roads and five cross roads, all laid with wood. The roads are wide, with ample space at the various cross sections. Each width and length of lumber is piled into separate piles, each being numbered with a corresponding record in the office.

The plant is driven by steam. The engine house adjoins the main building. The engine is by the John McDougall Caledonian Ironworks, Montreal, and the eight boilers were supplied by the Waterous Engine Works Co., Ltd., Brantford, Ont. The boilers are fed by the sawdust, which is conveyed from the mill direct to the boilers. The gang referred to above is driven by a separate engine, situated in a basement, and made by the William Hamilton Co. Ltd., Peterborough. Practically all the mill machinery is of Waterous make, the gang however, being manufactured by the William Hamilton Co. Ltd.

The filing room is situated above the sawing floor. Saws are supplied by the Simonds Canada Saw Co. Ltd., Henry Disston & Sons, and E. C. Atkins & Co.

How He Has Three Gangs of Men

"How are things going at your mill," inquired one lumberman who has had some bitter experience recently in connection with the help problem, of another, when they met on the train.

"Fine," said Mr. K. "Matters couldn't be better. We have three gangs of men now."

"What?" asked his friend in surprise. "Are you operating your mill the full 24 hours? Have you introduced the eight-hour movement, the same as in the West? You say you have three gangs of men."

"It is just like this," remarked Mr. K— with a sigh: "There is one gang working, one going and one coming. That makes three, don't it? In all my experience in the lumber line—and I have been 27 years at the game—I have never seen help so scarce or so restless as it is at the present time. The number of fellows going and coming for no excuse whatever is alarming. I know of one plant in the north employing less than 70 men and yet during a recent week 22 left and 18 came in. This is typical of a certain class of labor, and its disquietude in many operating centres. Surely the government should step in and control this floating, fleeting element—principally foreign—which appears to want nothing so badly as a "do nothing job" at a to-notch figure—and even then I doubt if many would be satisfied," concluded the speaker.

The James W. Sewall office, of Old Town, Maine, timber estimators and foresters, reports one of the wettest seasons in the woods its men have ever seen. This concern has a crew of cruisers in Western Ontario under Mr. A. C. McPheters, another in the Oenobscot Watershed of Maine under Mr. Frank L. Holmes, one in Washington County, Maine, under Mr. O. W. Madden, and one in the Adirondacks, New York, under Mr. James A. Connors. All alike report continual wet weather, so that the downpour must be well scattered.

An event of unusual interest will take place in Bathurst, N.B., on August 10, when the Bathurst Lumber Company, Limited, will hold its first annual employees' picnic. Arrangements are being made for the entertainment of from 2,500 to 3,000 people, representing the employees of the company and their families. Two bands will be in attendance, and a big programme is being mapped out, so that all will thoroughly enjoy the day without a thought of loss. The Bathurst Lumber Company intends to pay the men's wages just as though they were at work in the mills. Some idea of the magnitude of the undertaking can be gained from the fact that it will mean a loss in production of one hundred tons of pulp at their pulp mill and several times one hundred thousand feet of lumber from the sawmills.

What Association Has Done for Retailers

Some things that have been accomplished, and how the organization has proved of much value to its members, all of whom are willing workers in the cause which they have so much at heart—Provincial convention will be held in Toronto on September 3rd and 4th—Rousing rally is confidently expected on that occasion.

By Horace Boulton, Toronto, Secretary of the Ontario Retail Lumber Dealers' Association

The success of any movement in the nature of a trade association depends, more than anything else, upon the manner in which the members take an interest in its work. This is a trite enough statement, but its bearing upon the progress of any association is so definite that it must be kept in mind. The successful work that has already been done by the various associations that have been organized among the lumbermen in Ontario is a forcible illustration of the fact that the members of an association have, in their own hands, the making or failure of the whole movement.

It would be difficult to name any parallel cases of such definite and valuable work done by associations during the first few months of their existence as has been done by the associations which have their headquarters in Toronto. The cause of their success is found in the fact that every lumberman who has joined has done so not only for the sake of the benefits which he expected to receive, but also because he was convinced that the trade was urgently in need of the co-operation and good fellowship which such associations provide.

One of the most interesting of the associations formed in Ontario during the year is the Ontario Retail Lumber Dealers Association. In some respects it is based upon similar ideas to those of the Wholesale Association, which was organized at the same time, but it has a few distinctive features and special problems of its own, which make it stand out as an association with a peculiar field, requiring, more than most associations, the heartiest possible co-operation and the most aggressive type of development.

The retail lumber dealer, for some strange reason, is one of the most difficult classes of merchants to interest in an association. He thinks his business less adapted to associated effort than any other, and suspects his competitor more vigorously than any other merchant. Why this should be so, is hard to understand, but it is one of the difficulties that have to be met with, and overcome, in the creation of a successful Retail Lumber Dealers Association. This difficulty, however, has a compensating advantage, for such men, when once convinced by results, are the most enthusiastic kind of boosters that any association could desire. This is the situation that is developing in Ontario, and which it is the object of this article to outline.

Had Confidence and Clear Sightedness.

It was hard work to get the dealers in Ontario lined up in sufficient numbers to make it reasonably certain that an association could be formed. The work was done, however, by a few enthusiasts whom the rest of the trade have to thank for their clear-sightedness and their confidence in their fellow dealers. Accepting many risks and shouldering a great amount of work for the good of the cause, these dealers have been working early and late, day in and day out, for nearly two years, and to-day, they can legitimately take credit to themselves for having at last created an association which is producing fine results and has the support of the whole trade. To illustrate the success of the association and its encouraging outlook, it is only necessary to review some of the work that has been done during the first seven months of its existence.

The most interesting fact of all is that an association which had no existence less than a year ago has to-day a membership list which includes over a hundred and thirty of the dealers in Ontario, all of whom are working keenly for the development of the Association. This is a better record than the most sanguine of the early supporters of the Association expected. There are about 450 retail lumber dealers in Ontario who can be considered prospects for membership in the Association. The list of members already secured, therefore, amounts to more than 25 per cent. of the prospects, and includes practically 100 per cent of the larger firms who one would expect to be the easier ones to obtain.

It takes time to work up a membership list in any kind of an association. There are always those who have to be shown that the benefits expected will be secured. It is not at all surprising, therefore, that some of the dealers should have held off for a time. To-day the



Horace Boulton, Toronto

apathy of many members of the trade has been overcome. They know that the association is a valuable aid to them in a great many ways and they are joining in encouraging numbers and making use of the association in many ways.

Much Information of Practical Value.

One of the most successful accomplishments of the association has been the publishing of its Monthly Bulletin. This Association Bulletin has been making its appearance each month since April. It has been a success, both financially and as a means of carrying to the members of the trade much information of practical value to them in the daily transaction of their affairs. Each number of the Bulletin has been larger and more interesting than those which have preceded it, and to-day, after only a few months of existence, it is the equal of any similar association publication in the United States or Canada.

There are so many ways in which an association can be of value to its members that it is difficult to select those which stand out as being of special interest. One of the most important things which the Ontario Retail Lumber Dealers Association is doing is the preparation of a report of the average cost of doing business. This is being completed from reports which members of the association are sending in to the secretary. In making the information public, particular care will be taken to give out only averages of cost, so that the figures submitted by the individual firms will not become public property. The reports which have already been submitted show a most surprising state of affairs. It appears that the cost of doing business varies all the way from about fifteen to forty-five per cent. Such variations cannot be accounted for by differences in the conditions prevailing at different yards. There is one conclusion which cannot be avoided, namely, that some of the dealers have not included, in their estimates of cost, elements which are both considerable and important.

Necessity for Accurate Cost Accounting.

This is one of the ways in which the association will be of inestimable value to its members. Through its Bulletin and in many other ways it is forcing upon the minds of its members the great necessity for accurate cost accounting, as well as the urgency for more modern methods of business than have been in use in many yards. In fact, the situation with many of the dealers in Ontario has made it of the utmost importance that an association should be formed to act as a means of interchange of ideas. Competition and loose business methods had run wild to such an extent that only the vigorous remedies made possible by co-operation could effect a change. It is most remarkable to what an extent this co-operation is already producing results and showing the dealers the way out of many of the troubles which they had formerly believed could not be avoided.

In contrast to the work of an educative nature which the association is carrying on, is the work done as a result of the weight of its influence in the settlement of trade disputes. It would not be wise to report names and facts in detail in this connection, but some of the results can be outlined to show that an association, by means of the combined influence of all its members, can frequently induce firms which are heading straight towards the courts, to become reasonable and agree to a settlement of their disputes.

In this connection, a number of cases have already been submitted to the association, and in nearly all cases the results have been satisfactory to the retailer and the wholesaler or manufacturer alike.

Some Definite Results Recounted.

The first case handled was that of a delayed shipment of a carload of stock which was ordered in the fall of 1916. The retailer had been unable to persuade the wholesaler to ship the car. The wholesaler claimed to have been held up by embargoes to such an extent that shipment had been impossible. A very short time after the matter was placed in the hands of the association, a carload of another class of stock which was acceptable to the retailer was offered, and

the shipment was put through. Both the retailer and the wholesaler were pleased to have the matter cleared up.

Similarly, a carload of shingles which had been on order since January, 1917, was still undelivered when the association was asked to take the matter in hand. This was only a short time ago. An arrangement of the difficulty has been reached. The car is now on its way to the retailer and the secretary of the association has letters from both parties expressing much appreciation of the work the association has done. Everyone is pleased and the cause of difficulty has been removed.

In one way and another the association has also been able to protect many of its members against firms which made a practice of selling to the retailer's customers. Very definite results have been secured in this direction.

One of the members of the association had a claim against a wholesaler for stock which had not been delivered, and which he had been obliged to purchase elsewhere in order to make good with his own customer. Although the association had not a definite hand in the settlement of this case, it is beyond question, according to the statement of the member concerned, that the influence of the association assisted him in securing a settlement. In this case the wholesaler handed over to the retailer a cheque to cover the latter's loss. Had this settlement not been secured the case would have been made the subject of a law suit.

The value of the association's work is not recognized in Ontario alone. Wholesalers in many parts of Canada are lending it their support, in an unostentatious, but none the less effective manner. Salesmen representing most of the large wholesale firms in all parts of Canada are telling of its work when they call upon the trade. Salesmen from the United States, when calling upon Ontario retailers, are doing the same thing and are helping to enlarge the membership list of the Association.

The Desire for Mutual Helpfulness.

The backbone of the association is the desire of each member to do anything he can to help his fellow retailer. The helping hand is extended, not only to members, but to any other dealers who may be in need of it. This is illustrated by the case of a dealer in Buffalo who had ordered stock from an Ontario wholesaler and needed delivery much faster than he was getting it. In fact it looked for a time as though he would not get delivery at all, of the major portion of the order. This Buffalo dealer applied to his local association and they in turn applied to the Ontario Association. The Ontario Association took the matter up with the wholesaler in Toronto and with the manufacturer, who happened to be situated in Michigan. The result is that much of the order has already been shipped and the manufacturer has promised to do everything he can to complete the shipment of the stock at an early date.

These cases are mentioned as examples. They illustrate clearly the fact that the combined influence of an association is far more effective in many cases than that of an individual, however capable a business man he may be. They also illustrate the point that in definite service, on a dollars and cents nature, the association is in a position to make

returns to its members that amount to many times the amount of the fees charged for membership.

Matters of legislation are also engaging the attention of the Ontario Retail Lumber Dealers Association. The chief of these is the consideration of the Mechanic's Lien Act. The Act, in its present form has many objectional and unjust features. A number of amendments were presented by the Retail Lumbermen during the last session of the Legislature, and several of them were passed. The Legislation committee of the association is now preparing a proposed new Act which will be presented at the next session. This Act will be modelled along the lines of the most progressive acts elsewhere in force, and it is believed that there is a fair prospect of having it passed.

Will Hold Big Convention September 3 and 4.

The record which the association has made in the few months of its existence is such an encouraging one that the directors have decided to hold a convention on September 3rd and 4th, at Toronto, in order to demonstrate to the trade that the association is already a success and to show those who have helped to establish it that their work is being appreciated by the rest of the trade. Arrangements have already been made for most of the programme, which make it certain that the convention will be very largely attended and will be of great interest to the trade. There will be business meetings on Tuesday, September 3rd, a dinner on Tuesday evening, as guests of the Toronto wholesalers and retailers, and a day at the Canadian National Exhibition on Wednesday, September 4th.

The visit of the dealers to the Exhibition will be one of the chief events of the convention. The directors of the exhibition have offered the association a number of privileges which will be greatly appreciated by the visitors. All of the members will be admitted to the exhibition free of charge. The officers of the association will be the guests of the exhibition directors at luncheon. A large tent will be provided for the use of the lumbermen exclusively, as a meeting place and a place to rest. In the evening a special section of the grand stand will be allotted to the members of the association where they will be able to witness the entertainment free of charge and in comfort.

Dinner Will be Unique Event.

The dinner which is to be given in the evening, on Tuesday, September 3rd, will be a unique event in the history of the lumber trade in Ontario. It will be the first time that the trade will have had an opportunity to hold such an event. The Lumbermen's Section of the Toronto Board of Trade took the initiative in the matter by inviting the retailers to hold their convention at Toronto so as to afford them an opportunity for entertaining them. The gathering will undoubtedly be the most representative and largest meeting of lumbermen that has ever been held in Canada, and will be a concrete illustration of the progress that has been made by the association movement during the present year. The wholesalers also have made great progress in this direction and the dinner is expected to resolve itself into something in the nature of a great demonstration of good feeling among the various elements of the trade and a striking illustration of the fact that co-operation is feasible not only between individuals but also between associations.

Some Pointers on Workmen's Compensation Act

By Samuel Price, Toronto

Employers and workmen in lumbering and wood working, as in other industries, in the Province of Ontario, have been under a new system of law in respect to accidents, for the past few years. The liability of the employer and the rights of the workmen are upon a very different footing from formerly, and the procedure is also different. Instead of the employer, by whose fault, or imputed fault, a workman is injured, being liable to an action at law for damages, employers are now liable only to assessment for contribution to an accident fund, out of which compensation is paid (with slight exception) for all accidents in the industry. This is in accordance with the modern, and more humanitarian view that industry should contribute to the loss sustained upon workmen by accident in the employment, in the same way as it must bear the loss of broken machinery.

The Compensation Which is Paid.

The substance of the Act briefly is that the workman gets 55 per cent. of his lost earnings, but in death cases the allowance cannot exceed a flat payment of \$20 a month to the widow and \$5 a month to each child under 16, or \$40 to all, the \$5 being increased to

\$10 where there is no widow or where the widow dies. The pension form of payment is used in death and serious disablement cases, as being likely to be more in the interest of the beneficiary. No compensation is paid where the disability lasts less than seven days, and serious and wilful misconduct of the workman forfeits his right to compensation where the disablement is not serious. Otherwise the only condition is that the accident must have arisen out of and in the course of the employment.

Since 1st July, 1917, the workman, whether disabled more or less than seven days, is also entitled, under the Ontario law, to necessary medical and hospital services during the first month's disability.

Some Features of the Law.

The outstanding features of the present Act are its simplicity, speed, and inexpensiveness for all parties. The intricacies and technicalities of the old law and procedure have been banished. Reports from the employer, the workman, and the doctor usually suffice to settle the question of compensation, and cheques go forward to the workman within a few days after these are received. There is no need of legal assistance. Cheques are always made and transmitted direct

to the workman or his dependents. Where in a few cases doubt or difficulty does arise, further inquiry is made, and an officer is sent to investigate where deemed expedient. The employer is now protected from actions for damages so far as accidents to his workmen in their employment are concerned. Neither in England nor in most of the United States does he enjoy the same complete immunity. To the employer court proceedings or the danger of them were always an embarrassment as well as a cause of ill-feeling, and often to an employer an adverse verdict might mean ruin.

The Fears of High Rates.

In addition to knowing beforehand, within reasonable limits, what is going to be his expense for accident protection, the cost of the new system is found to be very much less than was anticipated when the Act was going into force. Many employers viewed it with serious alarm. Few are complaining at the present time, and all appear to recognize the many advantages of the new system. The prophecy that malingering would be rampant and expenditure reckless, and that the burden upon employers would constantly increase, has not been justified. The average rate per \$100 of pay roll under the first table of rates adopted in Ontario for 1915, as estimated, was \$1.64 for all the industries under Schedule 1 of the Act; the average rate for 1915 as finally adjusted was \$1.27; the average rate for 1916 as finally adjusted was \$1.09; and the average preferred rate for 1917, as estimated, is 98 cents. We are providing for our liabilities as they arise; there is no accumulating burden for future years.

Apart from the grants to safety or accident prevention associations, practically all the money contributed by employers goes to the workmen or their dependents as compensation, or is paid for medical aid, the bulk of the expenses of administration being paid by the Province.

Assessments are fixed and levied much in the same way as a municipality fixes and levies its taxes, each class of industry as appearing in the schedule of the Act being in effect a mutual insurance association. The rate, however, is modified to a limited extent by the application of a system of merit rating which is now being adopted, under which employers with a bad accident experience will pay more than those whose accidents experience is good.

Employers are required to make to the Board an annual return of the wages they expend, and any employer commencing an industry covered by Part I of the Act must immediately notify the Board.

Default in report renders the delinquent individually liable, under an amendment known as Section 93a, for payment of any compensation that may be awarded to one of his workmen, in addition to his liability for assessment, and the statutory penalty, which is very severe. This is a protection to other employers against paying for accidents of non-contributors. Section 93a is being consistently applied and the cases of report of accident to workmen of an employer who has not contributed are now exceedingly rare. The non-collections are only a fraction of one per cent. of the total assessments.

Total Accidents and Compensation.

The total number of accidents reported during the year 1917 in all the industries under the jurisdiction of the Board was 36,514. The amount of compensation awarded during the year was \$2,913,085.81. Of the total compensation \$623,556.37 was in Schedule 2 industries, the balance of \$2,289,529.44 being in Schedule 1. The number of accidents reported in all industries during the first half of 1918 was 22,702, being an average of 149 per day; 212 of these were fatal cases. The amount of compensation awarded during the first half of 1918 was \$1,672,362.84, being an average of \$11,002.38 per day. The amount in Schedule 1 industries for the half year was \$1,210,130.02, being an average of \$7,961.38 per day. The amount paid for medical aid during the first half of 1918 was \$183,429.92, or an average of \$1,206.77 per day.

Compensation for temporary disability is usually paid bi-weekly; pensions, monthly. The current benefit list at present averages about 4,500 workmen and dependents receiving compensation, exclusive of workmen who receive medical aid only; and the number of persons receiving compensation during the year is about 28,000, some 10,000 more receiving medical aid only.

During the first year's operation of the Act, 1915, industries generally were inactive. A considerable increase in the total volume of industrial activity occurred in 1916, and a further increase in 1917, the increase being chiefly in industries stimulated by the war, a number of lines of industry, however, falling below the usual average. The same tendency continues in 1918. Broadly speaking, the accident experience of 1916 was the worst of any of the years in proportion to the volume of industry carried on.

Lumbering and Woodworking Figures.

Coming to the lumbering and woodworking industries particularly, it is to be remembered that these are in two classes, lumbering (including logging, river driving, saw mills, etc.) being in Class 1, and

planing mills, sash and door factories, manufacture of mouldings, wooden wares, boxes, etc., being in Class 4. Furniture manufacturing again is in a different class, Class 3. It should be remembered also that purely mercantile business, including lumber dealing carried on by a firm which is not manufacturing, does not come under Part I. of the Act at all, though the employer if he desires may, under a recent amendment, apply to the Board to be covered. Dealing with Class 1 and Class 4, in which the readers of the "Canada Lumberman and Wood Worker" will be chiefly interested, the following figures will be interesting:

	For Year 1917	Class I.	Class 4.
Assessments collected on estimated pay rolls		\$ 155,372.93	\$ 90,091.31
Estimated adjustment		30,875.00	18,925.00
Compensation awarded, including estimates		146,402.53	117,621.25
Paid for Safety Associations		2,719.69	2,942.63
Estimated wage expenditure		12,413,407.22	7,135,896.64
Estimated number of full year workers		15,500	10,000
Total accidents compensated for year 1916		1,003	901
Temporary Disability cases		825	682
Permanent Disability cases		132	215
Death cases		46	4

It will be noted that the experience of Class 4, as compared with Class I has been bad, and it is to be regretted that this experience in Class 4 seems to be continuing during the present year. In Class I the logging experience was especially good.

The Rates of Assessment.

The rates of assessment, since the commencement of the Act, for the chief lines of industry in each of the two classes are as follows:

	1915	1916	1917 Preferred	1918 Provisional
Class I.				
Logging	2.00	1.80	.90	1.20
Saw Mills	1.80	1.50	1.10	1.50
Class 4.				
Planing mills or sash and door factories	1.50	1.80	1.80	2.00
Lumber yards with planing mills	1.50	1.80	1.80	2.00
Lumber yards without manufacturing (added only on application of employer)			1.80	1.40
Manufacture of				
Boxes	1.50	1.80	1.80	2.00
Hardwood flooring	1.20	1.00	1.50	1.60
Vehicle woodwork	1.00	1.00	1.00	1.10
Wooden articles	1.20	1.50	1.50	1.80
Cooperage . . . . .	.60	.60	.60	.70

For comparison, the rates prevailing in a number of adjoining and other of the United States, as given in the official Bulletin of December, 1917, published by the Industrial Commission of Ohio, and prepared by their Actuary, Mr. Watson, will be interesting. These, as Mr. Watson states, are the official workmen's compensation rates of the stock companies in the States mentioned other than Ohio, the Ohio law being (in practice) an exclusively state insurance system like that of Ontario. It may be that these rates are sometimes reduced or evaded, or are altered by segregation or shifting of classification, or that in some cases, if the employer obtains permission of the Board, he is able to carry his own insurance, and there are, of course variations in different items, but apparently in no place on the continent with a similar law are rates of assessment upon the whole as low as in Ontario.

Figures that Prevail Elsewhere.

In most places they are vastly higher and in many of the States mentioned the benefits are less than in Ontario.

	Class 1.	Class 4.
	Logging	Saw Planing Wooden Mills. Mills. Mills.
New York	9.14	9.54 3.81 3.32
California	5.97	4.97 3.13 2.72
Illinois	7.45	7.78 3.10 2.70
Wisconsin	4.82	7.62 3.03 2.64
Indiana	7.09	7.40 2.95 2.57
Michigan	6.48	6.77 2.70 2.39
Kentucky	6.19	6.47 2.58 2.25
Colorado	4.80	5.02 2.00 1.74
Pennsylvania	4.35	4.16 1.71 1.45
Ohio (Preferred rate)	2.15	3.85 1.90 .83
Ontario (1917 Preferred Rate) . . . . .	.90	1.10 1.80 1.50
Ontario (1918 Provisional Rate)	1.20	1.50 2.00 1.80

Big Impetus Given to Wooden Shipbuilding

How the former flourishing Industry in Maritime Provinces has been revived—Larger crafts are in evidence—Reminiscences of early types of vessels—First wooden ship built by white man was constructed in Nova Scotia—Several counties awakening to the possibilities in store—An abundance of ship timber yet remains.

By Elihu Woodworth, Parrsboro, N.S.

The first wooden vessels built in America by white men were constructed in Nova Scotia, which was then known by another name. This fact is as clearly demonstrated as anything that has been recorded in connection with the early history of this continent, and it cannot be successfully disputed.

Perhaps it is not generally known that to Nova Scotia belongs the honor of originating the first stone or concrete ship. This, however, appears to be the fact, for tradition tells us that Glooscap, the legendary hero or super-man of the Micmacs, had a stone canoe. No details of its construction are given, so we are unable to state whether it was built of reinforced concrete or carved out of the solid rock. We are left in ignorance concerning its dimensions, but it must have been of considerable size, for we are told that Glooscap and his friend went a-fishing in it in Minas Channel and that Glooscap harpooned a whale and "threw it into the canoe." The position held by Glooscap among the Micmac Indians appears to have been similar to that ascribed to Hiawatha in his intercourse with the Ojibways and other northern tribes. Hiawatha, like Glooscap, appears to have had a taste for navigation, for he is credited with being the originator of the birch canoe. His invention at once became popular, and was adopted, with slight distinguishing characteristics, by every tribe in North America, not excepting the Micmacs. Can it be possible that the style of vessel introduced by Glooscap is, after all these years, at last coming into its own?

Barques Built Over 300 Years Ago.

But to return to the building of wooden ships. We are told that Pontgrave built "a barque and a pinnace" in the summer of 1606 at Port Royal, now Annapolis Royal, and that Poutrincourt "also built two barques" at the same place the following year, but after that there is no record of any vessel being built for many years in Nova Scotia. We may assume, however, that vessels were built when needed, but no doubt they were of small dimensions. Unlike the "barques" built by Pontgrave and Poutrincourt for public use and benefit, vessels built in later years were the results of private enterprise. The settler who engaged in shipbuilding did it for his own profit and convenience, just as he might have built a house or a barn. It was an ordinary business undertaking of no special interest to the general public, and no record was kept nor required. During the frequent changes in ownership, which occurred in the early history of Acadie it is probable that little attention was given to shipbuilding, except in cases where vessels were absolutely needed for local use, but when British rule became firmly and permanently established we may assume that a different condition soon developed with regard to building and owning ships. The early settlers were descended from a great maritime people and no doubt some of them were familiar with the building and sailing of ships. The country produced an abundance of excellent timber; the surrounding sea teemed with fish, and trade with neighboring countries could only be carried on by water. Vessels were urgently needed for fishing and for transportation. Can there be any reasonable doubt that, record or no record, the vessels were built and used as required?

The first vessel of which we have any definite information that was built in Nova Scotia after the country had changed its name and allegiance was a 48-ton brig built at Yarmouth in 1787. Several schooners and sloops of less tonnage are said to have been previously built in that country, but no reliable records have been preserved. There seems to be, however, no reason to doubt the accuracy of the statement, for we are told that Jonathan Leavitt built a small schooner named the "Monneguash" at St. John, "before 1770," and that William Davidson, the first British settler on the Miramichi River, built a large schooner there in 1773, and named it the "Miramichi." It is not likely that Yarmouth would be far behind the neighboring province in the shipbuilding industry, and we are told that as soon as a beginning had been made the business expanded rapidly. Brigs of increasing tonnage were turned off, and in 1814 a full-rigged ship of 300 tons was launched. In 1879, ninety-two years after the first brig was launched at Yarmouth, the number of vessels on the Yarmouth registry books was 297, aggregating 153,515 tons. Of course this does not include the vessels that had once been on the books, but had been lost or sold or broken up, but enough remained to give the population of Yarmouth County at that date nearly seven and one-half tons of shipping per

head. Probably that was about high-water mark for Yarmouth shipbuilding, but many fine vessels were built after that date by or for Yarmouth owners, and including at least half a dozen which ranged from 1,150 to 2,154 tons register.

How the Industry Spread Widely.

But Yarmouth was by no means alone in the enjoyment of the benefits of the shipbuilding boom. Her nearest neighbors, the counties of Shelburne and Digby, turned off large fleets of fine vessels, some of the largest of them for Yarmouth owners. Annapolis, the cradle of American shipbuilding, did not forget the art she learned in the early days. Kings County, admirably adapted for shipbuilding purposes, was for many years actively engaged in the industry and turned off scores of fine ships. Cumberland, more than half surrounded by water, built ships in nearly all her numerous coves and inlets. Shipbuilding was a leading industry in Colchester for more than half a century, but, for a time became almost entirely extinct. Pictou was one of the earliest counties to undertake the building of ships, and is credited with launching "the ship Harriet, burden 600 tons, in October, 1798." This, undoubtedly was the largest vessel built in the colony up to that time, and was followed by many noted ships, but of late years her naval architects have devoted their attention to the development of steel shipbuilding. Hants was, for a time at least, the leading shipbuilding county, and still holds the record for the largest ship ever built in the province. Halifax built many vessels of various sizes, but went almost entirely out of the business, and will never again be a great builder of wooden ships. Lunenburg built an immense fleet of vessels, chiefly of moderate size, and the local demand for fishing craft has kept the industry alive when it was practically dead in some of the other counties. Queen's County, now incorporated with Shelburne, contributed her quota during the boom days of the last century, and had not entirely abandoned the industry when the revival came. Vessels were built in the other counties and in Cape Breton, but they were neither very large nor very numerous, and in later years with decreased demand they became an almost negligible quantity.

Strong, Seaworthy and Good Carriers.

It was not to be expected that the ships of the early days would equal in style or finish those built in recent years. The first vessels were strong and seaworthy and good carriers; the rest did not greatly matter. That the vessels were especially strong was due in part at least to the abundance of excellent timber. It was almost as easy to get large timber as small, and, consequently, much larger frames were used in former days than would be thought necessary now in vessels of similar size. In many cases speed was regarded as less of a consideration than carrying capacity, but this was by no means an invariable rule. Many of the first vessels were designed and built by experienced shipmasters who knew what they wanted, and some of them evidently knew how to get it. Speed, as well as other desirable qualities, was soon developed in the provincial shipyards. The "Orquell," one of Pictou's earliest ships, held the record for many years for the fastest passage across the Atlantic. In 1800 the big "Rover," of 100 tons, was fitted out from Queen's County as a privateer to prey on Spanish commerce. The "Rover" had the reputation of being remarkably fast and appears to have deserved it, for she overhauled and captured many prizes along the Spanish Main and sent them into Liverpool. In the war of 1812-14 Liverpool again came into prominence and became a great privateering port. A fleet of small vessels was engaged in the business, and from twenty to thirty prizes might have been seen at one time in Liverpool harbor. But fortune was not all on one side, as with Captain Godfrey and the "Rover," for a good many Nova Scotian vessels became a prey to New England privateers. In this connection it is held that during the war a ship was being built at Partridge Island, on Minas Channel, near what is now Parrsboro. The cry of an American privateer attempted to land near the new vessel, but the shipwrights gave the visitors such a warm reception that they soon changed their minds and retired.

Built, Launched and Took Command.

The first vessels built in this province were built because they were wanted by those who built them. Some, of course, were built for others who contracted for them in advance but none of the builders ever thought of building as a speculation. In many cases when a

vessel was launched the men who built it took command and sailed away without any thought of seeking a purchaser. If, during his voyaging, he found someone ready to give him more for his vessel than it would cost to build another quite as good, he would probably accept the offer and go home and begin to build another and perhaps larger ship. Something like this frequently happened, and as the provincial vessels became more widely known the demand for them rapidly increased. Finally the old shipmasters who had been building vessels for themselves decided that it would pay better to build for others, so they retired permanently from the sea and devoted their whole attention to building ships for sale. Others who had been building vessels for their own use, but did not sail them, kept energetically at work enlarging their own fleets. New shipyards were opened all along the coast by men who wished to share in the prosperity which seemed to attend the pioneer builders. Modern improvements were frequently introduced and much greater attention was given to style and finish. The demand for ships kept pace with the increased supply; freights were fairly remunerative; wages, although ridiculously low in comparison with current rates, were fully as satisfactory as they are at present, money was being acquired with reasonable rapidity and the country generally was prosperous.

Shipbuilding conditions in New Brunswick were, in many respects, very similar. The building of ships was almost coeval with the arrival of the first settlers, and the industry developed with great rapidity. Vessels of various dimensions were built in many parts of the province, and in some places the work soon became an important industry, but the business, even in the early days, showed a disposition to concentration at St. John, and, undoubtedly, more vessels were built at that port than at any other place in the Maritime Provinces. New Brunswick ships in general and particularly the ships of St. John became known the world over, and some of them became



Car loads of rock elm logs for shipbuilding taken out at Marmora, Ont., by Hall Bros., of Toronto

famous. The fastest St. John ship was the "Mares Polo," launched in 1851, and chartered by the Imperial Government to carry passengers from England to Australia. Her first voyage in that employ broke all records; for the trips out and back were each made in less than eighty days—a record that has never been surpassed by a sailing vessel. And yet the "Mares Polo" did not have the monopoly of speed, for there were many fast ships in New Brunswick and Nova Scotia. Among the latter may be mentioned the Halifax barque "Stag," which made the run from Halifax to the Equator in twenty-one days, which is said to be an unbeaten record. A reputation for speed was also acquired by many of the smaller craft such as the profiteers in the early days of last century and later by not a few fishermen and coasters. Some of the smaller vessels built by David Lynch of St. John, gained more than a local reputation for fast sailing, and notable among them was the pilot boat which was named for the builder, Donald McKay of East Boston, the designer and builder of a fleet of the largest and fastest clipper ships that ever sailed salt water, was born in Shelburne county and acquired the art of shipbuilding before he left his native province.

Veteran of Eighty Back at Old Trade.

Many men who were noted for the excellence of the vessels designed and built by them during the palmy period of the industry have been removed from the stage, but a few were left to resume the work when the revival began. One veteran, eighty years old, who has 143 ships to his credit, is now building a fine vessel on Prince Edward Island, and is not likely to stop at that. The fact is that wooden shipbuilding came very near to being a lost art, and that, combined

with the urgent demand for young men elsewhere, has caused our shipyards to be manned by an unusually large proportion of men past middle age.

Wooden shipbuilding probably reached its greatest expansion in these provinces about thirty years ago. But even before that time, strange as it may appear, provincial shipowners had adopted a policy that was destined to greatly injure their own business. Actuated by a commendable desire to keep their fleets up to a high standard of efficiency, they decided to sell their old ships whenever they required reclassing and replace them by building new and perhaps larger vessels. To carry out their design they were willing to accept very low prices for their old vessels, but even when great reductions had been made it was found that the Scandinavians were the only people who were willing to invest in vessels of that character. The result was that a large number of the old provincial ships fell into the hands of the Norwegians, who, except for putting a windmill on each vessel to do the pumping, spent very little money for repairs. Having thus secured a fleet at ridiculously low figures, and being able to sail their vessels with wonderful economy, they were in a position to compete for the carrying trade on terms which could not be profitably met by the owners of good ships. As a natural consequence freights declined and the demand for new ships decreased. Then came the big tramp steamers with their enormous carrying capacity and their greater dispatch, while freights dropped still lower and the demand for ships entirely ceased. Shipyards were closed all over the country, while shipwrights, sailmakers, riggers and other associated trades were forced to seek employment elsewhere. A few fishing vessels were still built along the coast, as required; a builder here and there turned off an occasional coaster, while one yard in Cumberland county built at least one vessel every year, but wooden shipbuilding, so far as the country was concerned, was dead, as many believed, beyond any hope of recovery. Wooden ships became poor property and their owners disposed of them as quickly as possible, and often at unremunerative prices. In the first years of this century shipbuilding in the sea provinces was little more than a memory.

Few Men Saw Vision of Revival.

Then came the revival. Sales, wrecks and inevitable decay had greatly reduced the number of home ships and had increased prices in the home market. Half a dozen years ago a few vessel men had vision enough to perceive that there were not sufficient ships left to fill the local requirements. Accordingly they built vessels for their own use and were so successful that others who had been somewhat doubtful were induced to follow their example. Then the great war began. The demand for vessels became imperative, but at first the effect upon wooden shipbuilding was scarcely appreciable. A few extra keels were laid, but every such venture was regarded as a doubtful proposition. What was the use of building a lot of vessels if the war would be ended before they were finished? If the shipbuilders had dreamed that the war would continue until now and be greater than ever, with the end not even in sight, there is no doubt that many shipyards would have been opened in 1915. But it was not to be. Few men were given Kitchener's vision, and the almost universal belief was that the war would soon end. Shrewd business men were unable to see any money in ships, and refused to enter the building game. After more than a year of war some began to see the light, but the start they made then showed very few results until the following year. Even after a second year of slaughter and destruction the results of the revival were less apparent than might have been anticipated, and it was not until last year that the movement began to be general. And even then by far the greatest results were seen in the counties where shipbuilding had never entirely ceased. Lunenburg, for instance, turned off a fleet of 38 vessels. It is true that eleven of them were gasoline motor boats, ranging from ten to forty tons, but the other 27 registered from 87 tons to 345 tons, and averaged about 150 tons each. Queen's, Shelburne, Yarmouth, Digby and Annapolis each built fewer vessels than Lunenburg, but nearly all of them were of greater tonnage. Cumberland turned off nineteen schooners, the smallest of which registered 357 tons, while the largest measured 475 tons. The nine vessels averaged 426 tons each, and this combined tonnage was greater than the output of any other county except Lunenburg.

Many Contracts are Being Carried Out.

The number of vessels under contract, or in course of construction at the beginning of the present year was greater than at any time in 1917, and many additions have been made since Digby led with twenty-one ton schooners, one big four-master and a steamer. Some of them have already been launched, but more have been added, and the number larger than ever. In June twenty-four vessels were being built along St. Mary's Bay within a distance of twenty miles. One vessel launched in the county this summer registered 1,100 tons—the largest that has been built in the Province since the revival began. Cumberland began the year with eighteen schooners and three

four-masters, but several more were soon added. Cumberland shipbuilding in late years has been confined to the Parrsboro Shore, but now vessels are being built on Chignecto Bay and on Northumberland Strait, while shipyards that have been silent for thirty years, are again ringing to the sound of the axe and mallet. Hants is just getting into her stride, but she will have to move much faster to reach the gait she struck more than forty years ago. Her contribution last year was a tern schooner of 394 tons, another of 371 tons, and a two-master of 67 tons. This year she started with five vessels of much greater dimensions, and will probably add to the number before the year is ended. Some counties appear to be just awaking and seem scarcely to realize that there is a revival. These may come into the game later, but some of them appear to have a preference for steel ships. This can scarcely be on account of lack of material, for there is said to be an abundance of ship-timber still remaining, but in many cases builders will have to go farther afield for their stock and there is undoubtedly a big advance in price.

The revival in New Brunswick has scarcely paralleled the move-

ment in Nova Scotia. It was later in starting and its development has been less rapid. But many fine vessels have been built in various parts of the province; more are being built, and there are indications of increasing activity. St. John, which was undoubtedly the leading shipbuilding port of the province in the last century, was extremely deliberate about resuming the industry. The thousand-ton schooner which was launched there last June, was said to be the first vessel built at that port in twenty years.

Larger vessels are being built every year, as is always the case during a building boom, for shipbuilders always seem to be determined to surpass their own greatest efforts, but there has been practically no change in rig. Two, three, and four-masted schooners are the accepted rig, and the day of the big, square-rigger seems to be done. In the case of auxiliary schooners it appears to be the fashion 250 tons, recently launched at Shelburne, and another of the same to dispense with topmasts, but otherwise the rig is unchanged. The only exceptions to the rule that have been noted are a brigantine of size now being built at Cardigan, Prince Edward Island.

B. C. Making Record in Building Wooden Ships

Since the Shipbuilding number of the "Canada Lumberman" was published in October, 1917, a great deal has been done in the shipbuilding industry at the Pacific Coast. Though hampered to a certain extent by the unrestful attitude of labor, many ships of different types have been launched, and some of them are on the high seas in all parts of the world, carrying cargoes of British Columbia products, chiefly lumber, as they depart on their maiden voyages. Since this time last year the shipbuilding industry has grown into one of the largest in the province. These yards are almost within the shadow of the mighty forests from which the huge timbers are taken and there is no doubt that British Columbia is going to make a record in the matter of wooden shipbuilding within the next few years, providing the different labor organizations do not make demands which will make the thing impossible. There are to-day eight shipyards at the Pacific Coast, six building wooden ships and two building steel steamers. Of these four are located at Vancouver, being the Western Canada Shipyards, Ltd., William Lyall Shipbuilding Co. Ltd., Wallace Shipyards, Ltd., and J. Coughlin and Sons' Shipbuilding Co., Ltd., the former two constructing wooden ships and the latter steel.

The Lyall Shipyard's program for 1918 consisted of six wooden steamers of 2,500 tons. Five of these have already been launched, as follows: War Puget, February 10; War Cariboo, April 17; War Cayuse May 7, War Atlin, May 27, and War Nicola, June 24. The other steamer, named the War Suquash, is on the stocks and is almost ready for launching.

The Western Canada Shipyards were successful in securing contracts for the construction of six steamers, to be of 2,800 tons. Of these the War Nootka was launched January 14; War Selkirk, March 6; War Tatla, May 23; and War Casco, July 4. The other two—War Chilkat and War Tanoo—are expected to be launched within a short time.

The other shipyards are the Pacific Coast Construction Co., Ltd., located at Port Coquitlam; New Westminster Construction & Engineering Co., Ltd., at Poplar Island, in the Fraser River at New Westminster; The Foundation Company of British Columbia, Ltd., Victoria, and The Cameron-Genoa Shipyards, Ltd., also at Victoria. It will be seen that the real heart of the industry is at Vancouver.

The Pacific Coast Construction Co. at Port Coquitlam have launched two steamers—the War Tyee, early in the spring, and the War Sumas, July 12. This firm also has a third hull on the way, which is being planked, and is making preparations for the laying of the keel for hull No. 4.

The New Westminster Construction Co., Ltd., at their Poplar Island yards have launched the War Comox, April 11, and the War Edensaw, June 8th. They have two vessels on the ways, just about ready to be launched, but are being delayed owing to the non-arrival of boilers, engines and rudder posts.

The Cameron-Genoa Yards at Victoria have been busy up until this year, building ships for the Canada West Coast Navigation Company of the auxiliary schooner type, the first of which—the Mable Brown—was launched, January 27, 1917. This year they have launched the War Yukon and War Haida, June 12, and have one more on the stocks which will soon be ready for launching.

The Foundation Company of B. C. Ltd., at Victoria, have launched the War Songhee, December 27, 1917; War Masset, April 18,

1918; and War Babine, June 15. Their fourth hull, named the War Camchin, is ready for launching, having also been delayed awaiting the delivery of her rudder. The War Nanoose, their fifth hull, is just about 95 per cent. complete and is awaiting her machinery.

All of the above-named steamers were built or are building under contract to the Imperial Munitions Board for the British Admiralty.

Contract Awarded for Twenty-four Ships.

Owing to the fact that many of the ships have unnecessarily been delayed owing to labor troubles, it has been reported that the British Admiralty is not going to let any further contracts for wooden steamers in British Columbia. This however, has not been confirmed, but the fact remains that some of the yards are on their last ship and some of them have ways remaining idle for the want of further contracts. It has, however, been made public that a contract for the construction of twenty-four wooden steamers has just been placed by Montreal interests with the Lyall Shipbuilding Co. This order arrived in the nick of time for the large staff of workmen who had about finished the last of the company's contract for six steamers. The new vessels will be of 3,500 tons' capacity, which represents a substantial increase in tonnage over the 2,800 ton type called for in the previous contract. It is understood that the Lyall Company is going to double its yard space and to establish six additional ways, making twelve in all. The building of these steamers will call for about 25,000,000 feet of timber and lumber, which is now being arranged for at the mills. The five other yards are still unprovided with new contracts, but there is a confident feeling that in the near future this will be remedied and that a still larger force of workmen will be needed to execute the orders expected to be placed.

Increased Output of Industrial Plants.

The shipbuilding industry has increased the number of employees of British Columbia industrial plants by approximately 25 per cent., while the output of products will be increased by a round 50 per cent. This means that the industrial output for the province, including ships, will, for 1918, be something over \$125,000,000, as compared with \$72,000,000 in 1915. The number of employees in all plants this year is between 40,000 and 45,000, and the payroll is between \$20,000,000 and \$25,000,000, as compared with \$15,000,000 in 1915. In 1900 the total industrial output of British Columbia was less than \$20,000,000, and the number of industrial employees 12,000 approximately. There are almost as many employees in the shipbuilding interests alone now as there were in the entire province in 1900. The capital invested in British Columbia has jumped from \$22,000,000 invested in manufacturing plants in 1900 to around \$200,000,000 in 1918, at least \$50,000,000 of the latter being due to the various shipbuilding industries and allied industries.

Roe & Abernethy, Hudson St., Marpole, Pt. Gray, Vancouver, B.C., recently lost their sawmill at Eburne, B.C., by fire. The loss is estimated at \$65,000, and the company intend to rebuild at once at a cost of \$70,000.

A big forest fire recently raged in the Wolfsohn Bay district, near Powell River and destroyed one of the camps and considerable of the outfit of Bloedel, Welsh and Stewart, one of the large operators in that territory. The damage to the property of this company alone will, it is stated, amount to over \$50,000.

Taking Out Rock Elm in Ontario for Ship Timber

Hall Bros. of Toronto Specialize in Round and Hewn Stock for Wooden Vessels— All Sales on Cubic Foot Basis—The Sources of Supply Few

The building of wooden ships in Canada is rapidly developing into an outstanding branch of our national undertakings. During the past few weeks not a few vessels have been launched which constitute important contributions to the Merchant Marine of the Dominion. The furnishing of the necessary timber is an important adjunct in connection with shipbuilding. One of the firms which have been specializing for some years in this sphere of activity are Hall Bros. Ltd., 174 Mutual St., Toronto. Last year they took out some 2,500 sticks of rock elm, both square and round, or about 75 carloads, and so far this season their business is over double that of 1917. Before the war Hall Bros. Ltd., shipped direct to the Old Country, but since 1914 all export business has been done through Canadian concerns which maintain offices and permanent organization in Great Britain.

"Yes," remarked Mr. S. E. Hall, president of the firm, "we believe that rock elm is the most suitable timber for shipbuilding, whether used above or under water. It is very strong, clear and durable. It is also straight grained and will last practically an indefinite period. Besides that, it will bend and possesses other advantages which we maintain are not equalled by any other kind of wood."

Length and Dimensions of Stock.

Rock elm generally grows in clutches of from 25 to 100 trees, and is found in certain sections throughout Eastern and Western Ontario. Hall Bros. buy up all the rock elm possible from the farmers and sell the timber direct to the trade. It is used for garbage stringers and planking in shipbuilding and is from 12 to 55 feet long; varying in sizes from 9 x 10 up to 20 x 24 inches. The average length, however, is about 30 feet, and the average dimension, 12 x 14 inches. Most of the timber that is exported is hewn, the scoring axe being first used and the finishing work done with the broad axe. There are four men in a gang and not more than 100 cubic feet is squared per day. Canadian shipbuilders prefer to buy in the round and have their own saws which rip the wood to the proportions required. Most of the rock elm and also a smaller quantity of gray elm which is handled by the firm, are bought from the farmers on a board measure basis, which is best understood by the owners, but all sales transactions are conducted on a cubic foot basis. The value of the timber is based on the average cut per stick. The difference in price between square and round timber is about 25c per cubic foot, but in the end the dressed article is possibly the most economical, owing to the saving in freight rates.

In the accompanying illustrations there are seen shipments of round rock elm logs taken out at Marmora, Ont., and also a consignment of square timber secured at Marlbank, Ont. Some of the sticks are so long that it requires two cars to carry them.

In addition to specializing in ship timbers Hall Bros. carry on an extensive business in all kinds of hardwood lumber, and deal with large consumers and wholesalers. They have built up an extensive connection and last winter operated four camps in Hastings County. While the firm do not own any mills still they furnish stock for same in the interest of their customers. Hall Bros. Ltd., were incorporated in January last under a Dominion charter, the capital stock being \$100,000. S. E. Hall is president and manager of the company, J. M. Hall, first vice-president, and T. G. Hall second vice-president. The latter looks after the shipping and getting out of the timber, while S. E. and J. M. Hall attend to the buying and selling and inspecting.



Hewn rock elm timber for shipbuilding cut at Marlbank, Ont.

The brothers come of a lumbering stock, their father, Samuel Hall, being engaged in the sawmill and timber business all his life. He passed away at Tara, Ont., last year. In his younger days he carried on a square timber business through the white oak regions of the south, and later operated a mill at Marmion in Grey County, and then removed to Keady. Timber of all kinds was sawn and the sons are thoroughly practical from the logging camp to the marketing of the finished product.

After leaving home in October, 1905, S. E. Hall was engaged for nearly three years with the Bradley Lumber Company, Hamilton, Ont., inspecting and selling. This organization handles ship timbers and it was there S. E. Hall got his initial acquaintance with the wood required for nautical purposes. Ten years ago he came to Toronto



S. E. Hall, Toronto



T. G. Hall, Toronto



J. M. Hall, Toronto

and launched out for himself. He was soon joined by J. M. Hall, and more recently T. G. Hall was also taken into partnership, the firm becoming "Hall Bros. Ltd." Nearly one half of their business is done in supplying ship timbers, and if the present development in wooden shipbuilding continues, their association with this branch of the timber trade will become increasingly important.

"Yes," concluded Mr. S. E. Hall, "it is unusual to find timber squared to-day with the broad axe, but such operations are carried on by us wherever possible. The head of our gang of hewers is a man

who has had over thirty years' experience and can hew timber until it is almost as level as a billiard table. Such work is becoming practically a lost art, but as already stated, Old Country firms prefer that ship timber should be hewn, while in Canada most of the shipbuilding concerns have their own cutting plants. They take the timber and rip it up to whatever size is required. We buy rock elm wherever it is possible to locate it, and we could greatly extend our operations if the sources of supply were larger and not so widely scattered."

Lumbering Operations in Bruce Peninsula

By W. J. VanDusen

The Bruce Peninsula, in the province of Ontario, was at one time covered with a luxuriant forest composed of white and red pine, hemlock, maple, beech, birch and ash. Lumbering has gone on almost continuously from 40 to 50 years. In this time vast quantities have been removed, but a worthy rival to the lumberman in the destruction of these forests was the fire which, when started in the coniferous forest would burn until the material gave out.

In the early days white and red pine alone were valuable enough to be taken out. A little later hemlock was added until at present very little but hardwood is left. For this reason the fire danger has been decreased year by year. But never in the history of the region, as far as could be learned, was there any attempt at protection. The lumbermen of to-day in this section maintain that if a fire should start, it would stay on the ground and do no damage.

A ground fire will run through a stand logged 10 or 12 years ago, but will not get further than one or two hundred feet into the virgin forest. These fires do not damage the standing timber, but do destroy, or at least, damage any volunteer growth which happens to be in its path. Then, again, these ground fires are injurious to the soil which covers the rock very thinly in places. Various estimates have been placed on the annual cut of the Peninsula, but they vary within wide limits. Most agree, however, that if the present cut is maintained there will be very little left on the Peninsula in ten years.

The forest in the Bruce Peninsula consists entirely of hardwoods, principally maple and beech. Part of the tract has been logged 12 years ago, and on this section the average stand per acre was about 4,000 with a maximum of 6,000. On the virgin portion, however, the average would be about 8,000 with a maximum of 10,000 or 11,000. Of this stumpage 60 per cent is maple, 30 per cent beech and the remaining 10 per cent is made up of other hardwoods, principally of basswood, elm, birch and ash. The entire cut is sawn timber and is very sound. The trees in the more open stand are more branched, hence reducing the merchantable length. Taken as a whole the timber is fairly straight with medium taper. Eighteen logs are counted a thousand board feet, therefore the average log would contain about 55 board feet.

As a general rule there is a plentiful supply of snow; in fact at times, there is an over supply, which hampers the cutting and skidding. It has been estimated that an ordinary depth of snow (1-1/2 ft. 2 in.) increases the cost of cutting about 10 cents per M., and that of skidding about 25c per M. Then again when the snow is deep certain winds give considerable trouble on the hauling road by drifting at the edge of the bush. The hauling commences just as soon as the road can be put in shape, for the weather is not stable enough to be careless of good hauling weather.

Location and Equipment of Camps.

In locating a camp several points must be taken into consideration, a few of which are: The camp must be easily accessible; must not be too far from base of operations; water supply must be best obtainable; good drainage away from water supply.

On account of the proximity of the camps to the villages of the Peninsula supplies can be obtained very readily and, therefore, very little is kept on hand. The hauling teams bring out all the supplies on the last trip back to camp, thereby eliminating the necessity of toting teams. For the season 1909-10 the cost figured out to 16c

per meal, or .48c per man per day with an average number of 20 men in camp. To-day the cost is double this amount.

Snow ploughs are used on the hauling road, and hauling sleighs equipped with 6 ft. and 8 ft. bunks and binding chains. The sleighs are loaded by hand with cant hooks and spiked skids, or by block and tackle.

How the Roads are Laid Out.

The general topographical features and their effect on the making of roads is interesting. The foreman of the camp looks over the ground in the early part of the season and decides where the road will go, indicating it by blazing the trees along the course. It is a very difficult thing to decide on a road in country of this nature as there are so many choices and the question is to pick the one with the least amount of evils. There are short momentum grades of 20 feet at least. Then there are long drawn grades of between 10 feet to 15 feet.

In going down these grades a chain is looped under the back runner and although this is hard on the road it effectively brakes the sleigh, but generally hills are sanded. If the chain ever broke there would be no stopping the sleigh, but that possibility has never hap-



The blister rust appearing about May 1st each year on swollen portion of white pine stem

pened. As soon as the cutting begins in the fall two men are detailed to get the roads in shape. These two men are supposed to have the road ready to break in as soon as there is sufficient snow. During the hauling season they are busy keeping the road in shape. On some of the smaller down grades, hay is used to hold the loaded sleigh, back. No tote road is required, the hauling road serving that purpose. The cost and upkeep of roads averages approximately \$3.00 per day throughout the season.

There are the cutting crews and the skidding crews. Six of a cut-

ting crew are supposed to keep a skidding crew busy. Then there are the two men on the roads and a few teamsters.

A cutting crew consists of two men. Each crew is supplied with a cross cut saw, wedge and measuring pole, while each man has his axe. Most of the axes were 4 lbs. in weight.

The Utensils of the Cutting Crew.

Before commencing to fell a tree, each man clears away any obstructions on his side. Then they both notch the tree at once. It was surprising to me to see how readily all the men swung right handed or left handed, as the case required. The two men worked together to a nicety in notching the trees. Then they sawed it through from the opposite side, felling the tree, and proceeded to cut off the first log, measuring the length by the pole as they waded through the deep snow. The logs are cut 12 ft. long normally, but occasionally 10 ft. and 14 ft. lengths are cut on account of a defect in a log. As each man proceeds up his side of the fallen tree any branches are removed which are met with. On the whole few branches of any size have to be removed for the trunk usually becomes crooked at about this point. Most of the trees yield 3 or 4 logs. Six of a crew cut an average of about 7,000 per day.

A skidding crew consists of four men. Two of these roll the logs up unto the skidway as they are delivered to them by the skidding team, and mark length on small end. One man drives the team snaking logs from where they were cut to the skidway. The fourth man clears away the snow from the logs in the bush sufficient to make them plainly visible. He also removes any obstructions which would hinder the passage of the team. Only one team with a pair of tongs is used with each crew. The team oscillates from side to side of the skidway. For example, if it brings a log from the east to the skidway after unclamping the tongs it proceeds westward for its next log, thus saving unnecessary turning.

The snaking trails are from 50 feet to 100 feet in length. All that is done in "constructing" such a trail is to cut away any obstructions which would impede the movement of the team. The location of skidways is important as there are many places that would be practically inaccessible to a team and sleigh. From these places, however, a team can readily snake the logs to the skidway which is located in as accessible a position as possible both to the hauling teams and cut timber. Then in the construction of the skidway the loading of the sleigh is kept in mind, the logs laid for the foundation of the skid being kept where possible above the level of the hauling road. The number of logs to the skid varies considerably. Under favorable conditions logs from a considerable area are brought to one skid and again in other cases the conditions are such that only a few logs are put on each skid. The number ranges from 25 to 300. The logs remain on the skids any where from two hours to three months.

Hauling of the Logs to the Mill.

As soon as the road is in good enough condition the hauling of the logs from the skids to the mills commence. It is usually Christmas before the road is well broken and ready for steady hauling. Sometimes, however, the weather does not permit hauling till after the New Year. Two men are kept on the main road throughout the hauling season and they are able to keep 1 1/2 miles of road in good shape. Hay is used on the short steep down grades and is varied in amount to regulate the impetus required for the grade immediately in front.

The sleighs used are of good construction, being the ordinary bob-sleigh with cross chains. The bunks are from six to eight feet in length and each sleigh has of course, a binding pole and chain. The pole used is always ironwood. In loading the sleighs the cant hook and spiked skids are used or block and tackle. With a skid of small logs, two men can handle the logs, but in most cases the third man is necessary. Care is taken to have the load balanced nicely before the logs are bound on by the chain.

An average of about nine logs per load is good hauling, taking into consideration the road and the fact of the logs being maple and beech instead of the lighter coniferous logs. The average for a season is 500 ft. per load. The hauls vary in length, one to five miles being about the average. In good weather two to six trips daily are made. The companies have teams of their own for hauling. The contractors are mainly farmers of the surrounding country who have very little farm work to do during the winter months.

The Scaling and the Way it is Done.

The scalers are employed by the companies and are paid a salary regardless of amount passing through their hands. The scale used was a combination Doyle and Scribner rule, taking Doyle rule for all logs under 28 in. in diameter, and Scribner for all larger diameters. The scaling is done at the mills or at different points along the shore. When the logs are cut in the bush, the small end of each log is marked with blue chalk, so that when a load is drawn unto the dumps the scaler has no difficulty in scaling all the logs at the small end. If a log is not marked it is missed, but the driver usually sees that all the logs are marked. The scaling is done on the sleigh just before un-

loading at the end of the haul. In this way the number of board feet hauled by each man can readily be kept track of.

Any tree which will pay for the expense of taking it out is cut. From this it will be seen that the tree weeds, the crooked, deformed or decayed trees and trees with a stem too small to make a log are the main components of the forest left by the lumberman. Then too the only seeming object of the operation is to get the logs out at the lowest possible cost regardless of the condition in which the forest is left. As a result the ground is left covered with an interlace mass of tops and branches.

The Condition After Timber is Removed.

Being composed of hardwoods the resulting brule is much less liable to fire than if it were composed of coniferous woods. However, it does add greatly to the fire danger which could be considerably diminished by the downing of this brush.

This area is only suitable for the growing of trees. The composition of the forest, as well as the soil, is steadily deteriorating, due to the present system of handling the limits. I would suggest that a diameter limit of 10 in. D.B.H. be adopted, and that as many as possible of the undesirable species and poorly formed individuals be girdled. This can be done by the cutting crew at a very small cost, and the increased growth conditions would amply repay the small expenditure. Then again the young growth should receive some consideration and efforts should be made to obtain reproduction of the best species. The hardwoods are becoming scarcer in Ontario from year to year, and it is high time that we manage our remaining hardwood forests in such a manner that they will continue to supply our necessities.

N.B. Lumbermen Want Better Consideration

A large delegation of North Shore lumbermen in the province of New Brunswick, mainly composed of those who only hold small areas of Crown lands, recently waited upon the provincial government and presented strong arguments why they should receive that consideration from the Crown Lands Department which was virtually promised them when the timber act was passed by the former government in 1913. That legislation provided that after the Crown lands were classified the smaller lumbermen only holding limited areas of the Crown lands of the province would be given at least twenty-five per cent. of the very large limits held by some of the big operators. They pointed out that they had better equipped mills than some of the largest limit holders, and yet had but a small area which would not suffice to provide the equipment with saw logs. Among those present were: W. S. Loggie, M.P.; D. J. Buckley, J. W. Vanderbeck, D. Manderville, J. W. Maloney, W. J. Thurber, J. D. Volkman, J. S. Fairley, F. D. Swim, Karl Swim, Frank Fairley, Alex. Storey, Earle Storey, J. T. Sutherland, Guy Johnson, A. Bryenton, William Anderson and their counsel George McDade. The delegation urged that the government should amend the law so that the appropriation of this twenty-five per cent. of the larger holdings might be made before the Crown lands are fully classified. The government promised to consider the arguments presented.

Should Know Costs of Doing Business

It ought to be obvious to every retailer, that in view of the favorable prospect for fixing of retail prices to the consuming public he should lose no time in the matter of studying out his costs of doing business, so that he will be able to make a right showing of what they are to the authorities entrusted with this work. Some dealers probably are not sure as to what their costs are. In such a case it would pay the dealer to employ a competent accountant to figure it out for him. Then he will be able to tell whether the fixed price is just to him or otherwise.

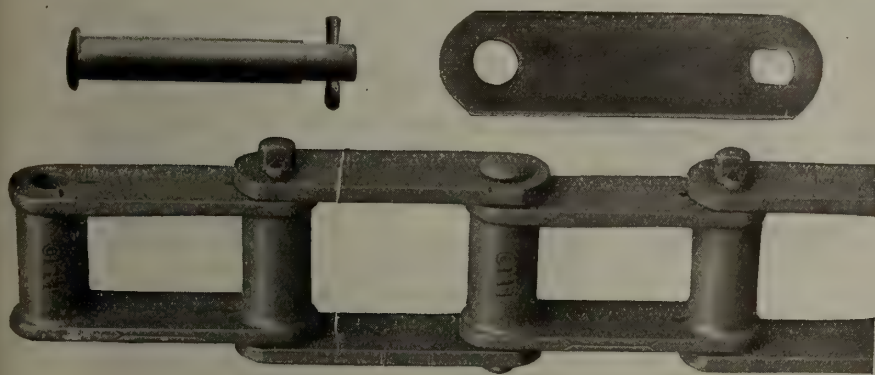
Of course, it's practically impossible for the authorities to ascertain the costs of every individual retailer. Therefore, they will obtain them from a representative number in different sections of the country, and from them strike an average which will be used in fixing the price. So it is up to the dealers themselves to be sure about what their costs are, for, as I've said, this will determine the action of those who fix the prices. It is possible there are some who think their own salary should not be included in their cost estimates. Any estimate based on excluding this is wrong and any business man doing it loses that much thereby. Doubtless, when this price fixing becomes a fact, there will be many individual dealers who will be receiving for the first time a salary for running their own yard.

If plans now under way are carried through logging operations on a very large scale will shortly be commenced on immense cedar and fir limits which lie some ten miles north of Port Haney. The limits are said to comprise over seven hundred million feet of the finest cedar and fir timber, and Messrs. Abernethy & Loughheed, local representatives of the Miami Corporation, of Wilmington, Delaware, are now seeking concessions from the municipality of Maple Ridge, which will enable them to bring the timber over certain roads in the municipality.

Sawmill Machinery and Equipment

The Latest Type of Link-Belt Combination

Where the practical requirements are strength and low cost the latest type of link-belt for elevators and conveyors which is being offered to the sawmill trade by the Link-Belt Company, of Chicago, is the malleable iron and steel "Combination" link-belt "C" class. The new combination has some very definite advantages for drag work. The model possesses a pin accurately fitted to the side bars. A flat portion milled accurately on the end of the pin is used fitting into a perfectly broached hole on the side bar. By preventing motion be-



The pin and side bar in link-belt

tween the pin and the steel side bars which hold it, the length of life in service is increased.

Among other advantages are pins and side bars made of steel having 75,000 to 80,000 pounds tensile strength per square inch, a hard, tough, durable grade of stock. Pins rolled smooth after forging. The rolling compresses and trues up the original hard scale surface. Cast centre links made of best grade of malleable iron for durability and strength. Pin holes in heads of links cored smooth and clean by a special process of manufacture, and forming with the rigidly-held, smooth, hard pins, an excellent joint for durability. Accurate pitch and small clearances, furnished by accurately made patterns and dies. This preserves the accuracy of fit between wheels and Link-Belt, and makes both more durable. Close-fitting joints which keep out gritty material that might otherwise work in and cause rapid wear in many classes of work. The pins are usually provided with cotters, making the "Combination" link-belt detachable. Riveted "Combination" link-belt can be furnished if desired.

Finding Right Amount of Strain for a Band Saw

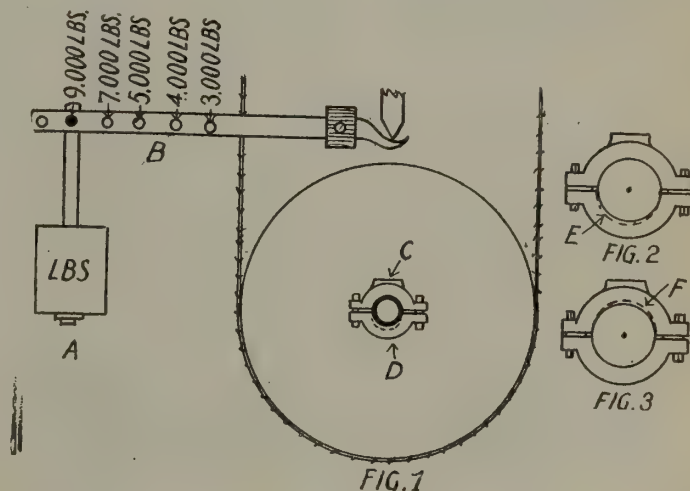
The correct amount of strain a band saw should be subjected to has been discussed many times. Some saw filers like an excess of strain on their saws while others find that just enough strain to keep the saw from slipping on the lower band wheel gives perfect satisfaction without producing snaky saws or causing cracks in them. Recently the subject of the correct amount of strain came up between two expert filers, says "The American Lumberman." One of the filers used 5,000 pounds strain with good results, while the other used 9,000 pounds strain. As both filers were working on exactly the same size mill, of the same make and with saws of the same size and make, the saws being 12-inches in width, 14-gage and 44-feet 6-inches in length the situation was remarkable, especially as each mill gave good results and cut nearly the same amount of lumber a day. This excited the curiosity of the writer who has a hobby of looking deeply into mechanical matters and a number of tests were made with the following results:

Filer No. 1, or the 5,000 pounds strain man, used tension of the true circle type, running his tension from edge to edge with little tire. As a result his saws showed no cracks, but had a habit—no matter how fitted up—of dodging slightly on striking the log. After the saw sunk itself it cut a good line thereafter. This was the only defect found in the mill and the reason for it will be explained later in this article.

Filer No. 2, or the 9,000 pounds strain, used a much deeper tension, but a 1¼-inch stiff tire on the tooth edge and a 1½ inch tire on the back edge of his saws. His saws cut straight lines without the dodging resulting from Filer No. 1 saws, but the latter sawyer's saws showed a number of long cracks. Naturally, the first thought was, which was right? Who was really getting the best results? One filer was saving a large saw bill each year, but produced slightly defective lumber sometimes, while the other made very good lum-

ber but had a new pair of saws shipped him every sixty to eighty days. From the writer's viewpoint as a band filer, both men were working their saws at a disadvantage. One used too little strain on his saws and the other used too much.

To explain my findings and the method I have used to advantage for years on all sizes and makes of mills, the accompanying sketches were prepared. Figure 1 shows the lower band wheel and a section of the straining device. At "A" is shown the weight that puts any desired strain on the saw; that is, when the hanger is at the notch marked 9,000 the strain on the saw is 9,000 pounds. At "C" is shown the bearing on top cap. Note that the shaft fits snugly against this top cap of the bearing and with pressure. The dotted line between the lower half of the bearing and the shaft end shows the slight looseness to prevent undue heating. When the strain is off the mill or saw this shaft finds a resting place in the lower half. With the shaft hugging the top cap with pressure straight lumber was produced as there was no dodging of the shaft end when the saw struck the log and with saws run as Filer No. 2 ran them the broad tire, which was nothing more or less than false tension or a useless strip of dead steel, served as a cracking target for the excessive strain, although the saws made good lumber. Figure 2 is an enlarged view of the same shaft end and bearing and shows how the shaft end should fit up snugly as a result of the strain. Figure 3 shows what caused the dodging of the saw in the case of filer No. 1, or the small strain man. At "F" is shown a dotted line, that means there was not enough strain on his saws to hold the shaft up as in Figure 2. Thus every



time the saw entered a log this shaft would jump up against the top cap of the bearing and cause the trouble. By adding on more weight to make the strain 7,000 pounds, the weight of the lower band wheel would be just overbalanced and perfect lumber produced. Thus the true circle tension with narrow tires or edge to edge tension does the work, saves saws and seldom if ever cracks a saw. It pays, sometimes to note the hidden things about the mill and the more a filer knows about such things as this the greater his worth and usefulness will be.

Why a Band Saw Should Be Lined Square

Many a filer has asked why it is that band saws are so inclined to lead in the log when they are fitted perfectly level, tensioned evenly, correctly placed and with swaged teeth ground square on top, underneath and of the same width spread on both sides of the saw, says R. C. Leibe, in the "American Lumberman." The writer, after close observation and considerable study, enlarged the saw and swaged teeth on paper in order to get at the direct results of lining the saw in the log, a custom that is so general that it may almost be termed universal. This study brought out some points that led to experiments in actual operating. These experiments turned out so well that they are here passed on for the benefit of other filers. After all, there is nothing very remarkable about this method, which consisted merely of making everything perfectly square, including the band mill, saw and carriage, which is guided by the V-rail. The result, however, was a great improvement in sawing conditions when everything was thus put square.

The real situation is best grasped by a study of the accompanying illustration. Possibly because of their very smallness the swaged band saw teeth have not been greatly considered as having much to

do with running a saw, but actually the swage points have as much to do with the running as tension itself. The faces of the swaged points must be kept square and it is as important as well to line the supporting saw blade square with the timber to be sawn, or else an unnatural condition will result. Fig. 1 shows this unnatural condition very clearly. At (C) is a view of the lower band steel, while at (D) a very much enlarged section of a band saw is shown. This was made very large compared with the band-wheel to show how a saw lined in the log a trifle, as is always the case, must work under the wrong condition. The band wheel is shown lined in the log to a great degree to bring out the situation clearly, while the log section in the sketch shows the position of the carriage that holds the log. Note the dotted line across the log, and the dotted line that touches the face of the band wheel. This shows clearly the direction in which the saw is travelling when it hits the log. That is, the inside of the swaged point comes in contact with the log end first and maintains the lead throughout the cut notwithstanding the nature of swaged teeth always to lead to the higher or longer joint which contains the most swage. The saw is lined in the log so much that it overcomes this high side tendency and does lead into excess. This places an unnatural working condition on the saw.

The slight lead in the log is claimed by old-timers in the game of milling to overcome several things, including the saw's tendency to slide off the hill of a rounding log, or to make a saw take hold of a slick, barked log when sawing the first slab. In Fig. 2 is shown the condition under which a swaged saw tooth may be run and still strike

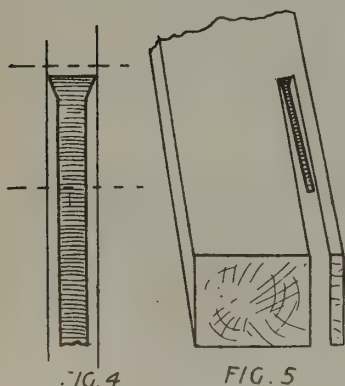
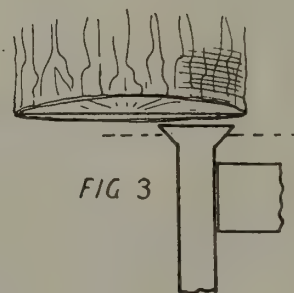
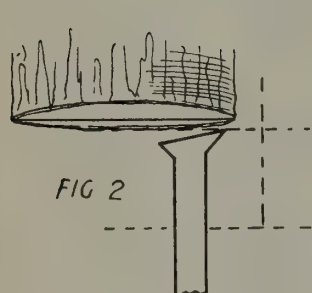
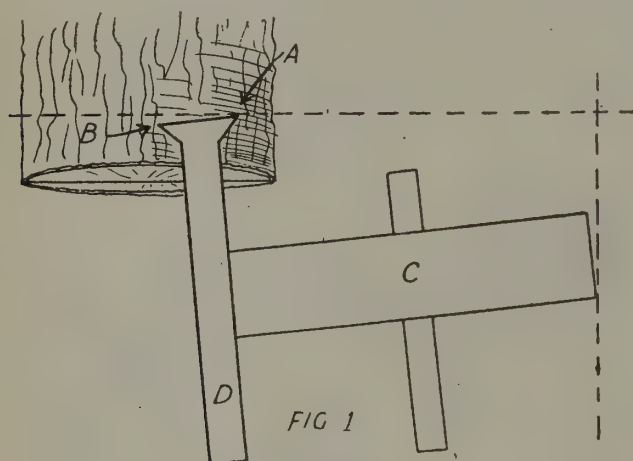


FIG. 4

FIG. 5



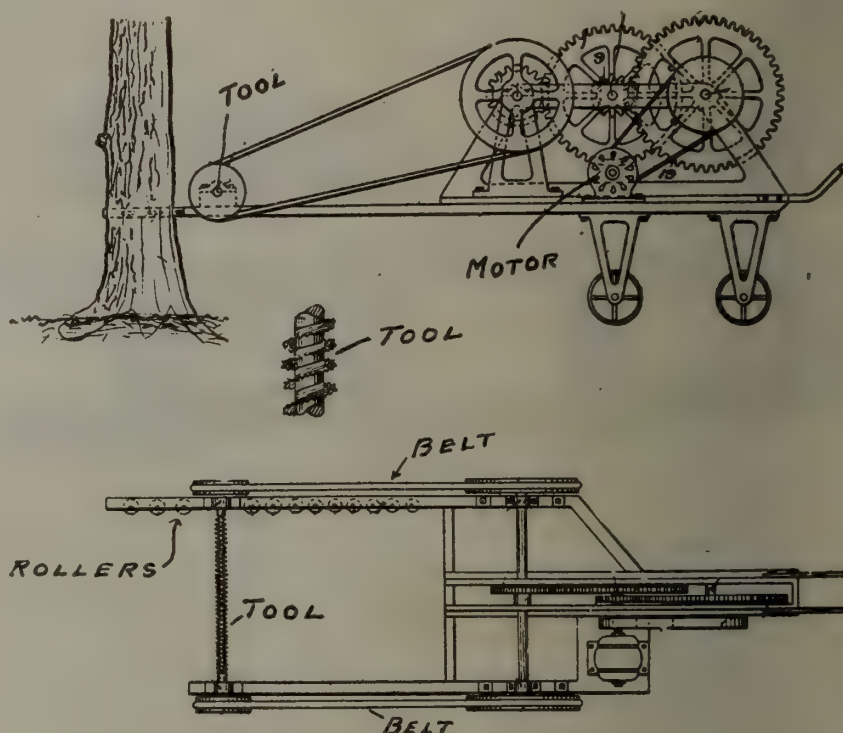
FIG. 6

the log at the same angle as shown in Fig. 1, in that one corner of the swage point takes the lead. However, in Fig. 2, the saw being square with the log and having no lead to counterbalance the high-side lead of swage, the saw would lead to the high side as shown. In Fig. 3 the ideal condition is shown. That is, all things should be square, with no lead on either side and no strain in the saw and mill. Fig. 4 shows the correct position of the saw in the log, with no binding of the blade in the cut from leading. Fig. 5 shows a square timber being sawn, the saw shown being buried in the cut, thus showing the working condition of a leading saw. Note how it binds against the board being cut off of the timber. Fig. 6 shows a case of extreme lead in the log. Avoiding this condition will save much time and

trouble for the mill man and bring good results. If the mill man will make his slogan "Square and Level With All Things Mechanical" there will be no trouble.

New Cutting Tool for Felling Trees

Instead of the usual type of saw, a cutting-tool has been used in felling trees and has proved quite a success, says "Lumber." The cutting teeth are arranged in spiral formation about a horizontal shaft so as to concentrate the cutting power upon a few points at a time, and the tool is brought into contact with the tree by means of a hand lever on the frame of the machine. The tool, or spiral saw, as it may be called, is rotated by belting from a gear train run prefer-



ably by an electric motor, or if desired the motor may be coupled directly to the tool shaft. The gear train is made use of merely to multiply revolutions and is, hence, not an essential part of the invention.

By arranging the tool shaft in a vertical position, the machine may be so constructed as to cut fallen trees into desired lengths. The cut is necessarily larger than that made by any ordinary saw, but no larger than that of an axe, and need not be extensive enough to constitute a serious objection. So far as strength is concerned, a tool of this description has decided advantages over the band type of saw and is not readily broken.

The principle itself is not a new one and is very similar to that employed in many planing operations in woodwork. In machining operations in iron also tools have been used that are patterned after the same general plan, so that the idea may be said to have been thoroughly tested in practice, at least to the extent of determining the strength and reliability of structure. There should be unquestionable possibilities in the scheme's application and extension.

The machine as used consists of a carriage mounted on suitable wheels and a frame in which are journaled the shafting for the gear trim and pulleys, while at the front are placed the bearings for the tool shaft. The front is open so as to straddle a tree, and one side projects well forward to form a guide which is provided with rollers to eliminate friction and facilitate the movement of the carriage.

Convenient Electric Hand Barker

The American Barking Drum Company, 440 South Dearborn Street, Chicago, manufacturers of the well-known American Barking Drums, have now turned their energies to the manufacture of a hand barker, concerning which they are now sending out announcements to the trade.

This hand barker was first developed for taking off the small patches of bark sometimes left on wood after passing through a barking drum. However, it has proved to be useful elsewhere also. The manufacturers find that it covers a broad field in the pulp, paper, lumber and even in construction industries.

The manufacturers will be glad to furnish full information on request. The barker is adapted to use with alternating current, voltage, cycles and phases of which should always be stated when writing for information of this kind.

How the Spirit of the Times is Changing

New Vision of Service and Co-operation is Being Developed by the Trend of Events

By W. A. McIlrath, Radville, Sask.

There is a changing spirit towards unity, co-operation, and standard methods.

The daily reports coming back to us of friends and comrades who have gone over "the long, long trail," fighting not for self, cheerfully sacrificing their individual lives to make safe your home and mine, is having its effect in starting us to think of the general good rather than self for self. A change of heart is going on. We are beginning to realize that the other fellow has merits, but that we were all blended with selfishness until we could not see them. The big task in which we are engaged is forcing us into closer touch with others and is giving us a new vision of co-operation and service and a realization that the Association is an opportune channel through which to carry on this spirit in a businessway.

To engage in co-operation with your fellow men on any cause that is for the general good makes bigger and happier men. The man-



W. A. McIlrath, Radville, Sask.

ager of one of the line yards, who is charman of the Red Cross organization for the city that ranks first in the west in its distribution to this cause, says: "I have never enjoyed anything as much in my life." Simply a case of getting away from self and working for a cause that means help to his neighbor.

Another lumberman who has become an active leader in the rejuvenation of the Winnipeg Boys' Home, reports: "It is more fun than to play golf." These are men who a few years ago thought only of business, but to-day realize there is a neighbor.

Formulating Plans for Good of All.

The lines of business that are pushing to the fore are the ones in which you will find unity of action and co-operation. The banks, the strongest institutions of our country, determine their policy and methods at association meetings, and the plans formulated there for the good of the business are followed by all.

The automobile dealers, than whom there is no more aggressive, follow a united line of action. A Kansas City paper has a full-page ad. to show "The automobile is a necessity," signed the "Retail Dealers of the City."

The Red Cross organization is an example of what can be accomplished through united action. With every one endeavoring to go it alone in his own way we could accomplish but a small part of what we have done.

The unity of spirit unconsciously grows as we continue to work in a body for any common cause. It is but a few years ago that a man thought no further than whether there was a chance to make money in the contemplated business, but to-day the great forces of common weal are sweeping us together until we now begin to feel that to succeed we must be an economic necessity and fit into the community. As an example of the changing spirit; five years ago there were four lumber yards at Bengough and one yard sold out to the other

three. The farmers then said the price of lumber would be raised, and there was a feeling of resentment. Last year another yard sold out to the remaining two and several farmers have since remarked that if the town were reduced to one yard they believed that it would be for the best. This is typical of the changing spirit towards unity.

Our Own Work and That of Another.

The great problem to-day is not conserving ourselves, but utilizing ourselves and so arranging our affairs that we can do our own work and that of another man who is "over there." This cannot be done by clinging to old ideas, hoping to make them serve in a new era. This is a period for co-operation and service—not competition. If we are to be in keeping with the spirit of the times we will make the Association a more integral part of our business.

The association is simply individuals working collectively. Our armies are made up of individuals, but individuals do not win battles. Every day we see new evidence of the power of standardized mass movements and it is our duty as retail lumber dealers to make our association embody this new spirit. Let there be a clear idea formulated for what is right and best for making our branch of the trade more of a necessity to the community, then get these ideas before members and non-members and arrange to standardize the features of the business that are ever causing friction and worry to both you and your trade.

Schroeder Company Active at Pakesley

The Schroeder Mills and Timber Company, who in April, 1917, removed their headquarters from Salines to Pakesley, some two hundred miles north of Toronto, on the line of the C.P.R. to Sudbury, have most comfortable offices, boarding house and storehouses erected at this point, and a large part of the virgin forest has been cleared. James Ludgate, of Parry Sound, is the Ontario manager of the company, and last winter they operated six large camps, and this winter are planning to conduct seven in that district, in Mowat and Blair townships.

The company at present are taking out a number of cedar and hemlock ties for the Key Valley railway, which is being built by them in conjunction with Lauder, Spears and Howland, to the site of the new mill of the latter some twelve miles distant on the Pickerel river. At Pakesley, the Schroeder Co. have a splendid crop of oats and other grain and a well kept garden, which is the admiration of all travellers.

On the walls of the company's headquarters there are a few expressive mottoes. One of them reads "This office is no meeting place, please respect its privacy." Another is "Notice. Liquor strictly prohibited. Gambling is against the law. Please do not do it. No dogs allowed. Dogs are of no use in a logging camp. It takes money to feed dogs. The food a dog eats will feed a pig."

Return of the Wooden Freight Car

Railway trade journals are welcoming the return of the wooden freight car. They unite in agreeing that wooden cars probably will continue to gain in use after the war. Much of the trouble with wooden cars in the past has been due to the fact that large numbers of them were constructed before the period of the heavy locomotive and long trains, and were not built strong enough to prove equal to the requirements of such service. Wooden cars now are being built with wooden underframes, and steel centresill reinforcements, and steel draft sills that will compete very creditably with all steel underframe construction. It also is possible to reinforce the large number of wooden cars now in service, and some very interesting articles on this subject are appearing in the railway technical journals.



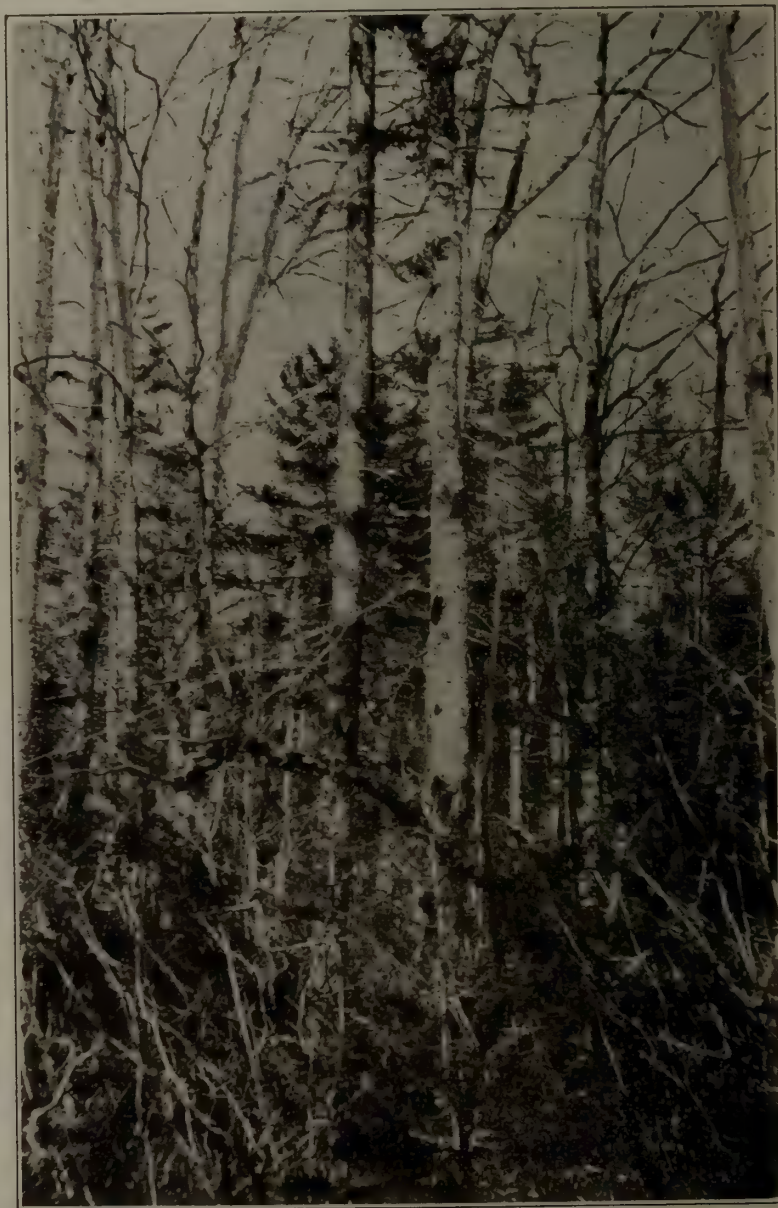
Cottages in Woods Department—This is a type of the portable dwelling used at Crossburn, N.S., by the Davison Lumber and Manufacturing Company, Limited, of Bridgewater



Moving camp on sleds. One man in harness and shafts pulls while the second pushes and assists in steering it around turns by means of a gee pole attached to the rear of the sled



Wooden lookout tower used for the detection of fire in many of the forests of Canada



Dense hardwood forest on Dungarvon watershed in which no fires have yet occurred

The above interesting and instructive pictures were taken by G. H. Prince, Director of Forestry, Fredericton, N.B.

When B. C. Lumber was Sold by Sample in the East Its Excellence, Strength and Adaptability Were Unknown East of the Great Lakes Ten Years Ago—Many Prejudices Had to be Overcome

By Hugh A. Rose, Mason, Gordon & Co., Toronto



Hugh A. Rose, Toronto

Except as dimension timber, Douglas fir was practically unknown in Eastern Canada a decade ago. Its lightness, strength, durability and adaptability, while recognized on all sides in the West, had yet to be established in the eastern portion of the Dominion. Much doubt and prejudice had to be overcome.

I believe that I was the first salaried man to sell this product in Ontario, Quebec and the Maritime Provinces. Just ten years ago this month I opened an office at 3 Toronto Street, Toronto, for the Fraser River Lumber Co., and endeavored to introduce manufactured fir lumber. The encouragement which I received from a large number of retailers, who later became good customers, was certainly not spontaneous, and I might add, not even sympathetic.

I was informed there was really no market or use for fir in the east, that my job was an impossible one and they would give me six months to wear out.

It is no use denying the fact that many times I became downhearted, but I stuck to the proposition like a pup to a root, and gave no outward evidence of the feeling that I had at times within me. I wrote to head office telling them that while I had been unsuccessful in booking any business, I had no doubt that orders would result later. I received many letters in reply to my reports, and one in particular that I remember well. It was from the sales manager who acknowledged receipt of my communication expressing the hope that my efforts would be rewarded, although nothing had resulted up to that date. He sincerely trusted that my optimism was justified and that my work would not be entirely unavailing.

The Sale of the First Million Feet

From August 1st, 1908, to December 13th of the same year, I did not sell more than twenty cars, and it seemed as if the predictions which had been made by my encouraging (?) friends were about to come true. I had gradually sized up the situation, however, and had not lost confidence altogether. On December 13th I booked my first order of any size; it was for a million feet of car siding for Rhodes, Curry and Company, of Amherst, N.S. A week later I disposed of three-quarters of a million feet to the Canada Car Company, Montreal, which was followed shortly after by an order for a quarter of a million feet for the Crossen Car Works, of Cobourg, making total sales, within a few days, of two million feet of car siding.

The ice had been broken, and after that business came easier. I remained with the company for eight years, covering all parts of Ontario, Québec and the Maritime Provinces many times, and gradually developed the retail yard trade, as well as a large business with manufacturing concerns. My sales continued to grow until they averaged over a million feet a month, and have been improving ever since.

Introducing Mixed Car Trade in East

I also had the honor of being the first salaried salesman of B. C. products to work up a mixed car trade with the retailers in the East in the shape of fir for ceiling, flooring and finish. I found it difficult at times to describe adequately to the retail man the merit of the lines which I represented, and sending to the mill, I had samples forwarded of the manufactured product. I had a special sample case made, which was about a foot long and folded up conveniently. It contained everything from a small moulding to a five-inch casing, all of the highest grade. This case always aroused the interest of the dealer, as in those days he possessed a strong desire to examine personally what he was buying. Of course, the use of samples has been rendered unnecessary, as the East is now thoroughly familiar with the worth and value of B. C. lumber. It was also my pleasure to introduce the sale of fir doors in Ontario and the lower provinces.

Calling upon the country trade by means of an automobile is no

longer regarded as an innovation, as many lumber salesmen and others make use of this modern means of conveyance. I believe that I was one of the first lumber salesmen in the East to cover my territory in a runabout. It was one spring several years ago that I set out with a car to visit my customers. I found that time could be gained thereby, that I did not have to wait for railway trains and, when my business was finished in a certain town or city, I could go on to the next. Previously, I had frequently to sit around for hours waiting for connection on the railways. I also discovered that I could make many of the smaller places, which if one had to depend on steam or electric lines, it would require a day to get in and out of. In towns or cities where customers are located widely apart, it was a simple matter to get from one to the other without the loss of precious hours. Then in the evening I would often travel on to the next town and be ready for business early in the morning.

As my means of locomotion was right at hand, I was in a position to move along when my call was finished and make the next one. There are some cities, in western Ontario, for instance, where the retail yards are so widely scattered, that to make all the visits by street car or walking, would take fully a day. With a motor, the round could be completed in two or three hours at most, and then I was ready to travel to the next place, as distances are not great and the roads on the whole very fair. The employment of the automobile for business purposes and as a quick and economical means of getting over the territory, has, in my opinion, come to stay, and its purpose and convenience in selling all lines of goods are universally recognized.

Some two years ago I decided to get into the wholesale lumber business, and having formed a very favorable opinion of the organization I am now with, during the eight years that I was in opposition to it, I entered its service. My connection with Coast products has been continued owing to the established relations of the company with the most reliable shippers in B. C., and I am pleased to report that a steady and growing business has been developed with satisfied customers.

Appointed Lumber Commissioner to Great Britain

The trade in Ontario will be interested in the announcement that L. B. Beale, who was for some time in charge of the British Columbia forest products office in the Excelsior Life Building, Toronto, and made many friends in all branches of the business, has been appointed a British Columbia government inspector as special lumber trade commissioner to Great Britain and Europe. For this position he is eminently well qualified as he spent sixteen years in the lumber line in the Old Country and has a practical insight into British building requirements. His acquaintance with architects and others is a wide one and he enjoys the confidence of all. It will be the duty of Mr. Beale, in his new post, to foster and develop the British and other European markets for the products of the Pacific Coast province and to secure the fullest and most accurate information possible on the outlook and requisitions across the water in regard to timber, and more particularly the lines which British Columbia is able to furnish in abundance.



L. B. Beale, Victoria, B.C.

Hon. T. D. Pattullo, Minister of Lands, in making announcement of the appointment of Mr. Beale, said: "The Government is determined to win for British Columbia its share in the overseas market. We have watched the trend of events closely and fully realize that British Columbia will have to buck against strong competition. We want to be prepared for any situation that may arise. If conditions warrant, Mr. Beale will remain in Europe permanently."

Mr. Beale will get in intimate touch with the Timber Controller in Great Britain, and also with the Ministry of Reconstruction.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wanted—Slabs and Edgings

Three to five cars. Apply Box 764, Canada Lumberman, Toronto, Ont. 15-15

We are in the market for White Pine, Red Pine, Jack Pine and Spruce, Hemlock and Lath. Apply Box 763, Canada Lumberman, Toronto, Ont. 15-15

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Ties Wanted

Cedar, Oak or Maple. Two to five cars. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Sawdust Wanted

Four or five cars of ordinary Sawmill Sawdust. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Cedar Wanted

Good Eastern Cedar, suitable for boat building. Peterborough Canoe Company, Ltd., Peterborough, Ontario. 15-2

Wanted

Two or more cars 1 in. Cull Basswood, also Mill Run Basswood. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Wanted

100,000 ft. 1 in. and 2 in. Cull Lumber, White or Red Pine, Spruce and Hemlock. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Trimmer Ends Wanted

White Pine, Red Pine and Spruce, 1917 or 1918 cut. Write stating approximately what you have. Give thickness, conditions as to color, worms, etc. Box 738, Canada Lumberman, Toronto, Ont. 10-15

BIRCH AND BASSWOOD WANTED

We will buy large quantities of 1½ and up, No. 2 Common and Better, log run Birch, with none of the best lumber removed. Also No. 2 C. and B. Basswood. Terms cash. P. O. Box No. 1595, Montreal. 14-17

For Sale-Lumber

For Sale

Spruce and Jack Pine. Lumber and timber. HENDUN LUMBER CO., LTD., Haileybury, Ont. 15-15

Birch For Sale

100,000 ft. Birch, Log Run, Mill Culls Out. Clears in. Also Crating Spruce Lumber. J. P. Abel, Fortin & Co., Montreal, Que. 15-15

For Sale

Few cars Cedar Poles, 25 to 35 feet. Car lot Rock Elm Piling, 20 to 40 ft. Car lot Cedar Squares, 8 x 8 to 12 x 12 to 14 ft. LYNCH & RYAN LUMBER CO., Marmora, Ont. 14-17

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts. One car 5 x 5 Maple Boxed Hearts. One car 6 x 6 Maple Boxed Hearts.

Seven cars Fir Doors. Three cars Fir Columns.

GEO. C. GOODFELLOW, Montreal, Que. c

J.E. Harroun & Son Watertown, N.Y.

Merchantable Quebec Spruce

148 M ft.	1 x 4	—	10/16
50 M ft.	1 x 9	—	10/16
200 M ft.	2 x 4	—	10/16
60 M ft.	2 x 5	—	10/16
138 M ft.	2 x 6	—	10/16
54 M ft.	2 x 6	—	16
140 M ft.	2 x 7	—	10/16
47 M ft.	2 x 7	—	16
100 M ft.	2 x 8	—	10/16
58 M ft.	2 x 8	—	16
60 M ft.	2 x 9	—	10/16
90 M ft.	2 x 10	—	10/16
20 M ft.	2 x 10	—	12
50 M ft.	2 x 10	—	14
60 M ft.	2 x 10	—	16
60 M ft.	2 x 12	—	10/14
20 M ft.	2 x 12	—	12
35 M ft.	2 x 12	—	14
48 M ft.	2 x 12	—	16
34 M ft.	3 x 6	—	12
64 M ft.	3 x 6	—	14
70 M ft.	3 x 6	—	16
45 M ft.	3 x 7	—	10/16
20 M ft.	3 x 8	—	14
64 M ft.	3 x 8	—	16
45 M ft.	3 x 10	—	10/16
17 M ft.	3 x 10	—	12
17 M ft.	3 x 10	—	14
30 M ft.	3 x 10	—	16

For Sale-Machinery

Machinery For Sale

Economist Light Planer and Matcher. 24 in. Eclipse Pony Planer. Jointer, Band Saw. 12 in. 4 side Moulder. Variety Trim Saw. Power Feed Rip Saw. Chain Mortising Machine. 48 in. Invincible 3 Drum Sander.

A. J. LINDSAY, 90 Pembroke Street, Toronto. 14-17

For Sale

20 logging cars equipped with two 4-wheel trucks, air brakes, standard gauge, wheels 24 ins. in diameter. 17 extra trucks for the above cars. 10 extra air brakes for above cars. 1 Locomotive, standard gauge, 56,000 weight. 250 pieces of 45 lb. rail in number 1 condition. BISHOP LUMBER CO., LTD., Nesterville, Ont. 14-15

Machinery For Sale

Boiler for sale, Goldie & McCulloch, 60 in. x 14 ft.

GUELPH LUMBER COMPANY, Guelph, Ont. 11-15

Steam Engines for Immediate Sale

Suitable for general mill work, power transmission by belt, rope drive or spur gearing, for driving woodworking, grinding, crushing, or hoisting machinery, or air compressors, in factories, saw mills, pulp and paper mills, ship yards, munition works, mines, grain elevators, etc.

2—500 h.p. vertical cross compound, 4 valve engines with shaft governors, cylinders, 18 and 24 x 24 in., 150 r.p.m., with surface condensing equipment for each engine.

1—900 h.p. vertical cross compound, 4 valve engine with shaft governor, cylinders, 20 and 38 x 24 in., 150 r.p.m., without condenser.

2—600 h.p. horizontal cross compound, Corliss engines, 18 and 34 x 42 in., cylinders, 100 r.p.m., with separate surface condensing equipment for each engine.

1—1200 h.p. cross compound Corliss engine, cylinders, 26 and 52 x 48 in., 85 r.p.m., with surface condensing equipment.

2—1200 cross compound Wheelock gridiron valve engines, cylinders 27 and 52 x 46 in., 90 r.p.m. One surface condensing equipment for the 2 engines.

These engines now have electrical generators mounted upon them which the present owner wishes to keep. Generators to be removed from engine shafts and engines sold without them.

These engines could be fitted with new drive wheels for either belt or rope driving, or with spur gearing, making them available for any kind of factory duty.

The 1200 h.p. Corliss engine is an especially heavy machine. All of them have been operated at 135 pounds steam pressure and about 25 in. vacuum.

There is also 1 250-h.p. Wheelock type, cross compound type engine, cylinder 16 and 27 x 40 in., with belt flywheel and surface condenser.

These engines are to be sold as they stand. Overhead hand traveling cranes in place available for dismantling.

Purchaser to make his own inspection, to have access to all available records, and to remove engines and condensing equipment at his own expense. The air and circulating pumps to accompany the condensers.

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Correspondence is desired only with parties who have immediate use for any or all of these engines.

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This is to certify that we are now manufacturing in Canada, and are prepared to furnish box stuff trimming mechanism for planing machines of S. A. Woods type, or any other woodworking machine, patent No. 70777. The Canadian Fairbanks-Morse Co., Limited. 15-15

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Position wanted as band sawyer, rig or lathe. Good references. Box 575, Canada Lumberman, Toronto, Ont. 14-16

Position Wanted

By a young married man, 33 years of age, of good address and appearance. Fifteen years' experience as an inspector, wishes to make a change. Best of references. Box 769, Canada Lumberman, Toronto, Ont. 14-18

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

OFFICE MANAGER for lumber manufacturing concern, must be familiar with accounting and costs. Good position to right party. Apply, giving references, to Box 770, Canada Lumberman, Toronto, Ont. 15-16

Wanted a First Class Band Saw Filer, who can speak French, capable of guaranteeing his work, to commence immediately. State terms and references. Address D. G. RHEAULT, Mont Joli, P.Q. 15-15

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Good man, experienced in logging by railroad and machinery. Donkey, log loaders and railroad all ready. Will pay salary and commission, or let contract. State experience and compensation wanted. Location near Parry Sound, Ont. Apply Box 761, Canada Lumberman, Toronto, Ont. 15-16

Business Chances

Business Chances

Planing mill and full equipment machinery or machinery separately. J. H. Shannon, Assn. Geo. Gray & Son, Harrison, Ont. 15-16

FOR SALE—Planing Mill and Retail Lumber Yard, doing \$225,000 annual business. Complete line of machinery. Established 15 years. Customers all A-1. Owner retiring, ill health. This is a bargain for a good business. Write P. O. Box 596, Buffalo, N.Y. 15-18

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Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc. If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

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43 Miles Limits on 31 Mile Lake, Gattineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to A. W. STEVENSON, P. O. Box 2624, Montreal, Que. 8-t.f.

FOR SALE—Sawmill and Planing Mill, 30,000 capacity, on Railway and River, running. Also ten million feet Spruce and Cedar Timber on River, two miles from mill. Good reasons for selling; excellent opportunity, snap. W. Mark De Cew, Grand Forks, B.C. 14-15

Sawmill For Sale or Lease

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C. T. NELSON,
P. O. Box 1353,
Edmonton, Alta.

For Sale

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For particulars address

D. BREakey,
Breakeyville, County Levis, P.Q.

Financial Opportunity

Working capital wanted. Have limit, mill capacity 5,000,000 feet per year; Quebec Spruce. Individual or company who could undertake to furnish \$30,000 to \$50,000 working capital only, for operations in bush, would find good proposition, by writing to P. O. Box 3064, Montreal, P.Q. 15-15

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Party who can invest from \$10,000 to \$15,000 in a first class lumber proposition on limit of 100,000,000 feet of spruce; province of Quebec. Could act as Secretary-Treasurer, charge of office, good salary, or as partner. For interview, address Lumber Manager, Box 769, Canada Lumberman, 119 Board of Trade, Montreal. 15-15

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200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
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Spruce**

Spruce, Red and White Pine Lath

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Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 Wicks Oscillating Gang Saw, 20-inch stroke, 37 saws wide, made by Wm. Hamilton Co., Peterboro, complete with live rolls, front and rear, spare set of Brasses for both ends of Pitman rod, 1 spare oscillating side, and 1 spare slide.
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- 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
- 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
- 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
- 2 Pneumatic Air Bumpers, 16 x 24; never been used.
- Track and Flat (new).
- 1 Steam Nigger, Waterous Co.
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- Gordon Hollow Blast Grates, installed under 6 boilers, with blower located in mill; blue prints and instructions on hand.
- 1 Geared Friction Log Haul, and chain about 300 feet.
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- Special Heavy Forged Chain, about 800 feet.

We have also on hand Live Rolls Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, Barrister
PARRY SOUND, ONTARIO

Review of Current Trade Conditions

Ontario

Conditions in the general lumber situation remain about the same. July is usually regarded as a comparatively quiet month. Some stimulus has been given to the building trade, owing to the encouragement of the Ontario Government in providing loans to municipalities on certain conditions and at a low rate of interest, particulars of which are fully set forth in another column. Returns from different cities show that building activities are growing more extensive, although there is not nearly the amount of construction under way that there should be to meet the demands for medium-classed dwellings. Prices on all lines of lumber are well maintained, and there is every indication that they will go higher. Some heavy sales of cuts for the season have been made by different firms and top-notch figures have been obtained. Members of the trade who closely scan the horizon and calmly survey coming events are fully impressed with the idea that everything portends to augmented quotations in all lines of lumber. The incessant demand for higher wages on the part of employees and the restlessness of labor generally, the scarcity of help, higher transportation costs and increased operating expenses both in the camps and in the mills, all tend to bear out the prophecy that higher prices will result is correct. At some points available men are so few that when loading cars has to be done the mills have to shut down in order that shipments may be made. In other words there is not an operating gang and a car-loading gang. Several smaller plants in the province have ceased cutting until after the hay making season.

The transportation situation is very good at present and there is not much difficulty experienced in getting cars. Some retail lumbermen are starting to replenish their stocks which have grown rather low, but there is no disposition on the part of the average dealer to buy up heavily. A carload of lumber costs nearly double what it did before the war, and while the quantity is just the same, the price represents a magnitude little dreamed of a few years ago. There is on the whole a feeling of confidence in the trade that splendid business will be done this fall in all lines of lumber. While the United States demand has fallen off somewhat during the past few weeks it is expected that it will be revived with increasing interest before the summer is over. Woodworking plants are fairly busy considering the number of men available and piano factories are exceptionally active, while furniture plants all report a fair demand.

There is talk of the government fixing the price on some lines of lumber in Canada the same as has been done by the United States authorities at Washington, but so far nothing authentic can be learned. There are many rumors afloat which cannot be verified and, in the meantime, the shrewd wholesaler is casting an eye over the future and wondering how high lumber will go in price, and whether he should contract for larger supplies than he has already done.

As fully expected the increase in freight rates has come on Canadian roads and the reasons are conveyed in a recent despatch from Ottawa, which says:

Acting on a report prepared by the Board of Railway Commissioners, an order in Council has been passed increasing freight rates to an amount sufficient to meet the increased operating cost imposed on the railways by the new wage schedule. The increase will average about 20 per cent.

The freight rate increases are the direct outcome of the acceptance in Canada of the McAdoo award, which applies to both Government railways and railways owned by private companies.

The railway companies, confronted with demands for increased wages, stated that they were willing to grant the increases allowed by Director-General McAdoo in dealing with the wages of railway employees in the United States. They recognized the general similarity of operating conditions in Canada and the United States, and they admitted that in general wage scales of railway employees in this country are similar to those in force on the other side. The railway employees are taken in their daily work from one side of the line to the other, and the brotherhoods are identical in their scope. Recognizing these facts and conditions, the Government made effective in Canada the so-called McAdoo scale of wages. As a corollary, the Canadian railways insisted that the McAdoo scale of freight rates, which were deemed necessary in order to carry the increased cost of railway operation in the United States, should be adopted here.

It has been reported that, in the export of certain kinds of lumber to the United States, it would be necessary to obtain a permit,

but one leading dealer, who has been in communication with the War Trade Board in Ottawa, states that that body has not been advised of any such a regulation.

Two outstanding items in trade matters at the present time are the demand for spruce and hemlock. The ruling price for mill run spruce is from thirty-eight to forty dollars, and there is very little dry stock on hand at the present time. It is estimated that the production this season will not reach more than sixty per cent. of what it was last year. There is also a good, steady demand for hemlock, and if next year's requirements are equal to this year there may be a shortage. Not much is doing in the lath and shingle market, but business is reported better than it was a few weeks ago, owing to the improved building conditions in certain centres.

United States

The labor situation and its restive disposition has been a source of annoyance and trouble to American lumbermen as it has been to Canadian operators. Now comes the announcement that on August 1st the American Government will control the recruiting of labor. It is thought that perhaps the lumber manufacturers may fare better under this arrangement than they have under the present competitive bidding that has been going on for some months where men are offered a few cents more to leave certain jobs and go to other mills.

In the hardwood line there is a good demand for box and crating lumber and prices remain firm. More hardwood is getting through to the east than for some time owing to the excellent shipping facilities. The government is taking a good deal of white pines, especially of the better grades, and quotations are firm. Operating costs are bound to advance and there is no disposition on the part of producers to lessen present figures. The government is taking the bulk of the cut of many of the large companies in the matter of air plane spruce and production is being speeded up by Western plants. The mills are experiencing difficulty in selling this stock and so large will the side cut be that much of it must be disposed of in the East. This is a great opportunity for wholesalers, especially as with the competition of many wooden vessels it will soon be possible to ship cargoes from the Pacific to the Atlantic Coast. Plans contemplate the production of 360,000,000 feet of airplane spruce a year as the minimum; the production of side lumber will not be far short of 1,500,000,000 feet. This is more than the entire spruce cut of 1917. As the bulk of this lumber will be assembled at certain mills eastern buyers ought to be able to make some very advantageous contracts to handle it. Apparently this is a providentially sent opportunity for the wholesaler to demonstrate his place in the lumber world.

Increases averaging approximately \$4 a thousand feet for New England spruce lumber were authorized recently by the Price-fixing Committee of the War Industries Board at Washington for the period from July 19 to November 1, 1918. The prices apply to the American Government, the allies, the railroads and others customarily purchasing lumber for mill shipment either by rail or water. They range from \$38 to \$60 a thousand feet, according to size, length and finish.

Red cedar shingle mills are cutting only enough to keep up with the demand, which is very light. The supply of labor at the cedar mills is light and logs are scarce and high in price. The Canadian mills continue to enjoy a fairly good demand in the United States and while sales are not of great volume they are steady. Prices vary, of course, but premiums generally seem to bring about \$4 at the mill. The Fir Production Board has placed an order with United States manufacturers for several million shingles for a government plant and there seems reason to believe that more orders of this character will be forthcoming. In fact, with the active part the government is taking in many housing projects and in the building of munition plants there ought to be a number of orders for shingles in prospect for the manufacturers.

Word from British Columbia states that it is not expected that the tax on shingles entering the United States will have an appreciable effect on the manufacturing of shingles here. In this connection the "American Lumberman" raises a note of protest and takes a different view of affairs. Under the caption "Canadian Shingle Competition Made Increasingly Onerous," it says editorially:—

"Canadian shingles have another unfair advantage. From time to time, manufacturers of shingles on our own Pacific coast have protested that they are at a disadvantage as compared with Canadian manufacturers, because of lower labor and timber costs in Canada, which are reserved for the advantage of the Canadian manufacturer by an export tax on Canadian logs, as well as by an ad valorem duty



View of Mills in Sarnia.

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B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

of 3½ per cent. on shingles shipped into Canada from the United States.

"Prior to the war Canadian manufacturers also had water shipping advantages because of the fact that in our own coastwise shipping trade only American vessels were permitted and Canadian charters were therefore cheaper than our own.

"The 3 per cent. freight tax has now come along to give Canadian manufacturers another advantage because it is not assessed upon shipments originating north of the boundary line. Just why this should be this journal is not informed. Certainly there is no fairness in it. When a car of shingles crosses our border and pays the freight to our nationally controlled railroads it should contribute its share of the freight tax. This tax amounts to from \$8 to \$12 a car and it will be seen, therefore, that the Canadian product has a very material advantage. Indeed, it is said that in some instances American manufacturers located near the Canadian border have shipped shingles into Canada on barges and then sent them by rail freight to the desired destination in the United States, thus avoiding payment of the 3 per cent. tax. This can hardly be considered a commendable evasion, but they merely attempted to secure, as Americans, the advantage Canadians openly enjoy."

Great Britain

There is no change in the situation so far as imported timber is concerned, and the question arises what will be the state of affairs when things get back to normal. The speculative is always interesting and the trade is concerned chiefly in what is going to happen, for they know already what has happened. Importers, merchants and consumers are vitally concerned in the trend of affairs. Stocks are getting lower all the time and values have ascended accordingly. The abnormal figures have been brought about by a variety of causes, and among them are not only the labor shortage, but the higher transportation costs, increased wages and other factors.

One satisfactory feature is that the shipping outlook is getting brighter by reason of the augmented ocean tonnage resulting from the activity in the shipbuilding line. When space is once more available, it is thought that the present excessive carrying charges may decline, but it is doubtful if in years they will be down to where they

were before the war. With the process of readjustment in conditions such as the scale of living, supply and demand, there may be a lessening in values in imported timbers. Until that happy date arrives, however, there is not likely to be any radical alteration in the import situation.

The views of leading representatives in the Old Country regarding what will happen after the war so far as requisitions for Canadian timbers are concerned, are all expressive of big business. At present matters in the importation of hardwoods from Canada and the United States is very light and values are firm with a tendency to go higher. There is a great shortage of stocks in almost every line of lumber. The one thing which keeps matters on the move at all is the demand from the government for war activities. One authority states that the arrivals of imported timber are very light since the stoppage of "dunnage" and "deck" cargoes, and that it is difficult to obtain licenses, while the prospect for any improvement is regarded as not promising.

Business is brisk so far as home grown timber supplies are concerned, and ideal working conditions have prevailed for some time. There is a great scarcity of soft woods. The prospects of the native timber trade are reassuring, and the mills generally are kept decidedly busy supplying the various government departments with necessary material. Word comes from Scotland that the market for all kinds of hardwood continues good. Oak, 12 in. and upwards quarter girth, in lengths of 18 feet and upwards, is being asked for continually, and a few parcels of selected logs fetched the full price of 4s 9d on trucks at loading station. Several of the lots which were offered contain a proportion of coarse, badly-grown logs, and heavy second cuts, which, of course, realized prices much under the maximum. Small sizes of oak are moving off rather slowly owing to the labor involved at the bigger mills in converting, and where facilities exist for sawing this class of wood in country districts it is being sawn up into small scantling sizes. The calling up for military service of haulers and sawyers under twenty-three years of age will be productive of further difficulties for the trade, and if this course is persisted in the output of timber must inevitably suffer a serious reduction. Strong representations are being made to the government pressing for the further exemption of these men in the national interest.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Conditions in Ottawa More Settled

Renewed activity in domestic trade and business featured the Ottawa lumber market during the closing period of July as compared with the first part of the month and the months of May and June. Altogether the market, though it did not show much general outward change, bore indications promising more activity, and tended to become more settled.

Considering that the usual mid-summer lull was asserting itself, the business done by wholesalers, retailers, brokers and woodworking plants was in the main fairly satisfactory, for this time of year.

Some fairly large sales at good prices were made right in Ottawa during the closing period of July. An instance of it was the sale of two million feet in a week by Gilmour and Company. Building lines and retailers' stocks did not show a great deal of increased activity, when considered from the standpoint of big orders. Orders for smaller lots were fairly plentiful. With the wholesalers there appeared to be an increased demand for domestic use. Foreign or export business remained about the same as it was during the first part of the month or the month of June.

While the market generally could be very well classified as "quiet," it was nevertheless firm, and the reports from the majority of lumbering sources indicated that it is going to remain firm, and a considerable advance in price occur in the fall months. "If I had four or five million dollars I would invest it in lumber at once. Even though the prices are high they are not yet as high as they are going to be," was the comment of one of the most reliably informed parties in the lumber sales trade.

The manufacturers had not much to say about themselves or their activities. Conditions so far as sales went remained about the same as the early part of the month, and no great change in the sawmill and labor situations developed. On account of the decreased cut this season the manufacturers are not experiencing the same difficulty in marketing it that they had in other years.

There are various elements in the market causing the trade considerable speculation. Perhaps one of the greatest of them is to find the real reason for the falling off in American business that nearly

all the sellers in this section have experienced and reported.

Different explanations are given. One of them is that an increased number of cars have become available on the American railroads to permit transportation eastward and northward from the southern and western States. If this should be the explanation, the condition reflecting the decrease in Canadian sales in the United States should not extend over a greater period than five, or perhaps at the most eight weeks. When this time has passed the cars that may now be available for the transportation of lumber will have to be pressed into service to handle the western wheat crop. It will only be when the equipment is needed for other purposes that some kind of a true reflection or idea in the slump of export sales to the United States can be obtained. Even then it is doubtful if the situation could be gauged correctly, as the buying of lumber in the fall months would hardly offer the same prospects as the spring months and early mid-summer season.

Another view that is held by several as accounting for the decline in orders from the United States is that it is attributable to the prices fixed by the American Government for lumber. Different reports at Ottawa cited that, owing to the fixed prices lumber in the United States could be laid down at the ports of Boston or New York at a rate corresponding very closely to that f.o.b. the mill for the Canadian product. There seemed little doubt generally that the fixing of prices in the United States had considerable to do with the decline. The question is how long the supply of certain grades is going to last, and when a car shortage for shipment by United States roads ensues, will the American buyers not have to come to Canada for stocks?

Some indications that such may eventually be the case is slightly reflected by the orders that are filtering through. In the month of June the tone of the orders was mostly for second grade stock and mill culls.

The July business as far as it went not only contained orders for the seconds and culls, but there was a fair sprinkling of orders for No. 1 stock at good prices. If it is true that lumber can be laid down at New York or Boston at the same price it can be furnished f.o.b. the mills in Canada, it seems a little inconsistent that American business



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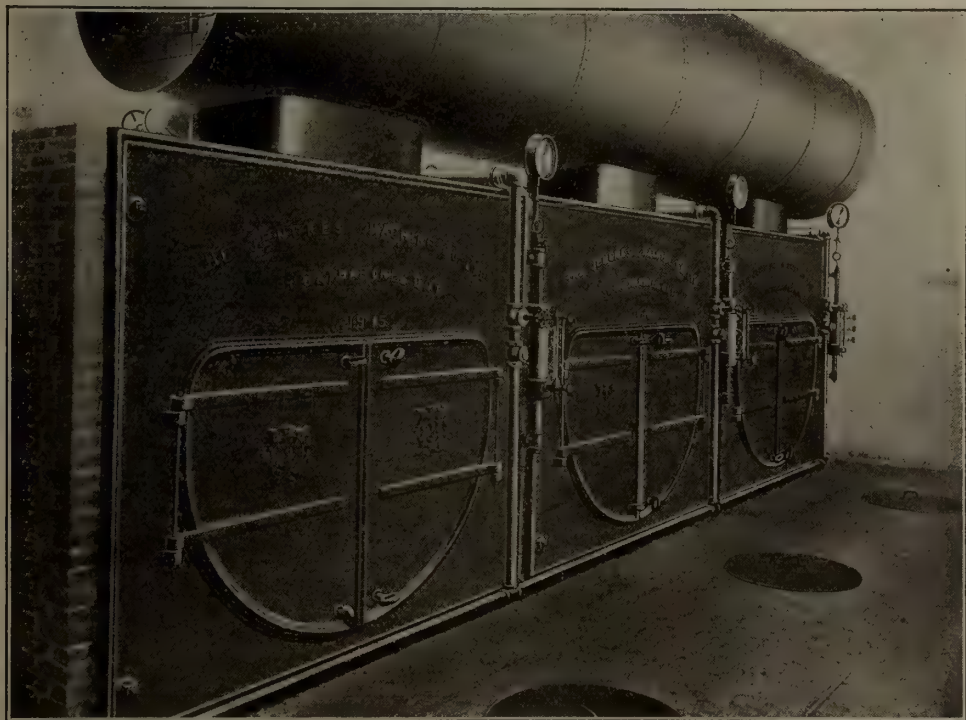
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Montreal, P.Q.



Boiler Room of Cape Breton Pulp Co., Murray, N.S., containing three 72 x 18 H.R.T. Boilers furnished by us.

Horizontal Tubular Boilers

for
Saw Mills
Woodworking
Plants
Pulp and Paper
Mills

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Engineering & Machine Works of Canada, Limited

Formerly

The Jenckes Machine Co., Ltd.,
St. Catharines Works.

General Offices:

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Sales Offices:

710 C. P. R. Building, Toronto.
344 St. James Street, Montreal.
Hall Machinery Co, Sherbrooke, Que.

even for seconds and culls should be coming to Canada, when freight rates from the mill to destination have also to be paid. At one lumberman remarked, "If everything is true we hear about the prices at the ports being equal to the Canadian prices f.o.b. the mill, and American business and some orders are still coming our way, there seems to be a nigger in the woodpile somewhere."

Aside from the International situation whatever its prospects and outlook may be, there seems to be nothing yet to justify Canadian manufacturers or wholesalers to adopt price cutting to get business on the other side, or for the sake of competing with American sellers. On the other hand, if American business is going to continue as it is, it will mean that the manufacturers and wholesalers in Canada will have to carry their stocks over, if they are not wholly consumed by the Canadian demand.

On the other hand, cost of logging, labor and food does not permit of reduction from the manufacturing end. This season operations will likely be on a smaller scale than last year. The cost will be equally as high if not higher. If the manufacturer carries his stock over he is taking the chance of coming in on a higher spring market with his dry stock. It is his option.

The labor situation with the manufacturers did not show any great change. Some migration to the West may take place about the middle of August. Wholesalers and retailers experienced no particular trouble in this regard.

Prices for the whole month of July remained unchanged. Lath and shingles continued slow. Some activity was noticeable in doors. Sash remained about the same.

Contracts for 150,000 T.N.T. boxes were let by the Imperial Munitions Board. No Ottawa plants secured orders. The majority of the order, it is understood, went to plants in the vicinity of Trenton. The reported price was about forty cents per box.

Very Little Shipping Done at St. John

The past two weeks have been the deadest of the year. Absolutely nothing has been shipped to the British Isles in the way of lumber, and very little has been sent to the United States, the advance in freight rates having stopped all buying of lumber at prices asked by the manufacturer, who, unless he receives the figure asked, cannot have a reasonable profit. Mostly all good selling places in the United States are embargoed, and, as fast as one embargo is lifted another is put on. Today, as far as St. John is concerned, shipments are very few, and it has been many years since as little stock has gone out of here as during the last two weeks.

No prices can be quoted which are accurate, as sales are hard to find. House building and repair work are not as good as a month ago. The factories are busy, but it is because of the very limited crews which they have that keeps those employed active on a small amount of work. Prices for factory work are steadily advancing, higher labor charges and smaller turn out per day being largely responsible for this extra cost. Both laths and shingles are very hard to sell and prices are being shaded to keep stocks moving.

The outlook is not very promising, although there are different opinions regarding it. Of course, all would be changed by the government coming into the market and taking the lumber production, or a cessation of the war—both of which yet seem a little distant.

Montreal Looks For Higher Quotations

Market conditions in Montreal are about the same as last reported. Business is rather slow, although there is a fairly good demand for box lumber. The American orders are not as plentiful as before, but deliveries on previous contracts are now going ahead at a great rate.

A wholesaler who has just returned from a visit to mills in the Quebec district and in the Ottawa Valley states that every manufacturer spoken to was emphatic in saying that prices are certain to still further advance. This belief is based on the ground that operating expenses are all tending upwards, and that the amount of lumber available in the fall will be of a very restricted amount. Should the railwaymen obtain higher wages, this will react on the general labor situation, and lumbermen will be bound to follow the lead of the railway companies if they desire to retain their men. It might be argued that the further boosting of values will tend to cut down the demand, but against this it is said that the supply is so small that it will not be more than equal to requirements which must be filled.

There is also a widespread belief amongst wholesalers that we shall see higher values, and some of them are not keen to sell in large quantities, being confident that the lumber can be sold to better advantage later in the season.

One local wholesale firm, with a view of overcoming transportation difficulties during next winter, is taking advantage of the present liberal supply of cars and piling lumber in the city. This method, of course, involves a certain amount of expenditure, but it obviates the

uncertainty which is always present when lumber has to be delivered from the mills in the winter.

Very little lumber is being sent to the United Kingdom, all for the government. The shipments include silver spruce, hemlock, pine and spruce.

Getting Ready for the Retailers

First Annual Gathering of Trade in Ontario Will Be Held at Toronto on September 3rd and 4th

The first annual convention of the retail lumbermen of Ontario will be held in Toronto on Tuesday and Wednesday, September 3 and 4. This will be a most favorable opportunity for visiting the Queen City, as the Canadian National Exhibition will be in progress, and it is confidently expected there will be large and representative attendance from all over the province. The wholesale lumbermen of Toronto are going to do their part, and will tender the visitors a dinner on the night of September 3. It will probably be held at the Royal Canadian Yacht Club, Centre Island.

At a meeting of the Wholesale Lumber Dealers' Association, Inc. held on July 26, A. E. Eckardt occupied the chair. It was moved by C. W. Wilkinson, and seconded by J. L. Campbell, that, upon the occasion of the visit of the retail lumber dealers of Ontario to Toronto to attend the first annual convention on September 3, the Wholesale Lumber Dealers' Association, Inc., tender them a banquet in the evening, the expense to be met by the latter association by means of an assessment among its members. A motion was also carried appointing A. K. Johnson (Chairman), W. C. Laidlaw and Frank Oliver as a dinner committee to make all the necessary arrangements.

On motion of Joseph Oliver and J. A. McBean, it was decided that special invitations to the dinner be sent to the Mayor of Toronto, the President and the Secretary of the Toronto Board of Trade, as well as to the President and the Manager of the Canadian National Exhibition.

Resolutions of condolence were passed and will be sent to Edward Clark, owing to the death of his son, R. L. Clark, and to Mrs. W. J. Hetherington, owing to the death of her husband, W. J. Hetherington. Since the June meeting of the Association these two members, both of whom were present on that occasion, have passed away, and in the resolutions appropriate reference is paid to the memories of the departed.

As already stated, the directors of the Ontario Retail Lumber Dealers' Association will hold their first annual convention in Toronto on September 3 and 4. The first day will be devoted exclusively to business matters and the sessions will take place in the Board of Trade rooms, Royal Bank building, corner of Yonge and King streets. From all over the province comes word that the lumber merchants will turn out in fine style, as they can combine business with pleasure. The second day of the gathering will be devoted to visiting the Canadian National Exhibition, where special privileges will be accorded the members.

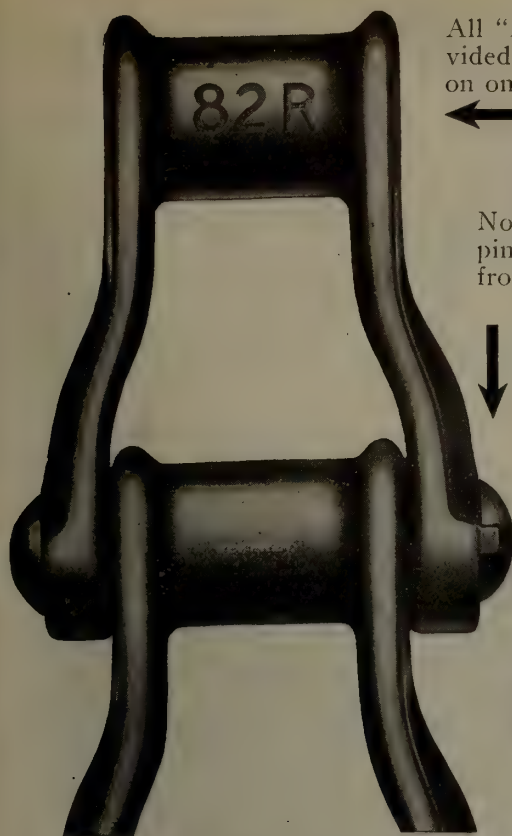
On the morning of Tuesday, September 3, the delegates as they arrive will meet in the Assembly Room of the Board of Trade and register, and, if possible, certain routine matters will be attended to in the forenoon. In the afternoon there will be a business session, at which addresses will be delivered by President Thomas Patterson, of Hamilton, Horace Boulton, Secretary, and the Chairmen of the various Standing Committees. There will be a general discussion on several important matters relating to the progress, usefulness and expansion of the Association. The details will be announced later.

In the evening the members of the Wholesale Lumber Dealers' Association will entertain the visitors to a dinner, which, in all probability, will be held at the Royal Canadian Yacht Club, Centre Island.

Wednesday, September 4th, will be spent by the retail delegates at the Canadian National Exhibition. Special privileges are being extended the visiting lumbermen by the Directors of the Exhibition. The members will be accorded free admission to the grounds, and to the grand stand in the evening, when a section will be set aside for their convenience. A large tent on the grounds will be used as a meeting and resting place for the visitors. The officers of the Ontario Retail Lumber Dealers' Association will be the guests of the Exhibition Directors at the noon-day luncheon.

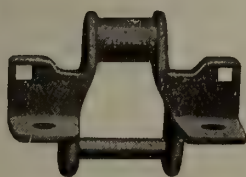
Every member of the trade should keep September 3 and 4 in mind and make it a point to be present at the big assembly in Toronto on that date.

The War Industries Board, Washington, announced new maximum retail margins for fir and southern yellow pine lumber for the Government's emergency lumber requirements for the period ending July 31, purchased at the Atlantic seaboard. The margins agreed to by the price-fixing committee and the industry range from \$2 a thousand feet to \$12.50.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

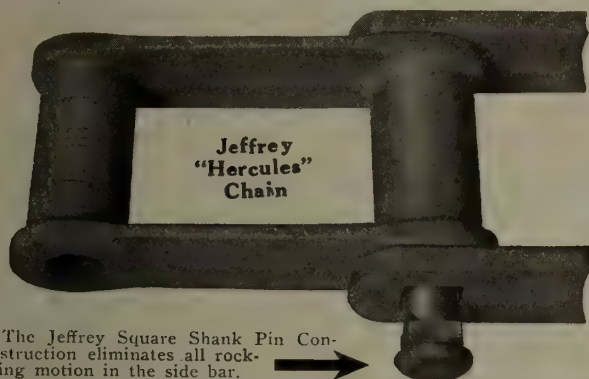
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

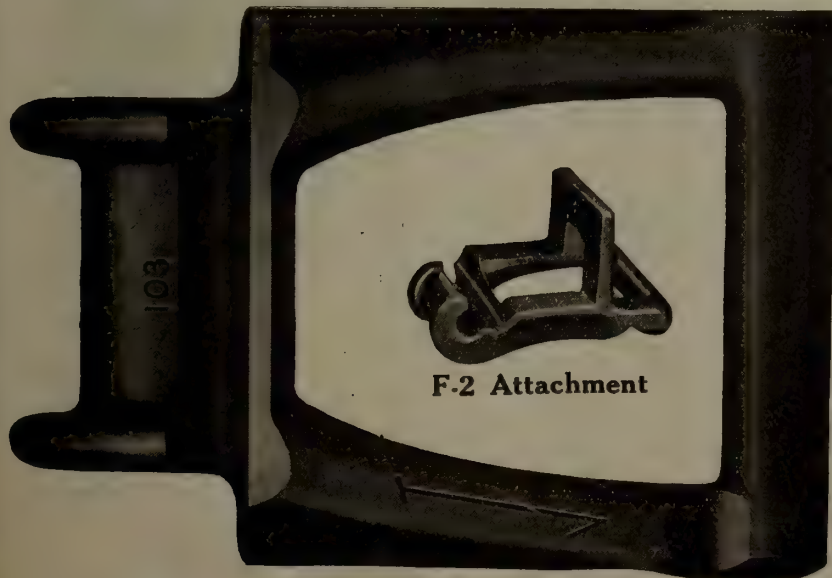
With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE CONVEYERS

JEFFREY CHAINS

For Conveyer Service in Handling Logs, Lumber, Mill Refuse, Slabs, &c.

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

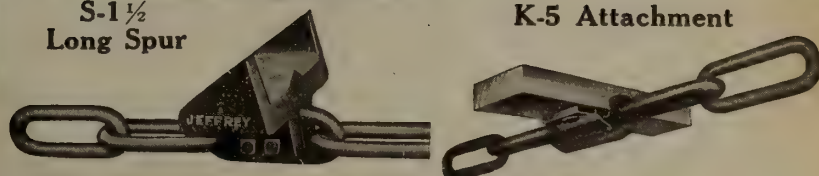
The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



S-1 1/2 Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1 1/2 Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

How Guelph Firm Gets After the Business

Modern Merchandising Service Provided, Backed by Liberal Advertising and Practical Aids—Other Helpful Features

One of the live firms in the retail lumber line which believes in getting after new business, and especially the trade of the farmers, is the Guelph Lumber Co., Guelph, Ont., of which James Harrison is the progressive manager. The company has every faith in the effectiveness of printers' ink to attract new customers and increase the patronage of old ones and makes liberal use of the Guelph newspapers. The merchandizing service and efficiency of the organization is widely known, and a recent, well-displayed announcement, which appeared in the press, reads as follows:

Farmers of Wellington, Important Notice.—Free Plan Service of Farm Buildings, hog houses, poultry houses, garages, barns, implement sheds, etc. Your order will give you without charge a building plan, elevation and section, with lumber bill showing where each piece goes. Let us save you worry, time and money. Get particulars from office of Guelph Lumber Co., James Harrison, Manager. 'Phone 1068.

The response to this advertisement, which is only one of several inserted by the firm, was very gratifying. Each caller is given a series of neat booklets, numbered, and dealing with a different building. On the first page there is shown a perspective view, then a plan, elevations and the necessary detail drawings. In addition there is listed a complete bill of material with the price of each item and the total figure for the complete materials is also furnished. Everything is presented in a simple and easily understood manner and the farmer, stock keeper, poultry raiser, garage builder, gardener, live stock breeder or suburbanite knows exactly what such and such a type of structure is going to cost him before he proceeds with the work. This is a personal, worth while service, which is widely appreciated, and in case a slightly different building from the one illustrated is desired, there is at all times a competent estimator on hand to furnish the information promptly and accurately. The plan and the booklet form an interesting comparative basis from which to work, and if a customer has some material on hand such as joist, studding, lumber,

etc., which he wishes to employ, it is not a difficult task to eliminate these items from the bill of materials and deduct them from the total price. Should a customer require a different type of building than that shown in the literature, an idea is secured of what he wants and a bill of materials is prepared and submitted. A patron thus



Field gate made by Guelph Lumber Company, Guelph, Ont.

knows exactly where he is at when contemplating anything in the structural line and a splendid trade has been built up with the rural community. Other features of the firm's service or the class of work it is prepared to execute, is presented in attractive hangers, blotters and illustrated leaflets. On this page is seen an excellent cut of a field gate for farmers, for which there has been a large requisition. This is only one of the many special lines of the firm,

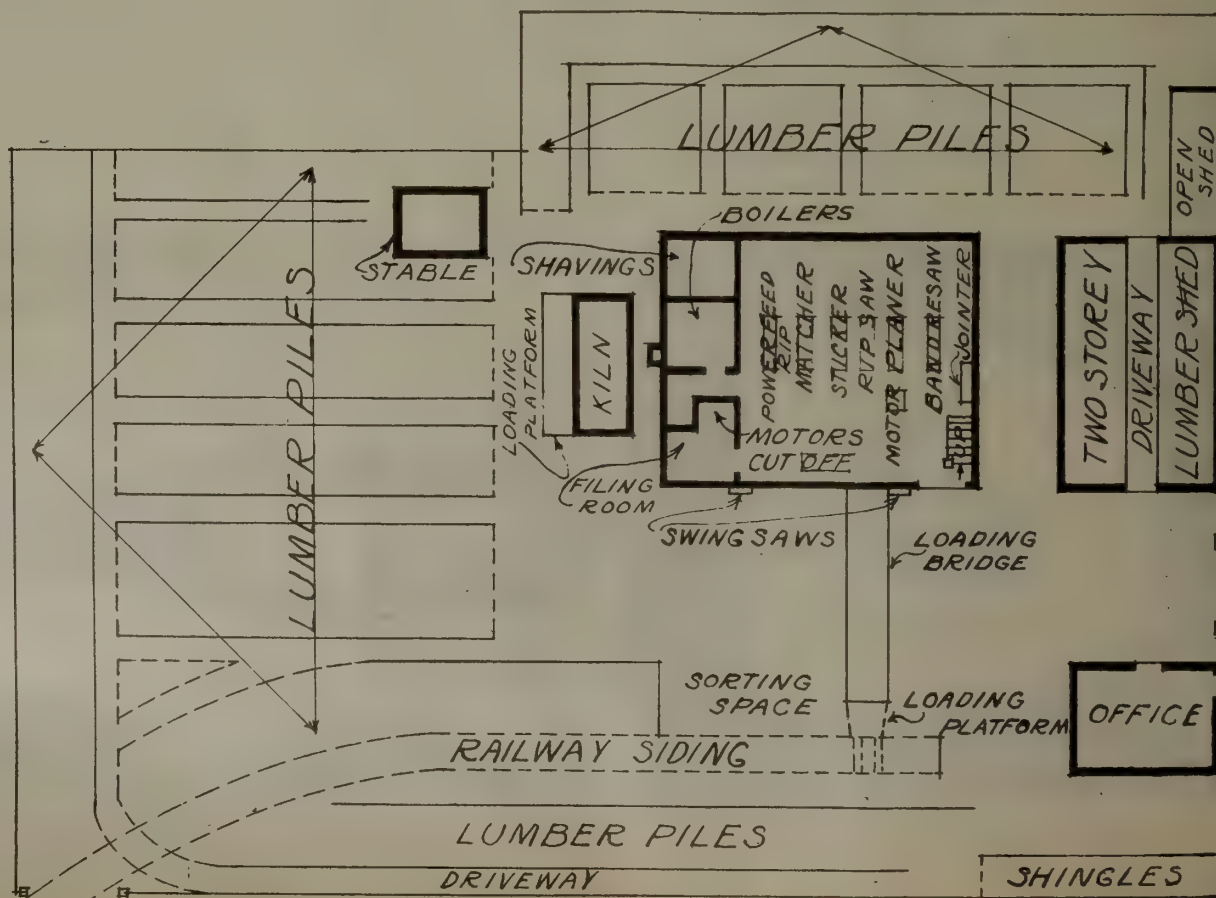


Diagram showing layout of Guelph Lumber Company's yard and plant

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

Telephones:

1391 Long Distance.

400 Private Branch Exchange.

Cables:

"HILLAS," HULL

W. N. HILLAS & COMPANY

WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

CANADIAN WOOD PULP

**We are the
LARGEST
BRITISH
IMPORTERS
of Canadian
WOOD
PULP**

Canadian Wood Pulp is in great demand to-day, and every timber man should take advantage of the opportunity to add this profit to his business. A small Kraft Soda Mill is inexpensive, and will handle all the wood waste, slabs, bottoms, tops, etc., around the mill or yard. You can dispose of any quantity at good prices, or on long-term contracts, if desired. The previous sources of supply for the business have been cut off almost entirely, and Canadian business men can reap the benefit with little risk or investment.

Send to us for information

**WE ARE AGENTS
FOR—**

Chicoutimi Pulp Co.,
Chicoutimi, Canadian
Hot Ground Spruce.

Macleod Pulp Co., Liver-
pool, Canada.

Riordon Pulp and Paper
Co., Montreal, Easy
Bleaching Canadian
Sulphite Pulp.

St. Lawrence Sulphite
Pulp Company.

Canadian Representatives: BECKER & COMPANY OF AMERICA, LIMITED, Post Office Box 609, HALIFAX, Nova Scotia.

BECKER & COMPANY, LIMITED

34-40 Ludgate Hill, LONDON, E.C., England

and another which is developing satisfactorily is readi-cut houses. They are shipped to all parts of Ontario and Quebec.

Gratifying Gain Made in Business.

A well equipped planing mill is conducted in connection with the retail yards. The accompanying diagram shows the layout of the yard and plant with the arrangement of machines, etc. The interior of the planing mill is well lighted and there is ample work space. Another feature is that the company maintains a convenient library for its employees, where the best trade journals and works of reference are on file and frequently consulted.

Manager Harrison states that through the aggressive publicity plans and practical service furnished a gratifying trade has resulted with the farmers in an otherwise rather quiet building season. New business has been created for the planing mill and the lumber yard.

Some idea of the varied lines handled or manufactured by the Guelph Lumber Co. is afforded, in its announcements, which state that, not only is first-class mill work provided and a quick service rendered, but that the firm deals in white, red and Georgia pine lumber, hemlock, spruce; culvert and bridge timbers and hardwoods; lath; shingles posts; tanks; interior finish; veneered and solid hardwood doors, white and Georgia pine doors; sash; storm doors; window and door frames; stairs, newels, rails and balusters; white pine and fir verandah columns; oak, maple, birch, white and yellow pine, and spruce flooring; Manitoba and double clap board siding; Georgia, white pine and all hardwood mouldings; beaver board—in fact all classes of interior and exterior woodwork.

The Freight Rate Increase on Lumber

The increased freight rates on Canadian railways will go into effect on August 12 and a number of important changes are made. In regard to lumber and other forest products, the order-in-council sets forth that a flat rate of one cent. per hundred pounds is to be added to the tariff in force prior to March 15th, 1918 (on which date an increase of fifteen per cent. became effective) and the rate so obtained is to be then increased by twenty-five per cent., but not exceeding five cents per hundred pounds, the increases since granted by the Board of Railway Commissioners to be disallowed. This regulation applies to the territory east of Fort William. It is stated that on an

average rate the augmented cost of shipping lumber will be about one dollar and a half per 1,000 feet, weighing 3,000 pounds.

On pulpwood the increase is twenty-five per cent., but is not to exceed an advance of five cents per hundred pounds.

The advance on cordwood, slabs and mill refuse for fuel purposes is one cent per hundred pounds.

On all lumber shipments in Western Canada from Fort William to the Coast the advance is twenty-five per cent. on the old tariff which prevailed previous to the fifteen per cent. boost which went into effect some months ago. This figures out about 8.70 per cent. higher than the charge—since the fifteen per cent. was added.

The new tariff which will prevail on lumber east of Fort William is practically the same as went into force on United States lines recently. One cent has been added to the old rate of one hundred pounds prevailing before March 15th last, and on top of this there is a jump of twenty-five per cent., which, in no case, as already stated, must exceed five cents per hundred pounds.

It is interesting to note that the class rate under which general merchandise is shipped has been raised twenty-five per cent. east of Fort William. The rate on coal to Toronto from Niagara Falls, Ont., has been augmented twenty cents per ton. This makes a jump from sixty cents to one dollar per ton within the past two years.

Another feature which will hit logging camps, is that the rates on sugar, syrup and molasses are increased by cancelling the existing commodity rate and applying the new fifth class rate and commodity rates, not specifically mentioned in the order, are to be increased twenty-five per cent.

The Canadian National Exhibition offices are sending out a handsome colored wall hanger bearing information relating to the main features of this year's exhibition, which is to be held from August 26th to September 7th, inclusive. At the top of the hanger, in large lettering, are the words "Produce and Save," which is to be the keynote of this year's exhibition. The illustration depicts "Miss Agriculture" sowing the crops. A panoramic view of the exhibition buildings is shown for a background. A great war pageant is to be produced in front of the grand stand in which 1,200 performers will take part. In addition to this spectacle there will be the usual attractions such as exhibits of manufactured products together with the agricultural products of the country. Special attention will be given to demonstrations of solutions of war time food problems.



Black and Fancy Pure Wool Mackinaw Coats, with high seven-inch collar, close fitting, with tab at throat. Sizes 36 to 46.

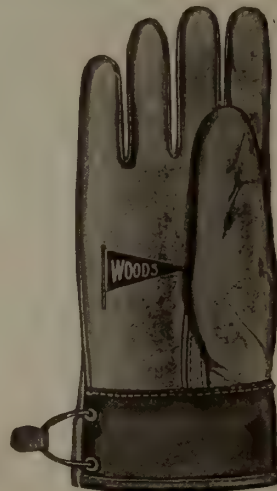
Pure Wool Mackinaw Coats, Pants and Jumpers

Mitts, Socks and Underwear

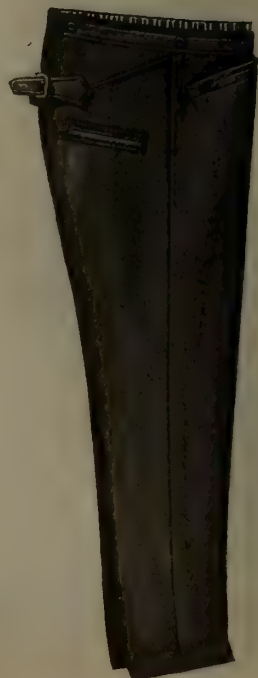
of best qualities and highest grades



All Wool Long Socks
as cut — black or
fancy stripes or
checks.



Our Special Muleskin, Calfskin and Horsehide Gloves have fully reinforced cuffs and are heat and wetproof. Ask for samples and prices.



Men's Heavy Pure Wool Mackinaw Pants, as cut. Black, Khaki, and Olive-Green shades. Generous sizes, well made.

Woods Manufacturing Co.

Limited

OTTAWA
TORONTO

Successors to
Smart-Woods, Limited

MONTREAL
WINNIPEG

What Others Say

about the

"RETAIL LUMBERMEN'S TRAINING COURSE"

CANADIAN SUBSCRIBERS

"I must say that these are very interesting and prove very helpful in the course of the day's work." (Signed) J. E. Walker, Imperial Elevator & Lumber Co., Gravelbourg, Sask.

"I am very much pleased with the papers and feel that they just fill a long felt want." (Signed) McIlraith Lumber Co., Bengough, Sask.

"I think it would be worth several times the price." (Signed) M. J. Olson, The Lumber Manufacturers Yards, Edgeley, Sask.

"The Course is excellent and will greatly assist lumbermen in rendering service to their customers." (Signed) Chas. E. Walker, Manning-Sutherland Lumber Co., Round Hill, Alta.

"I consider your papers are fine and contain a great amount of useful information along our line of work and worth many times the price you are asking." (Signed) Wm. J. Mitchell, Hayward Lumber Co., Vegreville, Alta.

"I may say that I am highly pleased with your Training Course; it is something that will be helpful to one at any occupation." (Signed) E. Brown, Maguire Lumber Co., Earl Grey, Sask.

"Only a person of wide experience and knowledge has the information contained in the Retail Lumbermen's Training Course and no lumberman should miss the chance of taking it." (Signed) Geo. F. Twiss, Galvin Lumber Yards, Admiral, Sask.

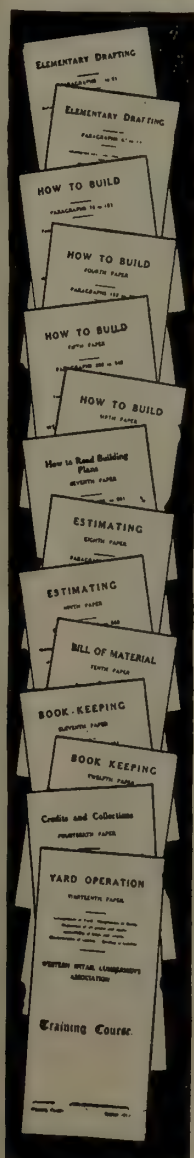
AMERICAN SUBSCRIBERS

"Permit us to say that we think the instruction that you are giving in this Course is excellent stuff, and the results to the lumber business will be unbounded." (Signed) Julius Seidel, Julius Seidel Lumber Co., St. Louis, Mo.

"I want to say that I think this is a great thing to develop the ability of lumbermen and make them more useful to their trade and the community in general. I am well satisfied and think every retail lumberman and agent, especially men at the business, would do well to take it." (Signed) Geo. A. Zea, Bertram-Wright Lumber Co., Plummer, Minn.

"I feel I have gotten a great deal of good so far from the papers I have received." (Signed) H. M. Kramer, Walla Walla, Wash.

"I am sure this is a great thing for the Yard Manager." (Signed) Lloyd E. Brandt, Ireland's Lumber Yard, Eldred, Minn.



Write for Prospectus and Application Card
to

**Western Retail
Lumbermen's Association**

WINNIPEG - CANADA

N. G. Neill, Sec.-Treas.



FOR SALE

Dry Quebec Birch

1916 CUT.

35,000 feet 2 in. Birch, No. 1, 2 and 3, Common.
15,000 feet 3 in. Birch, No. 1, 2 and 3 Common.

1917 CUT.

28,000 feet 4/4 No. 1, Common and Better.
80,000 feet 4/4 No. 2, Common and Better.
7,000 feet 4/4, No. 2 Common.
9,000 feet 5/4 No. 1, Common.
11,000 feet 5/4 No. 2 and 3, Common.
25,000 feet 6/4, 1s and 2s.
8,000 feet 6/4, No. 1, Common.
2,000 feet, 6/4, No. 2, Common.
15,000 feet 8/4, 1s and 2s.
55,000 feet 8/4, No. 1 Common.
25,000 feet 8/4, No. 2 Common.
65,000 feet 8/4, No. 3 Common.
3,000 feet 10/4, No. 1 Common and Better.
4,000 feet 10/4, No. 2 Common.
15,000 feet 10/4, No. 3 Common.
2,000 feet 12/4, No. 1 Common.
16,000 feet 12/4, No. 3, Common.
2,000 feet 16/4, No. 2 Common and Better.
3,000 feet 16/4, No. 3 Common.
12,000 feet 10/4, Sound Boxed Hearts.
84,000 feet 16/4, Sound Boxed Hearts.

150,000 ft. 2 in. Maple, No. 1, 2 and 3 Common

Dry Quebec Spruce

50,000 feet 1 x 4 x 10/16, Merchantable.
18,000 feet 2 scant. x 4 x 8/16, Merchantable.
200,000 feet 2 scant. x 5 x 8/16, Merchantable.
30,000 feet 2 scant. x 9 x 8/16, Merchantable.
45,000 feet 3x 5/7 x 8/16, Merchantable.
15,000 feet 3 x 9 up x 8/16, Merchantable.
Good percentage of 16 feet.

COULD BE SHIPPED EITHER BY RAIL OR
WATER.

*If any of the above items interest you
will be glad to submit prices. Mill
undertake shipment inside of a week
if destination not under embargo.*

E. M. Nicholson & Co.

202 Board of Trade Building

MONTREAL - CANADA

The Bennett Lumber Co.

Limited

Solicit your kind enquiries for

Spruce, Pine and Birch

in all grades and thicknesses

American Hardwoods and Mahogany
and Cypress

11 St. Sacrament St., - MONTREAL, P.Q.

Long Distance Phone Main 812

Cardinal & Page

Savings Bank Chambers

Montreal - Canada

We have the following

Dry Stock for Immediate Shipment

2 cars 1 x 3 Spruce, Merchantable
20 cars 1 x 4 Spruce, Merchantable
15 cars 1 x 6 Spruce, Merchantable
5 cars 1 x 6 Spruce, Merchantable
2 cars 1 x 7 Spruce, Merchantable
10 cars 2 x 4 Spruce, Merchantable
12 cars 2 x 5 Spruce, Merchantable
12 cars 2 x 6 Spruce, Merchantable
2 cars 2 x 7 Spruce, Merchantable
1 car 2 x 8 Spruce, Merchantable
2 cars 2 x 9 Spruce, Merchantable
5 cars 2 x 10 Spruce, Merchantable
2 cars 3 x 5 Spruce, Merchantable
7 cars 3 x 6 Spruce, Merchantable
6 cars 3 x 7 Spruce, Merchantable
6 cars 3 x 8 Spruce, Merchantable
4 cars 3 x 9 Spruce, Merchantable
4 cars 3 x 10 Spruce, Merchantable
6 cars 3 x 11 Spruce, Merchantable
1 car 3 x 12 Spruce, Merchantable
5 cars 3½ x 10 Spruce, Merchantable
1 car 1¼ x 3 Spruce, Mill Culls
3 cars 1¼ x 4/up Spruce, Mill Culls
2 cars 1¼ x 3/up Spruce, fifths
20 cars 3 x 4/8 Spruce, Mill Culls
10 cars 3 x 9/11 Spruce, Mill Culls
5 cars 3 x 4 up Spruce, Mill Culls
5 cars 3 x 4 up 3/9 Spruce, Mill Culls
10 cars 1 x 4 up 6/16 Spruce, Mill Culls
5 cars 2 x 4 up 6/16 Spruce, Mill Culls

Send us your requirements.

H. BOURGOUIN

Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER

Dressed and Rough

White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
Dimension Cedar, B. C. Fir, Yellow
Pine, Railway Ties, Fence Posts, etc.

Prompt shipment. Satisfactory stock. Good service Write for Prices.

A. F. B. AUSTIN, Manager

EDGINGS

Ontario

The Port Colborne Shipbuilding Company, Rexton, N.B., is constructing a large wooden vessel.

The Globe Casket Company, London, are remodelling and building an addition to their dry kiln.

The Shepard & Morse Lumber Company, Ltd., have been incorporated with head office at Ottawa, and capital stock of \$2,000,000.

Max Edwards, only son of Gordon C. Edwards, Ottawa, has joined the Heavy Siege Artillery for overseas service, and is now in training at St. John's, Que.

The Port Arthur Pulp and Paper Co. are completing the erection of a new slasher mill and are installing an up-to-date system of fire protection in their plant at Port Arthur.

A. J. Young, of the Young Lumber Co., North Bay, Ont., was at the recent session of the Masonic Grand Lodge in Windsor, Ont., elected a member of the Board of General Purposes.

Mr. and Mrs. Manley Chew of Midland, Ont., recently spent a few days in Toronto. His handsome home in that town was sold lately to James Playfair of Midland, who presented it to the Municipality for use as a hospital and convalescent home.

The Seneca Lumber Company, Ltd., has been incorporated with head office at Kitchener, Ont., and capital stock of \$40,000, to carry on business as manufacturers of and dealers in timber and wood of all kinds. The provisional directors are E. W. Clement and W. P. Clement.

The Searchmont Lumber Company, Ltd., has been incorporated with head office at Searchmont in the district of Algoma, Ont., and capital stock of \$100,000 to manufacture lumber, timber, lath logs, shingles and wood products of every description. The provisional directors are G. Grant, A. Dods, M. MacDonald, and E. Smily.

A recent despatch from Thessalon, Ont., says: There now exists the greatest log jam at the sorting jack on the Mississauga River in the history of logging on that stream. The jam is over three miles long, and it is positively asserted by experts that the stream will not be free this summer. Eight companies are interested in this timber. Two alligators are at work trying to break the jam.

In a recent serious fire which visited Pembroke, Ont., the factory of the Thomas Pink Company, manufacturers of lumbering and driving tools, was completely wiped out. The loss was a heavy one and came at a time when the firm was particularly busy. The Thomas Pink Company report that they intend rebuilding as quickly as possible their logging and tool factory and machine shop.

Mr. John M. Diver, recently manager of the C. & J. Hadley Lumber Co., Chatham, Ont., has severed his connection with that company, and has been succeeded by his son, T. Stran Diver. Mr. John M. Diver has established an office in the C. W. & L. E. Railway Bldg., Chatham, Ont., and will conduct a wholesale lumber business. As many of our readers know, he formerly was manager of the Cleveland-Sarnia Sawmills Co.

A by-law to raise \$20,000, being one-half of the estimated cost of altering and extending the property recently purchased from Manly Chew by James Playfair, and presented to the town as a hospital, was submitted to the ratepayers of Midland recently, but no person is yet prepared to say whether it was carried or defeated. Legal interpretation of the Municipal Act is being secured so far as the requisite number of votes is concerned.

The French Bay Lumber Company, a newly organized concern capitalized at \$10,000, has opened new offices in Sault Ste Marie, Ont. The officers of the company are F. J. Hathway, president; W. A. Herbert, vice-president; G. J. Pope, secretary-treasurer. The company will operate its mills at Garden River, and will cut timber on twenty-one thousand acres in Duncan township, which they purchased from the Garden River Timber Company. J. A. Normans is woods superintendent.

The death took place recently in Toronto of Mrs. Margaret Pearce, widow of the late Thomas P. Pearce, lumberman of Marmora, Ont., where the remains were taken for interment in the family plot. The late Mrs. Pearce was born in that village, being a daughter of the late Col. Campton of London, Eng. She is survived by two daughters residing in Toronto, and by three sons, William C., Frank S. and H. Reginald of the Pearce Company, Marmora, where they are engaged in the lumbering business.

As the result of wood cutting operations in Algonquin Park this summer, there will be a saving in Ontario coal consumption next winter of 40,000 tons. This is the estimate of Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines, who has returned from a visit of inspection to the Ontario national park. Already 20,000 cords of wood have been cut, and before the summer is over 50,000 cords will have been cut, part of which is for the municipalities, and the remainder for Provincial institutions.

The plant of the Peerless Pulp Company at Thorold was destroyed by fire recently, the loss being two hundred thousand dollars. The building, containing the electrical machinery, as well as nearly all of a pile of four thousand cords of pulp wood, was saved. Five freight cars and a considerable quantity of pulp ready for shipment were consumed. The mill was built about twelve years ago by an American company and for the past few years had been leased and operated by the Foley-Rieger Pulp and Paper Co. of Thorold, who also conduct two other pulp plants there.

J. J. Carrick, ex-M.P., Port Arthur, who was awarded the Pic River concession in the Thunder Bay district, by the Ontario Government, over two years ago, with the right to cut pulp wood at fifty cents per cord, and the usual fees, on condition that he erect a million dollar ground wood pulp plant of one hundred tons capacity, announces that he will shortly commence operations. An adequate supply of power is now assured by the programme of the Hydro-Electric Power Commission, who will develop the water resources of the Nipigon river. Mr. Carrick is completing arrangements for the con-

struction of a large pulp mill at Port Arthur and New York interests are associated with him in the enterprise. He now operates two munition plants which require a considerable amount of electric power.

Eastern Canada

Fire recently destroyed the sawmill belonging to D. J. Buckley, Newcastle, N.B.

The International Shipbuilding Company are constructing a wooden vessel at Newcastle, N.B.

The sawmill belonging to Luc Martin, Ste. Anne Des Monts, P.Q., which was recently destroyed by fire, is being rebuilt.

The Bentley Shipbuilding Company, West Advocate, N.S., have started work on a wooden schooner of 500 tons gross.

Work has started by the Falmouth Shipbuilding Company, Falmouth, N.S., on the construction of a wooden schooner.

Grant & Horne, Courtenay Bay, N.S., are constructing two wooden steamers, the "War Fundy" and the "War Digby."

A. E. Hammond, Van Buren, N. B., is rebuilding his lumber mill recently destroyed by fire. The new plant will have a capacity of 53,000 feet per day. The loss on the mill and machinery was \$100,000.

On the recommendation of Hon. T. W. Crothers, Minister of Labor, the Cabinet has passed an Order-in-Council creating a Royal Commission to enquire into labor disputes in shipyards throughout the Province of Quebec.

The Bourbeau-Baril Lumber Corporation has been formed with a capital stock of \$20,000, for the purpose of manufacturing lumber and for operating timber limits, water rights, etc. The principal place of business is Makamick, P. Q.

The Drummondville Match Company, Drummondville, P.Q., have started work on the erection of a new match factory to cost \$10,000, to replace the one which was recently destroyed by fire. The general contractor is J. A. Nadeau, Drummondville.

The following have been nominated by the British Wood Pulp Association as members of the Advisory Council to the British Controller of Paper: Mr. C. Greenhalgh, Messrs. Greenhalgh and Co., Manchester; Mr. L. P. Andrews, Messrs. Andrews and Co., Ltd., London; Mr. G. A. H. Buchanan, Messrs. Becker & Co., Ltd., London.

The steamer "Concretia," the first genuinely concrete vessel to be built and launched in America was completed recently in Montreal. The boat made a maiden trip to Prescott and attained an average speed of ten miles an hour, the engines working perfectly. The "Concretia" is 126 feet long, 22 feet 6 inches beam, with a depth of 12 feet 6 inches.

According to word received from the Department of Lands and Mines of New Brunswick, previous to May 1st, 1918, the timber license holders of the province had the right since 1916 to ship pulp wood to the United States in accordance with legislation. The law is prohibitory at the present time and does not permit of pulp wood cut on Crown lands of the province to be exported to the American market, with the exception of poplar.

It is understood that the St. John Drydock and Shipbuilding Company has secured from the Hon. F. B. Carvell, Minister of Public Works, an assignment of the old Norton and Griffith Company, Limited, contract for the construction of a drydock and ship-repairing plant at Courtenay Bay, St. John, together with certain improvements in the way of dredging, etc., in the harbor of St. John. It is expected that work on the new drydocks will be commenced within thirty days.

Louis I. Matts, 351 Oliver Ave., Westmount, Que., who had been in failing health for about a year, died suddenly at Old Orchard Beach, Me., recently. He came to Canada from Russia about forty-five years ago and located at Buckingham, Que., where he worked up an extensive business. He was also interested in the lumber trade of the Ottawa Valley and owned a large farm and cheese factory at Ferme Neuve, Que. Mr. Matts leaves a widow, three sons and four daughters, one of his sons being at present with the British forces in Mesopotamia.

There are about twenty-five schooners under construction along the shores of St. Mary's Bay, N.S., and all within a radius of twenty miles. The new tonnage being built there calls for the expenditure of nearly one million dollars for labor and materials alone. The largest vessel on the stocks is at Metaghan, being built by Dr. T. W. McDonald, who has his brother, W. S. McDonald, of New Glasgow associated with him. This vessel will register 1,100 tons, is 221 feet over all, 40 feet beam, and 19 foot hold. By far she will be the largest sailing ship yet built in Nova Scotia during the era of ship building.

Western Canada

The Beaver Cove Lumber and Pulp Company Ltd., Beaver Cove, B.C., are starting work on the erection of a pulp mill.

A. W. Keith, Port Coquitlam, B.C., has plans in progress for building an addition and improving his present woodworking plant.

The Vancouver Cedar Mills, Ltd., Dollarton, B.C., formerly Roche Point, have plans in progress for alterations to their sawmills to cost \$4,800.

An area of over two thousand acres was burned over in Columbia Valley, Cultus Lake district, which is situated south of Chilliwack and across the Vedder river, by a forest fire that raged furiously in the brush.

The International Timber Company, with head office at Seattle, Wash., U.S.A., recently lost their lumber camp and two logging engines at Campbell River, B.C., by fire. The engines were completely destroyed and the loss is estimated at \$70,000.

The Kuyouquot Logging Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as timber and lumber merchants, sawmill, shingle mill and pulp mill owners, loggers, and to export, import and deal in saw logs, poles, timber and lumber of all kinds.

Hon. John Oliver, Premier of British Columbia, was in conference with the Cabinet recently at Ottawa, and an arrangement is being effected for the extension of the Canadian Northern Railway from Victoria, seventy miles north along the coast. The line is graded, and the provincial Government, which has the rails, offers them to the Government so that work may be gone ahead with this season. They would be paid for later.

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How Camp Supplies Prices Have Risen

The Increase on Leading Food Commodities Since the War Started is Considerably Over 100 per cent.

The feeding of men in the lumber camps is one of the most vital and perplexing problems which woods operating companies have to face today. The cost is steadily ascending and the question naturally arises, where will the elevation end.

Not only have the figures for all lines of supplies been augmented alarmingly since the outbreak of the war, four years ago, but wages of lumberjacks have increased in proportion. Even with the attractive figures that are now being offered, ranging all the way from sixty to seventy-five dollars a month, board, and the payment of railway fares to the scene of operations, there is not an abundance of help in sight.

The present prospects are that there will be fewer camps in commission this winter than last, and the number of men in each camp will be smaller. The cut of logs last year in Eastern Canada was only from sixty to seventy-five per cent. of what it was the year previous, before the help problem became so acute. From what is heard on all sides there will be a more limited take-off of timber this year than during the past winter. The men cannot be secured. Munition plants, shipbuilding and other outside and inside jobs afford a more liberal scale of wages. There seems to be a strong disposition on the part of manual labor to pick the easiest and most remunerative berth available, especially if they can earn good money and reside in the cities or larger towns. Woods operations—the manning, provisioning and equipment of the camps—cause many a concern at the present juncture worry, annoyance and speculation.

When it Cost Just a Quarter Per Day

Old-time operators are inclined to look back to the palmy days of twenty years ago when all the men desired could be readily obtained for logging at ten to fifteen dollars a month and keep, which averaged from twenty-five cents to thirty-five cents a day. Now it costs fully these figures to provide a single meal. The wooden bunk and the straw tick are passing, and in their place come steel beds, mattresses and springs. There are many other improvements in the conditions and equipment surrounding camp life, yet men are not forthcoming, and more complaints are heard than ever. For the most part these are totally uncalled for and altogether unjustifiable. Word comes from Ottawa that only the other day a party of Austrians employed in a Northern Ontario camp threatened to "grub strike," as they call it, because the company attempted to put in force the regulations of the Canada Food Board applicable to public eating houses. The Dominion police were requested, at the instance of the Food Board, to investigate the case, and it was found that the men were receiving sufficient wholesome food and that their only grievance was the adoption of the Food Board regulations. The police cautioned them to continue their work or be promptly interned. The warning was effective and the "grub strike" did not materialize. The men have now settled down to work, and perhaps there will be no further trouble.

Disposition to Find Fault Incessant

This incident indicates the disposition of a certain class of men to find fault and institute all sorts of kicks. The better some employees in the woods are used the more dissatisfied they become, and the greater agitation they attempt to stir up. Two or three grouchers can do much to leaven a whole camp with a spirit of unrest and censure and breed discontent generally. Yet companies have to put up with this sort of thing today in view of the scarcity of help and the absence of experienced woodsmen.

Speaking of the daily cost of feeding men in the camps one leading lumberman states that ten years ago the average outlay, not counting the wages of the cook, cookee or clerk, was twenty-five cents per head; four years ago it was thirty-five cents per head, and now it runs to eighty cents. Another logging exponent stated that the cost was forty cents a day when the war broke out and now the men in his camps cannot have their appetites properly ministered to for less than eighty-five cents. Others place the estimate at one dollar per day when all

overhead disbursements are taken into account. It is generally agreed that this figure is not excessive. To go minutely into detail regarding the increased cost of each item on a bill of fare would entail a too lengthy review. Only a few leading articles can be quoted for purposes of comparison. It may be stated, however, taking the figures for July, 1914, just before the outbreak of the war, and comparing them with the cost of similar commodities for the corresponding month in 1918, advance is all the way from seventy-five to two hundred per cent. The average is probably about one hundred and twenty-five per cent., while the wage of the ordinary lumberjack has more than doubled.

It does not require a mathematician or a statistician to comprehend what the logging organizations are up against today and still the end is not in sight. The expense is mounting all the while and will probably continue to do so until the termination of hostilities in Europe.

In regarding the rationing regulations as applied to woods operations by the Canada Food Board, this phase of the question is ably dealt with in another article in this issue and requires no comment here. The lumbermen will co-operate whole heartedly and unitedly in assisting the authorities in every way in the conservation of food and supplying the boys in the trenches with all that can possibly be saved at home by a policy of economy and system, and the adoption of uniform and efficient methods.

The Quotations Before the War and Now

It has been stated that the use of substitutes should in every way be encouraged and practised.

The lumbermen are doing their part in this propaganda but even the price of all lines of substitutes come very high. For instance, Klim is largely used in the place of milk, and the figure for this has recently been increased. The small size case, containing forty-eight one-quarter pound tins, is now \$5.25 per case, f.o.b. Toronto; the twenty-four one pound tins \$7.50 per case, and the six ten pound tins \$17.50 per case. The price before the war was 25 cents per pound and now it is 40 cents.

Take long clear bacon, for instance, the price, according to July figures, is from thirty and one-half cents to thirty-one and a half, while previous to the unpleasantness with the Huns the same commodity sold at twelve and a half and thirteen cents.

Other comparative prices on certain lumbermen's supplies as furnished by leading firms show heavy increases. The figures tell a story more convincing than any other means of presenting the facts and are as follows:—

	June, 1914	June, 1918
Barrelled Pork Reg. Mess	\$26.00	\$54.50
Short Cut Back	28.50	58.50
Clear Fat Back 85/100	24.00	57.00
70/85	25.00	57.50
50/70	26.00	58.50
40/50	26.50	59.00
30/40	26.50	60.50
Bean Pork	24.00	51.50
S. P. Rolls	26.00	61.00
Barrelled Beef	23.00	42.00
	22.00	40.00
	20.00	32.00
	18.00	30.00
Smoked Hams 12/18	18½	36½
18/25	17½	34½
25/35	16½	32½
35/up	16	30
Bacon 8/10	18½	44½
10/12	18½	44½
12/14	18	44½
14/20	16½	43
Pure Lard	12½	30
Eggs	26	44
	24	43
Cheese	14¼	24

Shortening	10¼	.26
Butter, Creamery Prints .....	.26	.45
Creamery Solids .....	.25	.44½
Dairy Prints .....	.22	.40
Dairy Solids .....	.21	.39
Mince Meat .....	.9	.12½
Sausage .....	.9	.16
Beef, Medium Steer Heifers, 450/550	13½	.24
Medium Cows, 450/550	12½	.21
Medium Bulls, 600/900 .....	.12	.19½
Sugar (No. 1 standard granulated)	\$4.51	\$9.97
Coffee (Rio)	17-18	24-29
Tea (Indian Pekoe Souchong)	19-20	46-48
Oatmeal (Standard 98 lb. bags)	\$2.50-2.65	\$5.75-7.00
Beans (Canadian Whites)	\$2.10-2.25	6.75
Flour (Manitoba White, sec. pats.)	5.10	10.95
New Potatoes N. B., per bag)	\$1.75	\$2.00
Prunes (60 to 70 to the lb., 50 lb. boxes)	10½-11	13¼-15
Apples, Evaporated	9-10	20-21
Rice (Rangoon)	3-4	9½-10
Corn Syrup (barrels)	¾	.7

Will Observe Food Regulations

The Proposed Quantities are Ample for Requirements of Men in the Camps

By Wm G. McKay, Madawaska, Ont.

Conditions in the lumber woods have very much changed in the last year or two; in fact a very great difference has come about since last year and the lot of the foreman of camp, superintendent of works, is not a bed of roses. The most that affects the foreman is the class of labor; the superintendent, general conditions.

The food rationing has not as yet been put in force by the Food Board, but I understand will be in the near future. It is not possible to say how the regulations will work out.

I have before me a copy of the proposed regulations, and from the quantities allowed therein they should be ample for the requirements of the men. I have not been feeding a greater quantity, and most of the lumbermen are, I believe, on about the same basis. The only difference may be in the manner of apportioning the quantity, either by the meal or per day.

I believe that the general opinion would be to allow so much of each kind of food per day to be used, and leave it to the different branches as to how it shall be used, so long as the quantity consumed does not exceed the regulations in force by the Food Board. You know all are ready to do anything possible to meet the wishes of the government apart from any formal regulations.

The labor problem is a serious one. Not only have wages increased rapidly but the class of labor that at the present time is available is very much inferior to that of even two years ago. A great many are advanced in years. Men who were once good are not able to do the same amount of work in a day that they formerly did, and this brings the lumbermen up against two items of cost—higher wages and less production per man. Until a certain period of time has passed it is hard to estimate the extra cost from the latter cause.

I would not anticipate from present indications that the work in the woods will be anything like as extensive as last season. After the harvest, threshing and general farm work is through in the fall, there may be more men of a better class, but that is late for logging being about the first of November.

In my case here where I generally had half of my crew of good local men, mostly young fellows, I have this season so far comparatively few; in fact there are no local chaps to be had—all the young men, of military age and fit, are in khaki, and the older ones are working the farms.

Boarding Costs Go Up 40 Per Cent.

"In regard to camp feeding costs, last winter's board cost us just 40 per cent. more than the previous year. The exact costs would not be useful for general information, as in both cases the bulk of our supplies went in the winter preceding our operations. The cost should be based on replacement values at to-day's prices," says D. McLachlin of McLachlin Bros., Arnprior, Ont., who adds: "We used several substitutes experimentally and found that oatmeal was the only one that was really effective. We have farms at all our depots and grow potatoes in sufficient quantities to serve them at all meals; also carrots, turnips and cabbages to vary the diet and avoid monotony. The pigs at each camp give a change to fresh pork several times during the season.

Can Piece Work in Woods Come?

It Would be Preferable to any Other Plan for Getting Results from Men if Generally Adopted and Systematized

Writing to the "Canada Lumberman," George H. Holt, of the Holt Timber Co., Chicago, who also conduct large operations in Ontario at Bolger Bridge, says in regard to the payment of men in the woods by piece work and the plan of allowing them to board themselves. "I am sending you a letter which I have just received from my brother, William Arthur Holt of Oconto, Wis. He mentions some of the difficulties which have cropped up and also notes a possible development in the way of a different bill of fare for the camps. The trouble with allowing men to board themselves only comes in case they work near a camp of the company. The number of men fed in a camp plays an important part in the cost of boarding them per person, mainly due to overhead, and when a part of the crew "batches" the number, who share the expense of labor, fuel, etc. is reduced first that much and the per capita cost goes up. It is perhaps unwise to charge too much for board because the men will want to "bach" to save money.



George H. Holt, Chicago, Ill.

"I do not think that the cost of feeding a man in the camps, if placed at ninety cents a day now, is too high, and the men can earn more by working than by cooking. Piece work is, of course much preferable to day work if the price can be standardized and be generally adopted. The experience of lumbermen in the United States on this question would prove of much value if properly recorded and co-ordinated. I have suggested to the Food Controller that it might be possible to let a contract in a large way to responsible people who would organize the necessary forces and operate cook houses at a stated price—say ninety cents a day, supplying a government approved set of bills-of-fare, quantities, etc. If lumbermen are left to work out a scheme individually and disconnectedly, as has been suggested, it will be a long time before anything like uniformity and efficiency are attained and I believe that in this conclusion you will agree with me."

How it Works Out in Wisconsin.

The letter from William Arthur Holt, of Oconto, Wis., is as follows: "I think that all the lumbermen in this vicinity are desirous of getting their help on a piece work basis as far as possible. So far it has been rather unsatisfactory for the reason that none of us is familiar with it, and the prices paid vary too much. For many years nearly all of the cedar has been cut by the piece and most all of the bark has been peeled by the cord, so that there is no trouble about that. The men either board themselves or are boarded at the company camps. In the latter case they are charged all the way from \$6.00 to \$7.00 a week board at the present time.

"We have had considerable railroad work done by the piece. We paid last year, for instance, \$12.00 a station to cut and grade the railroad right of way through the woods. We have had a proposition to do the same work this year at \$20.00 a station, but have declined it. The cost of laying steel and picking it up again shows a tremendous variation between different companies. No doubt those who have a good gang and are getting it done by the piece are accomplishing the work with the force which they have, whereas if they were doing the work by the month it would probably take twice as long to do the same work. One of the difficulties about it is that the good men want to work by the piece and they will not take a job where the timber is scattering or the cost of doing the work is excessive. They want to pick out all the good places and the result is that the camp has to put in monthly men to clean up the edges and the monthly men are, as a rule, very inferior, so that the piece workers get a big thing out of it, and the balance of the work costs more than it should.

Piceworkers Make Liberal Money.

"If we ever get it systematized so that the logging superintendents and foremen know what we ought to pay and how to let jobs, it will work out very satisfactorily. In fact, I consider it the only solution of the labor difficulties. We are very desirous of putting the same

system into our various mills, but conditions there are such that I have never known of anybody yet who has been able to figure it all out at a fair basis, and it is being done only in a limited way. I think the piece workers generally are making from 50 to 100 per cent. more per day than the monthly men, but even at that the work is done, and usually for considerably less money than if it was executed by the month. We have a bunch of men who have been working for us piece work for several years who are very efficient and earning big wages, but they are heavy drinkers, and when they make a stake they go out and spend it. These men insist upon boarding themselves and I understand that they buy for their own table some things which we do not furnish in our camps. They say they want the best there is regardless of cost, as that is all they get out of it anyway.

"We do not think that they save any money by boarding themselves, but they claim they board more to their taste. There may be a suggestion in this, as to the furnishing of our own supplies."

The Difficulties in Securing Proper Help

By C. H. Goodhand, Lindsay, Ont.

So far as woods operations are concerned, things are not the brightest or most promising just now. Last fall I had to build a set of new camps and I made them warm and comfortable. I had a first class cook. We paid good wages and gave the men the best of board, and even then they would not remain for any length of time. The majority were coming and going most all the while. It seems impossible to secure the same class of men that we had a few years ago. I can scarcely get good cant-hook men or expert sawyers at any price. After New Year's, when I did get a very fair body of lumberjacks together, the Military Service Act came into effect and called some of the best that I had and it was very difficult to replace them.

I act as foreman in the sawmill during the summer and have under me about seventy-five men when I can get them. The help problem gives us a great deal of trouble, for there is a certain type that will work only until they get paid, and every few days some of the best hands get notice to report at military headquarters, and this keeps us breaking in green labor all the while.

In regard to the payment of men in the woods by the day plan and charging them so much for their board, this proposition has never been tried in this district, but perhaps it might work out all right. If it was too stormy to go out in the bush the men would have to pay for their own keep that day instead of the cost falling on the operating company. I am of the opinion that the day labor basis is at least worthy of a trial.

The outlook for securing sufficient men for the camps this fall is not rosy, and the class available is not as efficient or productive as in years past, but we have to face conditions as we find them, and do the best possible under existing circumstances. The war has upset all things industrial, and in this respect the lumbermen and logging operators have been experiencing the same difficulties and setbacks as other lines of enterprise.

Cutting and Skidding by Piece

The Best Method for Taking out Logs that Can be Employed at the Present Time

By Geo. B. Nicholson, M.P., Chapleau, Ont.

During the winter of 1916 and 1917 we had two large camps taking out logs on the same water, the camps being situated within three miles of each other. These camps had an average of 125 men to the camp and they took out 220,000 pieces. During the season just closed we had the same two foremen in very much the same situation. As a matter of fact one of them was in the same set of camps. These two camps had an average of 85 men to the camp, or about 35 men less in each camp than the former season, and the output of logs on a piece work basis from the two camps, was 235,000, or 15,000 more logs with an average, say, of 170 men than was taken out the previous season.

This, of course, applies only to the cutting and skidding. We were not able to work it on a piece-work basis in connection with the hauling. This did not involve a saving in cost proportionate with the saving of men, for the reason, that we were taking men on the piece-work basis, and each individual man made the extra money. The point is that it enabled us to get an amount of work done that otherwise would have been impossible in the face of the present shortage of labor.

Now, with regard to the method of working this system out. In the first place it involves very much more work on the administrative side. It is absolutely necessary that both the foreman in charge of the camp and the walking boss know thoroughly what each part of the cut is going to turn out, and have a sufficient amount of common sense and executive ability to map out his work and fix the price for

the different parts of the cut that will be equitable, having in mind the amount of timber and the nature of the country.

I do not think that piece-work on the basis of a fixed price per thousand feet is feasible, for the reason that it is impossible to get piece-work men who know anything about culling logs. We simply took the average of our 1916-1917 cut of logs and assumed that the 1917-1918 cut of logs would produce approximately the same amount of lumber. We figured and apportioned the lots as between the cutting and skidding, cutting of main roads, overhead charge and sleigh hauling, and then determining the average price per log we could pay to the men who did the work of the cutting and skidding, we furnishing the horses and the men doing all the work.

The men paid for their tools such as axes, saws, files, axe-handles etc., and paid for their board in the regular camp. I am convinced that a careful, consistent trial of this method of taking out logs will show that it is the best that can be employed at the present time.

Government Should Regulate It

The Necessity of Keeping Up Labor Production in View of the Increasing War Demands

By James Ludgate, Parry Sound, Ont.

To refer in detail to logging costs, prices and supply of labor is quite a large order. It makes me feel very much as did the inexperienced cockney who came from the isle across the sea to make his living in Canada. His first job took him to the bush, where he was given an axe and told to fell certain trees. Naturally he was awkward at it, much to the disgust of the foreman, who asked: "Which direction is the tree going to fall?" The cockney looked at the foreman in surprise and replied, "How should I know; I'm no bloody prophet." We all feel about the same way and are loath to predict or even guess as to future expenses, excepting, however, to venture a statement that all costs will continue to rise unless properly controlled by government authority.



James Ludgate, Parry Sound, Ont.

The lumbermen are really having a hard time of it in Canada. The heavy recruiting of Forestry Battalions has taken nearly all the experienced lumberjacks, so we must depend on a few culls and a few farmer boys, who normally go to the bush for the winter months. These are our experts. For the common labor we must take our chances with the factories and other large plants, picking up a few foreigners; but as the cities can offer more attractions and diversions than the lumber camps, we must be satisfied with the left-overs, each one of whom now imagines himself a prince, must be fed on delicacies and must not be offended. I figure it costs twice as much to produce logs now as it did four years ago. You know the price of lumber has not doubled, so you can easily figure where we are getting off at. Lumbermen being born optimists will continue to hope for good business some time in the future.

Introducing More Variety in Menus

Naturally the lumberjacks won't like the rationing regulations, or indeed, anything that affects their stomach. It will make them more dissatisfied and cause them to jump from camp to camp and float more than ever. We are trying, by introducing more variety, to make the men feel satisfied. As the work is strenuous and there is lots of fresh air, these men should get sufficient food for their needs. We hope to convince them of their duty to our boys at the front and get them to eat what can't be shipped overseas.

I believe that the government should lend a hand in the matter of camp labor supply, as the American Government has done in the lumber producing centres of the West and South. Our war activities in the way of the production and the handling of munitions and food, the building of ships, camps, etc., cannot go on without consuming great quantities of lumber. Now that our friends, the Americans, have thrown so much energy and capital into the production of ships and munitions, thus eliminating so large a proportion of their lumber producing labor, plants and organizations from normal activity, we Canadians on this side of the line should do our best to foster the production of lumber to supplement and bring to normal the output

in North America. Of course, we have been getting along fairly well so far because of the small amount of residence building. But this condition will soon change, not only in Ontario, but in North America generally. People must have houses to live in. They cannot go on doubling up indefinitely, as residence building has been sub-normal for many years, and this state of affairs will soon become acute.

I am told that 65 per cent. of the lumber produced goes into shell boxes. The increase in the use of boxes is clearly reflected in the remarkable advance in price of the lower grades of lumber. This, again, shows a scarcity and that the use of lumber goes hand in hand with the production and shipment of munitions, for undoubtedly the increase in box production is caused by our war activities.

Lumbermen expect and should get some help from the government in the labor problem. We won't sit down, of course, twiddling our thumbs, waiting for government assistance. We will continue to hustle and play the game as hard and as well as we can, hoping optimistically, as usual, for the day to come when our troubles are over and we can go fishing in Florida during the winters and let "George" get out the logs in Ontario.

Work of Georgian Bay Lumbermen's Association

The Georgian Bay Lumbermen's Association was founded a number of years ago by manufacturers in this great timber producing district of Ontario to consider all subjects of mutual interest or that have a direct bearing on the conduct of woods operations. W. E. Bigwood, of Byng Inlet, is the president of the association, and A. J. Jordan of Sudbury is the secretary. Any time that it is necessary to get together for the consideration of some important problem, or to render a decision on any matter that comes up, a special meeting is called at some convenient point. There questions are threshed out, and the views of all concerned presented in a free and informal conference. The association has never been very much in the limelight as its officers prefer to do their work quietly and effectively. All undertakings are carried out in a business-like manner. One of the most important meetings held of late months was that to consider the new rationing regulations about to be put into effect by the Food Controller's Department of Ottawa. The problem was thoroughly discussed and, after an expression of opinion from all present, every evidence was manifested to act in sympathy with the campaign of economy and conservation in meats, sugar, fats and other articles of diet.

All the lumber men of the Georgian Bay district are ready and willing to co-operate to the fullest extent with the Federal authorities in observing any mandates that may be laid down for the saving of foodstuffs. It was the expressed desire of every member of the association that everything possible should be done to assist the Canadian Food Board in its propaganda in order that victory might rest with the cause of the Allies. The lumbermen realize their personal duty and individual obligation in this matter, as far as the management and administration of logging camps is concerned, and will see that there is no waste in food products. Everything feasible is being carried out in the way of conserving all that can be done to provide "our boys at the front" with ample supplies so that they may win the great fight for liberty and democracy and witness the triumph of those principles which stand for all that is best, most enduring and progressive in the struggle for human freedom.

What Canadian Lumbermen's Association Stands For

Writing to the "Canada Lumberman" a charter member of the Canadian Lumberman's Association, pays the following brief but appreciative tribute to that body:

"Whatever the C. L. A. is, or whatever it has accomplished, or failed to accomplish, there it stands. The only reason for its existence is to be of service and value to the members of the association particularly, and to the public generally. Service and co-operation were the guiding principles which the founders had at the beginning, and these principles are more emphasized to-day than ever they were before. There is nothing more to the Canadian Lumbermen's Association than this.

"The work that has been accomplished during the ten years of its existence is a matter of record contained in the annual reports of the association. As the policy of the association in conforming with the policy of the lumbermen themselves is to look forward and not hark backward, it is conceivable that the Canadian Lumbermen's Association will continue, and it is to be hoped, improve as the years go by. The earnest endeavor from the start has been to give adequate and satisfactory service."

Portable Houses Not Used for Logging

In regard to the demand for portable houses this has been considerably greater this year than formerly owing to the numerous uses to which these buildings are placed. The war has no doubt been responsible for the increase, as a large number of buildings are being used for army purposes and for subsidiary purposes as well.

One leading Ontario firm say: "We are not aware of any lumber concerns using these structures in their camp operations, but believe they use the regular shack which can be erected much cheaper from material they have on the ground. A large number of munition workers, mines, and other plants are employing these buildings to house the foreign element which they have working in their factories. We believe that the main use for these structures will be as formerly, for summer cottages at resorts, etc."

Camp Car Idea is Working Out Well

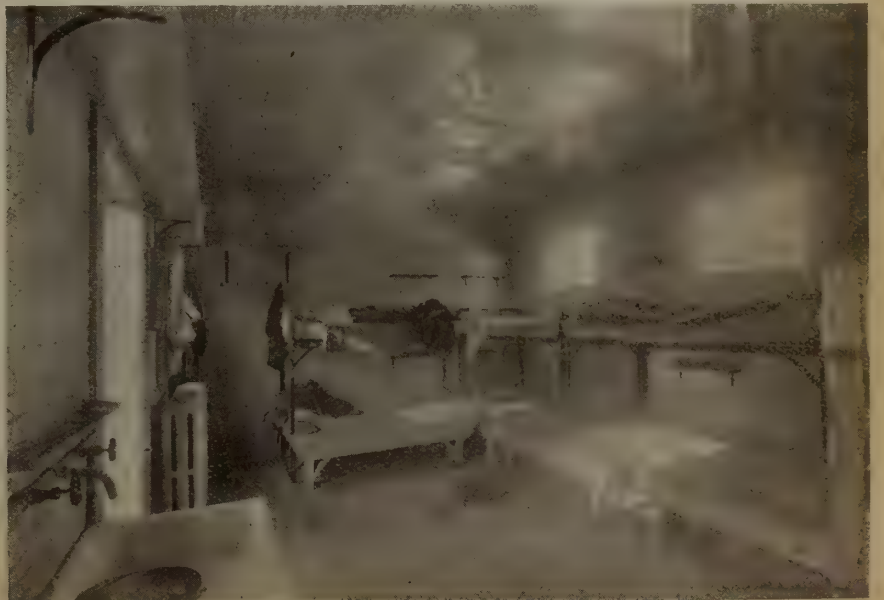
In regard to the camp car idea, illustrations of which are shown on this page, W. W. Warren, general manager of the Snoqualmie Falls Lumber Co., Snoqualmie Falls, Wash., writes the "Canada Lumberman" that they are quite well satisfied with the camp car plan so far as they have carried it out. He adds:

"It is convenient and for long operation will prove the most economical. The quarters are appreciated by the better class of men, but there is a type in the logging camps of this country that even though they get the chance are not going to appreciate Paradise. However, we still feel there is enough good left in the personnel of the entire crew to justify giving them consideration and perhaps some day this element will awaken to the fact that one of the best things they can do is to assist in kicking off the job the class of men that preach discontent and trouble.

"We have two of these camps known as Camp "A" and Camp "B," each of which consists of twelve cars; most of these cars are 14 feet by 60 feet. There are five bunk cars, thirty men per car, or ten men per room. Two dining cars, a kitchen, a commissary with a reading room in one end, an office and store car, a shop and power car and a car containing shower baths and a drying room.



An interior view of logging camp on wheels, showing the kitchen equipment.



Moveable camp car, giving glimpse of comfortable sleeping quarters of the men.

Why All Lumber Camps Are Being Rationed

The Necessity for the New Regulations Governing Each Worker and How Food Conservation Will Be Effected Thereby

By Ernest B. Roberts, Canada Food Board, Ottawa

Why should special measures to save food be taken in lumber camps? Should rules in their case differ from those in other industries? These would have been very natural questions before the war. Now, however, we have had four years of warfare and somehow the onus of our faith in so many pre-war ideas seems changed. To-day it is for the lumberman, employer or employed to show cause why he should not save food, why he should not come under the rigid rules to which every one is conforming. Of course, a superficial objection will be promptly taken that a lumber camp has peculiar conditions. Perhaps every individual, hotel, restaurant and lunch counter keeper whatsoever could legitimately claim some sort of exemption because of "peculiar conditions." No two businesses, any more than two human faces, are exactly alike.

The lumberman may be assured that he will not be asked by the Canada Food Board to undertake anything which differs in principle from what every one else in the Dominion is sharing. The methods of his food supplies, as they have grown up by a century of trade custom will be properly safeguarded. As a class, the lumbermen are not likely to ask for more than such adaptations of the larger plans than will meet their mode of life in camp.

All of which amounts to this; the lumbermen, like anyone else, is a Canadian whose first duty under the compulsion of war is, partially at least, to change his habits so as to share his food supplies with those who are sharing unspeakably more than food with us.

Will Obviate All Careless Methods.

No one in the lumber trade, great or small, would seriously question that much food saving can be advantageously carried out in our Canadian camps. The quantities of food bought and eaten are great. The fact that the food is "found" by the boss, and the necessity for avoiding "meanness" in supplies if men are to be kept content for months on end, leads to a certain laxity in control and to careless methods of food management.

Lumber camps have not reached the prevention of waste in the same way as say, the dining rooms in industries, such as factories and stores. Yet no one would say that the lumber camp is of more national importance to-day than is the munition factory, whose workers come under the food rules which govern public eating houses.

We have Mr. Lloyd George's own revelation that Canada to-day has provided the Allies with fifty-five million shells and forty-five million cartridge cases. All the workers making these are under controlled food conditions. Even the most remote farmer in the land is indirectly controlled through the miller; and the lumberman cannot claim to be of more national value to-day than the farmer.

Life Lead Simplifies Rationing Scheme.

One might leave out of consideration the argument for the necessity of food saving. That is beyond argument or persuasion now. It is an axiom of our national life—one which is still considerably honored in the breach. One might, however, come directly to what proposals should be made for these busy hard-working camps, far from access to the wholesale warehouse or the retail stores and perhaps beyond good or evil in food speculation. The first consideration is that the barrack-like life simplifies the rationing scheme. One should perhaps rob the word of its terrors. Rationing only means a measured quantity of food. It is not necessarily less than the individual used to receive before, though it rarely runs to the other extreme of being too generous. Every lumber camp is now run on a system of allowances per head; sometimes counted for weeks, sometimes for months, according to the facilities there are for replenishing the stock. Now call that allowance by its military name of "ration" and the change is made. If we reduce it to a weekly basis we are down even to all that the Food Board plans propose. Simple, is it not? Is any camp owner, manager or worker likely to "kick" at a change largely verbal in its form?

No rules have ever been framed or projected which can be called hard and fast. The following table gives an outline of what has so far been under discussion; it is subject to all sorts of changes before it may be even officially issued, but it indicates a line along which action may be taken. It is a daily allowance for every lumber camp worker:

Pork (March-October)	1½ lbs
Beef (November-April)	1½ lbs.
Standard flour	12 oz.
Non-wheat flour	4 oz.
Butter or oleomargarine	1½ oz.
Lard or substitute	1½ oz.
Sugar	3 oz.

The following shall rank as equivalents for half a pound of beef or pork (not to include ham or bacon); three ounces of ham or bacon with two eggs; six ounces of breakfast ham, bacon, poultry, veal, eggs or cheese; eight ounces of tongue, heart or kidney; ten ounces of venison or flesh of wild animals, or of wild fowl.

The intention is that these rules should apply wherever there are ten persons employed in logging or in subsidiary occupations. Where more than one hundred and fifty people are served the plan recommended is that of the "Self serve" eating house. This self-helping, it has been found, actually helps to save food. There is a psychological reason. It brings home to the individual the thought of how much he is eating and how much he really requires. Only one dish of meat, fish or game should be served; while, of course, no beef, veal or pork will be served on Wednesdays and Fridays, our so called Canadian meatless days.

Use of Fresh Fish Recommended.

Wherever possible the Food Board recommends that fish be served, especially fresh fish, and no bread must be served unless twelve hours old. The rule against the baking of dough-nuts, crullers and waffles cannot be broken and the city restaurant rule of no sugar bowls on the table must be observed.

But to meet conditions in those camps which are twenty miles or more away from transportation facilities and where substitutes are not available exception to the meal rules will be granted. No exception, however, will be made to the general law which makes the manager, owner, or any other person who handles food responsible for any waste committed. No rubbish shall be thrown into the garbage can because it must be used where possible for food products, and in camps where more than twenty-four persons are fed it will be obligatory to keep pigs or poultry to consume or utilize the camp waste—a by-product which is likely to accrue to the advantage of the owner and the men.

Camps Must Take Out Licenses.

Lumber camp eating places will be required to take out licenses running from \$2.00 per year, where there are under twenty persons served to \$20.00 per year for camps of one hundred or more.

No food can be bought by camp managers from other than licensed wholesalers, and the system of book-keeping must be sufficient to show, if required, where and how this food was secured.

It may be argued that the lumber men should be exempt from some of these rules, but so long as the lumber camp is a commercial undertaking, there seems no moral rules by which, simply because of difficulties inherent in the calling preferential treatment should be given. What is sauce for the goose in the city, should be sauce for the gander in the "back-woods." The lack of food by the Allies would affect the prosperity of the one as quickly as the other. On the general issue of whether Canadian lumbermen will take up a regulated schedule of food with heartiness there can be no doubt. The lumbermen have shown by the number of voluntary enlistments that they are as ready to grasp a war created situation as any other industrial class, and their patriotism in this step is not likely to be called in question.

The Anthony A. Berrie Lumber Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$20,000, to carry on as a going concern the lumber and mill business now carried on at New Westminster and Warwhoop in B. C., by Anthony A. Berrie; to carry on business as timber and lumber merchants, sawmill and shingle mill owners, loggers, and to manufacture and deal in saw logs, shingle bolts, timber, lumber and wood of all kinds.

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Paying Lumberjacks on the Daily Wage Plan

Is Present System Cumbersome and Unsatisfactory?—New Method Would Afford Better Control of Working Force and Create Greater Efficiency

By "The Camp Operator"

Considering new methods in meeting the labor problem at the present time naturally arouses apprehension on the part of the average lumberman, especially those who carry on woods operations. Conditions are steadily growing worse, owing to the shortage of help, the rising cost of wages and maintenance, and the general restless attitude and independence of labor which has been engendered by the war. We hear a great deal about efficiency and co-operation, and the problem just now is to adopt the most modern methods in our camps.

This naturally brings up the question of what is the most satisfactory way of paying men in the bush. I have given some time and thought to this end of the business, for as every employer of labor knows, the wage item is the biggest single expenditure that has to be met in all industrial undertakings. It is easy to sit down and theorise or to indulge in speculation, but cold, concrete facts are what the average, practical man desires.

It seems to me—and I am no socialist or revolutionist—that the most satisfactory method of paying camp labor under the present abnormal conditions would be by the day and charge the men so much for their board, the same as is done at our sawmills. This plan has been tried in logging in the southern and certain western states and has been found to work out admirably and equitably. Of course, it may be contended that conditions are not the same there as in the Dominion, and that where the new regulation has been found so successful that camps are of a permanent character and woods activities a fixture, such as is impossible in the Dominion with the constant disappearance of the timber and the removal of base of operations farther inland.

Disadvantages of Hiring by the Month.

Take the old system of paying men. It seems to have entrenched itself in the very nature of the lumbermen's calling. Railway fares are paid to the point of destination, so much is promised each man per month and his board is thrown in. Of course, when the days are exceptionally stormy or rainy, the men in the camps cannot operate and they do not secure their wages for that day, but the company has to feed them just the same and stand this portion of the loss.

Take 100 men and say that the average cost of boarding each man is 75 cents a day, and this does not include the wages of cooks, cooks, etc. To board 100 men costing on the average of 75 cents a day, during the winter season, when it is found that there are about fifteen days on which they cannot work, means a total outlay for a camp of this size of over \$1,100. The company has to meet this in covering the periods on which no labor is performed.

Now there are various ways of securing men, one of which is through employment agencies and employment bureaus. I have seen bureau men send a party of foreigners off on the train, bound for a certain camp and, going among the leaders of the gang quietly insinuate "Well boys, if you don't like it up there, come back and I will see that you are fixed up elsewhere."

The lumber concerns lose hundreds of dollars each year by advancing fares to men who, after they get to the camp, jump their jobs and pass along to some other scene of operation. Possibly they had been offered a little better inducements by some competing concern, and anyway the class of labor one secures in the woods is largely of a nomadic character.

Losses Through Men Jumping their Jobs.

Another point, besides being minus railway fares—we find that every spring about 10 per cent. of our woollen blankets have disappeared. This is another loss and when the day of settlement comes there is frequently a dispute between the time clerk and the men as to the number of days actually put in. Perhaps a fellow has been ill part of the day and seeks to collect payment for full time. Now the reason I advocate day labor is that I believe it would give us better control over the men, put things on a sounder and better business basis and enable us to grade labor according to its skill and to classify it more scientifically. Lumberjacks would be more anxious to work at certain times if they knew they were paying for their board which, I contend, should be given to them at practically cost. No logging camp operator would want to make any money on boarding men, and, at the same time he desires to see that the number of free

meals (which are secured at the present time by fellows who are leaving camp, but somehow manage to remain over Sunday), are all paid for. As it is now many a chap gets several meals after he has ceased work for the firm. If we had the day labor system instead of so much per month, each employee would be held responsible for all supplies, such as blankets. We allow three pairs to a man, and they cost from \$5 each, whereas they were formerly about half this figure. Other supplies would also be carefully guarded. In the West each man has to provide his own blankets and this appears to me to be a good thing, for it makes the lumberjack have some conception of the value of other people's property.

How Swing Scale Has Climbed Steadily.

Ten years ago we boarded our men for 25c a day. That was the expenditure for grub alone. Four years ago the cost had risen to 35c, and now the figure is 65c to 75c, and is likely to go higher during the coming season. Thus the amount of money invested in the commissariat department is increasing by leaps and bounds.

At all our sawmills, the hands are paid so much a day and are charged \$6 a week for their board. Why could not the same regulations apply and be worked out in the lumber camps, I am certain such a move would give an equal measure of satisfaction. The proposition of day labor in camps may stagger some old-timers, but I believe it is a movement destined to come. Changing conditions demand new and efficient methods to meet them and the means employed yesterday will not answer for the morrow. Everything is on the move, and it is the trend of all things better and higher that makes for sound business principles and the exercise of good judgment and common sense. Any scheme that will make labor more contented, self respecting and productive should be adopted. The day labor plan is, I believe, more remunerative for any logging company as well as for the men themselves. It is no fad or socialistic move and we must offer something very definite and businesslike if we are to get anything like sufficient help to man our camps during the coming season.

How the Shortage in Labor Grows.

I know of one concern that, in 1915-16, had 1,300 men in the woods in Northern Ontario, and operated 13 camps in all. In 1916-17, so scarce was help owing to the inroads made upon this class of labor by military and forestry enlistments, that there were only 550 men in the bush which has been reduced to ten in number.

This shows how production and labor are decreasing each year. This is but a typical instance that something must be done to meet the new conditions that are arising.

I maintain that day labor will do it more quickly, satisfactorily and efficiently than any other reform proposed and that it will give camp operators better control and management of his men and enable him to place logging on a better and more progressive business basis than anything that has so far been devised. Such a plan is, in my humble opinion, worthy of united trial. One alone cannot accomplish much in any effective undertaking, but by association and co-operation, by agitation, experience and education a great deal that is practical, economic and beneficial can be brought about.

Two New Lumber Companies Chartered.

The Giard and Caswell Lumber Co., Lapraire, P.Q., has been incorporated with a capital stock of \$10,000, to operate mills, to deal in all descriptions of wood, wholesale and retail, and in timber limits.

With a capital stock of \$45,000, Letourneau & Lambert, Ltd., has been formed to cut, buy and manufacture all descriptions of commercial woods; to engage in the business of floating logs; and to deal in timber limits. The principal place of business is La Sarre, County of Temiscaming, P.Q.

A report on the operations of the Canadian Forestry Corps overseas received by the Militia Department states that one company in France has made a record production of sawn lumber. In ten hours' sawing they turned out a total of 156,000 feet, board measure, or 372 tons of one-inch, two-inch and three-inch square-edged butted lumber. Logs sawn numbered 342.



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Co-operative Saving of Foodstuffs

Ottawa Valley Lumbermen Do Not Favor Cafeteria—Why It will Not Meet Camp Conditions and Operations

A cafeteria system in the woods' camps of the major or most influential companies operating in the Ottawa Valley will not likely be installed or put into operation for the coming season, if at all. The lumbermen generally while not opposed to the cafeteria plan, do not think it is designed to meet the situation in their camps. As applied to their needs and conditions as they know them, they believe that it is impractical.

The principle of the cafeteria, with its objective of conservation of the food and economy, is not frowned on by such operators who are not desirous of adopting it. The lumbermen who cannot see where it will advantageously fit in, in their line of operations, believe in the principle under such conditions where it can be successfully applied.

The point is that a very representative number of Ottawa Valley operators cannot see where they can utilize the cafeteria plan to advantage under existing conditions.

Further they believe that if the cafeteria system was operative that no greater amount of food would be conserved than under the proposed new regulations governing the old time camp system which will likely be in force this year.

If a cafeteria system is made compulsory by the Food Board as applying to lumbering camps serving one hundred and fifty or more persons its effect will not be as heavily felt among the Ottawa Valley operators as those who maintain and conduct larger lumbering camps in the western section. Anywhere from one hundred to one hundred and thirty is considered a large enough camp in the Ottawa Valley.

Co-operation between the Canada Food Board and the lumbermen exists. There has so far apparently been no friction and the consensus of opinion among most lumbermen is that the Food Board is showing ample if not generous consideration to the views and suggestions made to it by the lumbering interests.

Will Readily Co-operate with Food Board.

It is not the intention of any Ottawa Valley operator to show contempt for or violate any order that the Food Board issues as effecting the food situation in the camps. Rather the lumbermen appear to be eager and willing to assist the Food Board, and has been informed that no matter what regulations the Board makes relating to food will be obeyed and lived up to. From a well-informed source it has been heard that one operator in discussing the probable outlook with respect to the feeding of camps in the Ottawa Valley, expressed the opinion that if the regulations were such that he could not successfully operate, he would shut down his business sooner than violate the Food Board's orders.

The lumbermen absolutely intend to make it their particular business to see that all regulations of the Food Board effecting their camps are strictly adhered to. A close check will be put on all supplies going into the woods, and as to their distribution.

Under such restrictions, particularly as the camp cook or distributor will be held to strict accountability by both the Food Board and the operators, it appears that the "so much per man diem" system will work out very well. If it comes into effective operation as proposed, it will mean the passing of the gluttonous element in the lumber camp. In fact, it would not be at all improbable that the foreman of the camp, sitting at the head of the table, would be delegated to see that each man, big or small, received his proper share and allowance, and no more.

Perhaps one of the biggest questions which have cropped up in connection with the application of the cafeteria system is that of the noon day meal. If the cutting were close to the camps the men could come in for their dinner instead of taking out lunches. If they are laboring at a distance from the camp the cafeteria plan would imply that they would have to return for meals. This would mean a considerable part of the men's lunch time being taken up in transit and on arrival at the camp, instead of sitting down to a table already provided with food, would have to further wait their time in turn at the cafeteria counter. As applied to mining camps the system may work out all right, for the reason that the location of the mine shafts are not continually working further and further away each day from the cookee. Mine shafts remain stationary usually, while log cutting operations expand in a widened radius daily.

Feeding System will be Radically Altered.

Cafeteria system or non-cafeteria system there are two outstanding facts pretty well decided on by the lumber operators. The first is that the whole feeding system of the Ottawa Valley camps is to be overhauled from cellar to garret, and the second is that the great-

est conservation of food and elimination of waste is going to be made. No matter what system is followed the lumberjacks going into the woods this season will find a striking contrast with the bounteous board and "eat all you want, and what you don't want waste if you like" system which has more or less prevailed for many years.

The question and advisability of installing and operating a cafeteria has been given considerable thought, and was more or less threshed out at a meeting of representative lumbermen held at Ottawa recently. The outcome of it was the conclusion that the cafeteria system would not prove satisfactory. One of the parties in attendance pointed out that most of the lumberjacks who work in the Ottawa Valley lumbering camps come from Quebec and have quite a conservative view as to what their food should be both as to quality and quantity. The impression conveyed was that this class of lumberman would absolutely "balk" and become dissatisfied with his food served under the cafeteria method.

With the plans of operation in view, which have not yet quite fully matured, the lumbermen were of the opinion that the limiting of food per man per diem would meet the system of conservation and elimination of waste pretty much the same as the operation of the cafeteria system. On the North Shore and in the Georgian Bay districts it was affirmed a different class of woodsmen inhabited the lumber camps, and were not to the same extent epicureans.

Why System Should Not Fit In.

While no official view could be obtained it was apparently obvious that among the objections to the operation of a cafeteria system in the Ottawa Valley Camps were the following:

Reputed epicurean tastes of Quebec lumberjacks as compared with those of the woodsmen of the North Shore and Georgian Bay districts.

Increased expense involved in changing present camps and furnishings, equipment, etc., from old systems so as to comply with new.

Doubt as to whether cafeteria system would prove practicable for noon-day meal if workers were operating at a distance from the camp.

Despatch with which the meals might be served within a given time in a large camp.

The camp feeding system for the coming season's operations is just about as an important problem as lumbermen have run up against for some time. It is generally believed that the Food Board is going to issue regulations which will have an important effect on the lumbering industry and in Canadian camps. The two cardinal points in the regulations when they appear will likely be conservation of food, substitution of non-essential foodstuffs for the essential, and the great reduction of waste.

The cost of meat, especially pork, beef, etc., will heavily assert itself to the lumbering interests this year. Labor is high and the cost of logging has increased. Thus the operator has got to be careful for the country's sake first and his own sake secondly that high-priced foods are not wasted or indiscriminately used without yielding a maximum return from the workers who consume them.

On the other hand the operators realize fully how the employee may take to the limit system of food. In the past the workers have been accustomed in most woods camp to what is wholesome and substantial, and lots of it. If they did not like their fare at one camp they called for their time and travelled on. In some instances such desertions, which often occurred in large numbers, proved a financial loss to the camps deserted, inasmuch as in some cases the railway fare into the woods had been paid by the operator. Large migrations from one camp to another resulted in a slackening of the output, and as was proven in last season's cut, it was difficult to make up the deficiency once the cut got far behind.

The Same Menu Will Prevail All Round.

The operators want to hold their workers this season, and if one set of regulations governs all camps in the Ottawa Valley with an equal distribution of food per man per diem, it will benefit the woodsmen nothing to keep shifting from place to place.

Another point is that the operators all realize that the labor performed by the lumberjacks is of a strenuous nature, and to maintain his efficiency it is necessary that he be well nourished with wholesome food.

The lumbering companies apprehend it now and the lumberjack will later on that there is great necessity for a change in the camp feeding system, which will necessitate a sacrifice on the part of any epicurean tastes he may possess. If the restrictions are made too close and too severe they will entail hardships both on the operator and the lumberjack, with the result that the latter may go to the city to work in munition plants, etc., at high wages and where he can secure the food he most desires. If the woodsmen desert the woods for munition plants and city or farm work in large numbers there does not appear any alternative for the operator but "shut up shop," but such a contingency is rather remote.



THE HARRIS ABATTOIR COMPANY, LIMITED

specialize in supplying lumber companies with camp requirements. All product shipped to lumber companies is specially selected, specially cured, and specially packed to withstand many handlings before reaching destination.

Every lumberman should ask the Harris Abattoir Company to figure on all requisitions before placing orders.

All H. A. Brand goods are fully guaranteed.

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H. A. Brand Oleomargarine —the new product which will save thousands of dollars for lumber companies. H. A. Brand Oleomargarine is higher priced than some, but you cannot afford to experiment by using inferior product as the only result of so doing would be reversion to Butter.

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ST. JOHN, N. B.

What Logging Men are Facing

Cost of Feeding Men has Doubled and Labor is Becoming Scarce and Noticeably Inefficient.

By A. E. Beck, Thessalon, Ont.



A. E. Beck, Thessalon, Ont.

In my estimation, the prospects of getting out logs in the woods during the coming season in an at all economical manner are very blue. The cost, I think, will exceed that of last year, which was enormous. There will, no doubt, be a great shortage of labor for the woods. Last season camps were run with from one-half to three-quarters of full crews, and I have heard of few camps that had the number of men they required.

A large number were brought in from the United States last year, but I understand this source is cut off now and we will have to depend entirely on the available supply in Canada, which, I think, will not be adequate, and I look for a greater shortage than last year.

The class of labor we are getting is also very inefficient and the amount of logs turned out by a camp is at best half what it should be. The inefficiency of the labor is partly due to the necessity of engaging men who have never been in the woods before and are not experienced in the use of the tools we have to work with, such as the axe and canthook, etc., and seem to have little ambition to learn how and try to really earn the wages and board they receive. The sprinkling of experienced men we have left us have become contaminated with the same spirit, until it seems almost a competition amongst the men to see who can do the least work.

One hopeful sign in the labor situation is that the men at the mills this summer are staying at work more steadily than last year and seem to have got over the unrest that was so hard to cope with. The putting in force of the Military Service Act last fall was the cause of disorganizing our work in the woods to a serious extent. Now that this unsettling factor is not to be met and Dominion Registration has taken place we find labor much more steady this year.

The cost of feeding men in the camps has increased in the past few years from forty-five cents per day per man to eighty-five cents, and will probably exceed this figure during the coming season, as nearly all lines of groceries used in the camps have advanced in price.

Still Following the Same Methods

With such an increase in the cost of labor and board, and the cost of feeding horses has likewise jumped, one naturally asks if there is not some new or improved way of getting out logs. We are still using the same methods and appliances that were employed thirty years ago. The only innovation is the loading machine for loading the sleighs, in place of the old decking chain, but the decking chain is still used in many instances.

The only improved method of logging is by logging railroad and the use of steam skidders and loaders, but this method is out of the question in Ontario owing to the rough nature of the country. The cost of building the railroads would be prohibitive.

In some cases steam haulers can be used economically where one has a long haul and a good road can be got. But even the steam hauler has not proved a success on short hauls or where there are lakes to contend with or bad hills to go down.

Consequently, in rough country, such as we are in I find the old methods the only ones that can be used.

The only chance of getting more efficient work done would be in getting the men working by piece work instead of by the day.

Difficulties of Changing Pay System

This would be a very difficult system to inaugurate in logging camps, owing to the great variety of the work and owing to the difference in the size and the thickness of the stand of the timber. Scattered timber is always expensive to get out. It would be impossible to pay men at so much per log as is done in making railway ties. A gang

working in a thick stand of small timber might be turning out three hundred logs a day, while another gang laboring equally hard in large timber might turn out only one hundred a day.

The only possible unit that I can see that might be used would be the 1,000 ft. b.m., and it would be rather intricate to work out a satisfactory system to use this unit.

I can see no prospect of cheaper logs and consequent decrease in the price of lumber as long as the war lasts. After all, the price of lumber has not increased in proportion to all other building materials.

Pacific Coast Business Expanding

Numerous Large Projects are Under Way and Great Activity is Manifested in Pulp.

By C. S. Battle, Vancouver, B.C.

Business in British Columbia is expanding, although general conditions have remained almost the same during the past few months.

Small tracts of timber-land located on or close to salt water have been in good demand at a fair price, while large tracts for speculation have not been active. Most of the timber is getting into strong hands—owned in fact by parties who know that the value is growing every year and that as soon as times become normal they will be well repaid for carrying their timber through the hard times.

There is almost an unlimited requisition for pulp and paper and the demand for lumber is also active. Yard stocks are decreasing and prices are good. Speaking further and in a general way regarding lumber and pulp, I may state that several mills that have been closed down for some time are now beginning to operate and some new ones are being built.

The Beaver Cove Lumber & Pulp Company, a new organization incorporated under the laws of British Columbia, with \$1,000,000, fully paid up, have commenced the erection of a sawmill with a capacity of 100,000 feet per day and the first unit of a pulp mill with a capacity of 40 tons per day. Four other units will be added just as soon as conditions will justify, making in all a 200 ton pulp plant.

In addition Duluth parties will soon erect a sawmill at Alberni with a capacity of 250,000 feet per day. The export lumber trade is limited only to the carrying capacity.

I have touched upon the bright side of the lumber and logging situations. It is only justice to state both sides, and I refer to the labor situation and the high cost of living. These two factors have been and are a problem and the additional cost of production will have to be added on to the price of logs and lumber. Large American interests are opening up about one billion feet of fine timber. They will build a railroad about fifteen miles in length to connect with the C. P. R. and Fraser River.

The shipbuilding industry has grown to be a dominant factor in this section and since the labor troubles have been settled, this line is destined to be a steady and growing industry.

Are Lumber Quotations Up for Good?

By G. B. Cross, New Westminster, B. C.

Lumber manufacturers hoped that in meeting the workmen's demands for a shorter day there would be a greater production per hour. This hope has not been realized.

In logging there is not now the hard labor there was ten or even five years ago. The "faller" indeed, has a strenuous 20 to 40 minutes in "falling" his tree, but this always comes in spasms with ten or fifteen minutes intervals. The other work is largely done by machinery and is not at all exhausting.

There is still the few minutes lost in starting the four-hour shift, and the slowing up ten or fifteen minutes before the whistle blows—so that an eight-hour day both in woods and mills product is just 80 per cent. as much as a ten-hour day, or even a little less sometimes.

It is difficult to figure out just how much this condition adds to the cost of production.

The equipment to handle our large timbers is very expensive and with it lying idle two hours per day longer than last year, there is a big loss.

We have come to the conclusion that lumber costs in British Columbia are up for good, and whilst we may have reached about top selling prices, it is certain there cannot be much if any reduction, at least, during the war.

Beech logs that formed 600 years ago the foundation of Winchester Cathedral have just been uncovered. They were found to be in sound condition, although they had been exposed to water for almost six centuries.



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Matthews-Blackwell Food Products

We are so located to assure you
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TRY EASIFIRST SHORTENING

For your camp cooking—the saving in cost
will surprise you—Satisfaction is a certainty

Gunns Limited

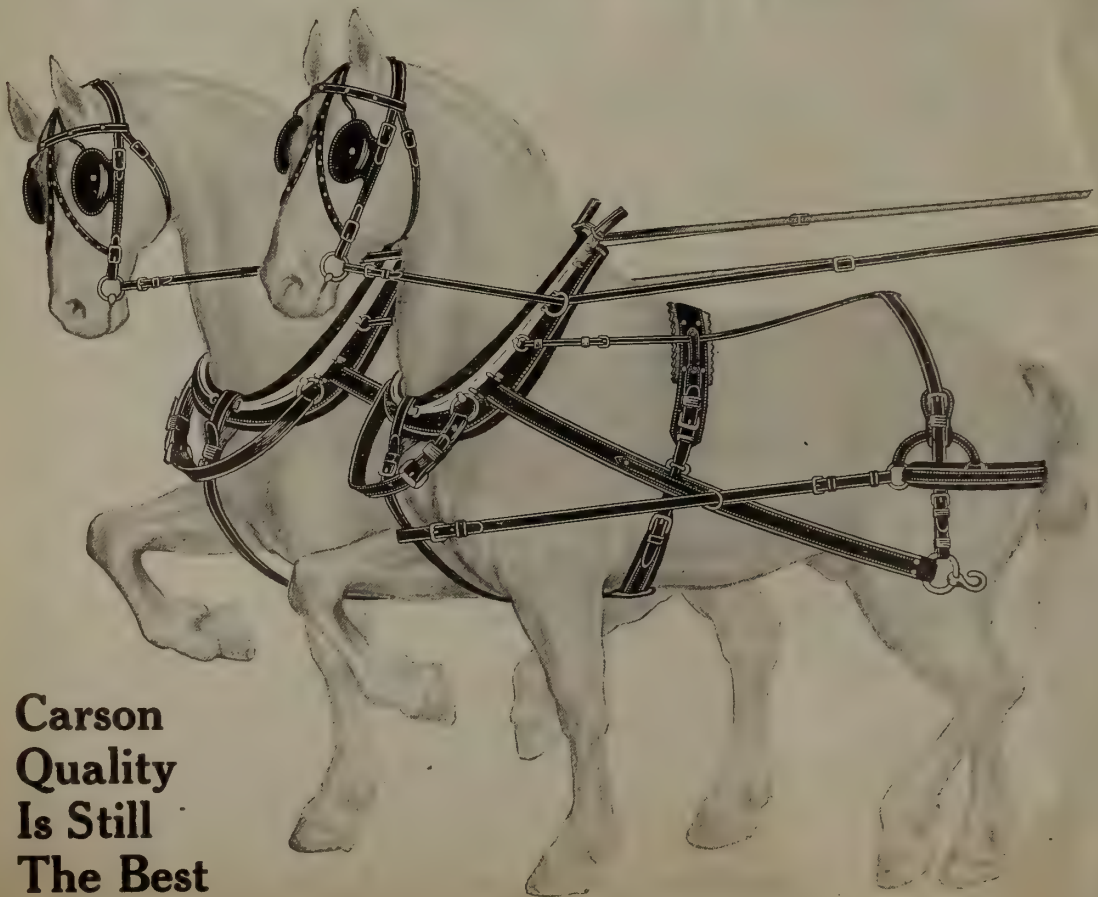
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Quality
Is Still
The Best

No. 139 Michigan Lumber and Skidding Harness

This is the heaviest Lumber and Skidding Harness we manufacture. It is strongly made from No. 1 selected Oak stock and so constructed to stand the heavy strain of bush work and lumber hauling. To convert to skidding harness, remove the breaching seat and side straps and add cruppers to snap. This harness is being used by all the leading lumbering concerns throughout Canada. It has stood the test and every set carries our guarantee.

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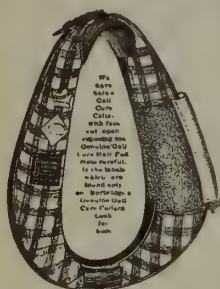
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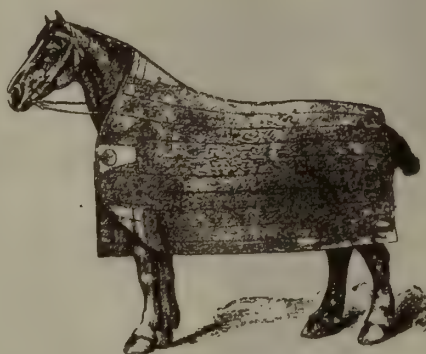
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(PATENTED)

These collars will not hurt your horses' shoulders

No. 62 Lumber Hogskin Face \$37.00 doz.

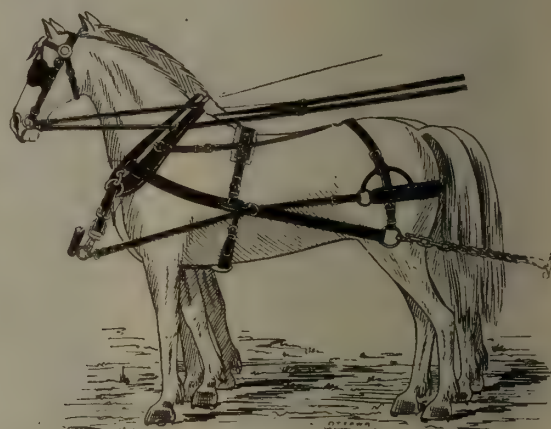
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No. 10 Jute Blanket

6 ft. 6 in. long, 80 in. wide, 60 in. lined, made square with gusset and shaped at rump. Weight 13 lbs. 6 oz.

Leather Leg Strap extra. A full line of Horse Blankets for lumbermen's purposes. Write for catalogue and price list.



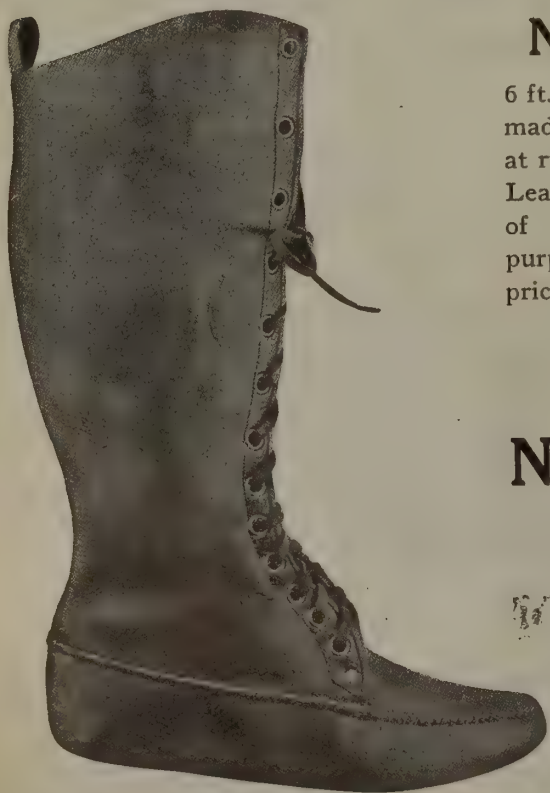
Michigan Lumber Harness

made in 2 in., 2 1/4 in., 2 1/2 in., 2 3/4 in. trace. A full line of Lumbermen's Harness for all sections.

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No. 152 Long Leg Seamless Heel Draw String Moccasins



The latest improvement in Moccasins doing away with all seams at heel. Under the old method the heel would come down and in a short time the wearer would be walking on it, wearing out the stitching, thus causing it to leak and rip. With the new process the heel will not flatten out; will always keep its shape, and there are no seams whatever, making a clean, smooth, Ripless and Waterproof heel. Made only in the highest quality, all heights of leg, with or without soles or heels.

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You are never in doubt when you buy from Borbridge. We have been dealing with the lumbermen of Canada for upwards of a quarter century



Chromoil Packs

*ensure Footwear
service to your men*



THE Chromoil process of tanning leather for Shoe Packs is an exclusive feature of our product. It makes a really waterproof shoe pack possible, and this point alone is worth your careful investigation.

The great wear to which all shoe packs are subjected in use in the lumber woods makes a superior product very popular. Let us ship you a trial order of our new Chromoil Farm Boots, the neatest and most popular soled Shoepack on the market. Just the thing for Summer logging and pulp peeling.

Send today for latest catalogue and prices to the Lumber Trade. Write us also for particulars and prices of our neat fitting farm shoes. Comfortable, splendid wearing light shoes for summer and fall.



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Illustrating flush Reservoir heated by contact from fire box.

McClary's also manufacture a sturdy line of specially made cook-house utensils, such as Contractor's Boilers, Steamers, Stock Pots, large heavy Bake Pans, Pails, Dish Pans, Fire Buckets, Fire Bucket Tanks, etc.

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Burn Coal or Wood

Constructed specially for large capacity, rough usage and proper operation.

No.	Size of Oven	Size of Cooking Surface	Length of Fire Box	Shipping Weight
516	16 x 27 x 15½	28 x 46	28½	325
525	24¾ x 27¼ x 16	28 x 54½	28½	462
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Illustrating elevated Reservoir heated from smoke pipe



"Camp Comfort"

Burns Wood

A powerful heater that will withstand hard knocks. Heavy steel body with cast legs, door and frame.

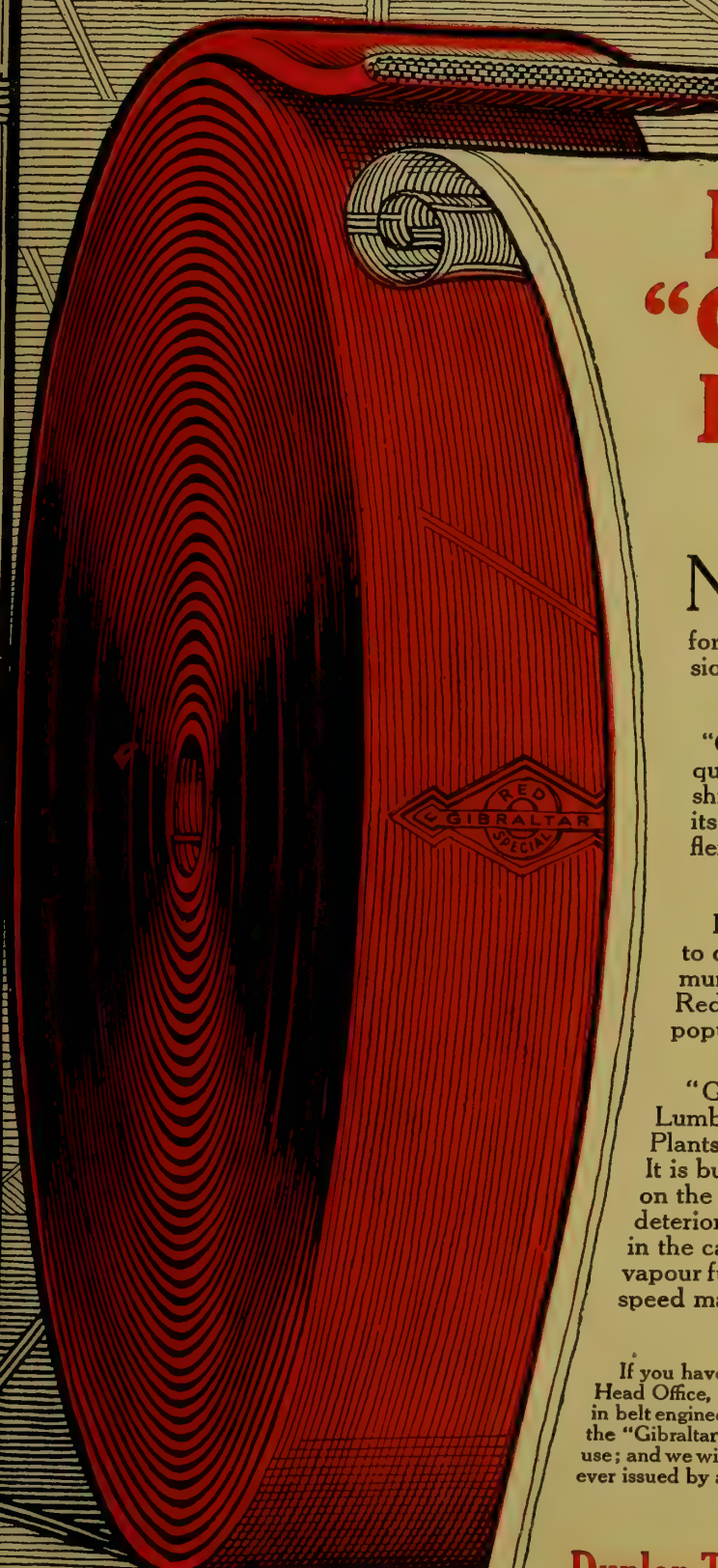
Nos.	Dia. in Inches	Length in Inches	Shipping Wt.
36	22	36	175
42	22	42	212
52	22	52	230

Write us for quotations on your Cook-house requirements for that new camp or replacements at your present one.

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NOTHING short of remarkable was the advent of this master Dunlop Belt "Gibraltar RedSpecial." Its coming undoubtedly solved that momentous problem which had for years baffled belt users, namely, the economical transmission of power, combined with an unusual length of service.

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Resistance to destructive elements, and the unusual capacity to continually deliver the maximum of power with the minimum of up-keep expense, are characteristics of "Gibraltar RedSpecial" which have placed this belt on the pinnacle of popular favour.

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"Gibraltar RedSpecial" is particularly adapted to Saw, Lumber, Pulp or Paper Mills, Bleacheries, Mines, Cement Plants, Brick Yards, Oil Wells, Threshers and Stone Crushers. It is built especially to withstand the jerky strains consequent on the fluctuation of power under any load; is immune to the deteriorating effects of an over-abundance of moisture, or, as in the case of Pulp and Paper Mills and Bleacheries, injurious vapour fumes. Maximum adhesion over small pulleys on high-speed machines is another reason why this belt predominates.

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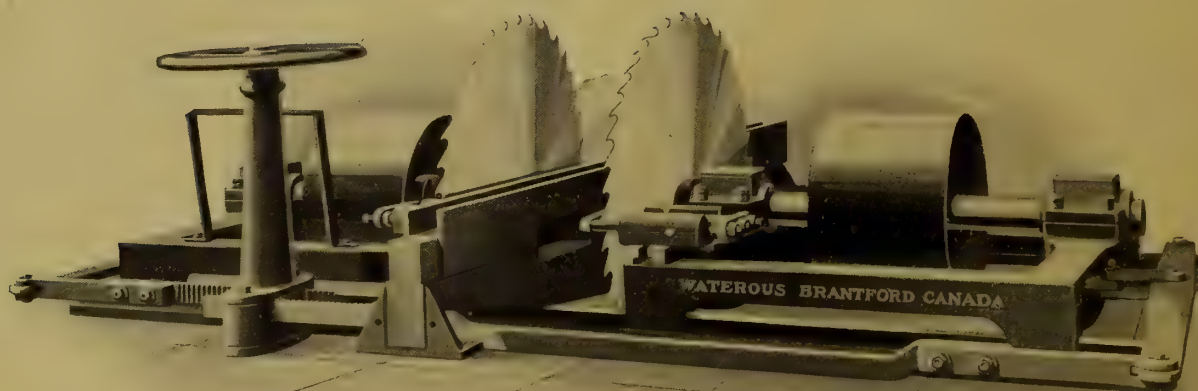


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Sawmill Machinery



The Waterous Twin Circular Saw

in conjunction with the Kendall Circular Gang presents the cheapest way of turning small logs into merchantable lumber. Four men only are required to operate it.

It takes logs up to 16 ft. in length, and will cut cants from 4 inches to 12 inches in thickness.

THE TWIN CIRCULAR consists of two independently driven saw frames, carried on planed iron slides upon which they are adjustable, to permit cutting a cant as narrow as 4 inches or to a width of 12 inches.

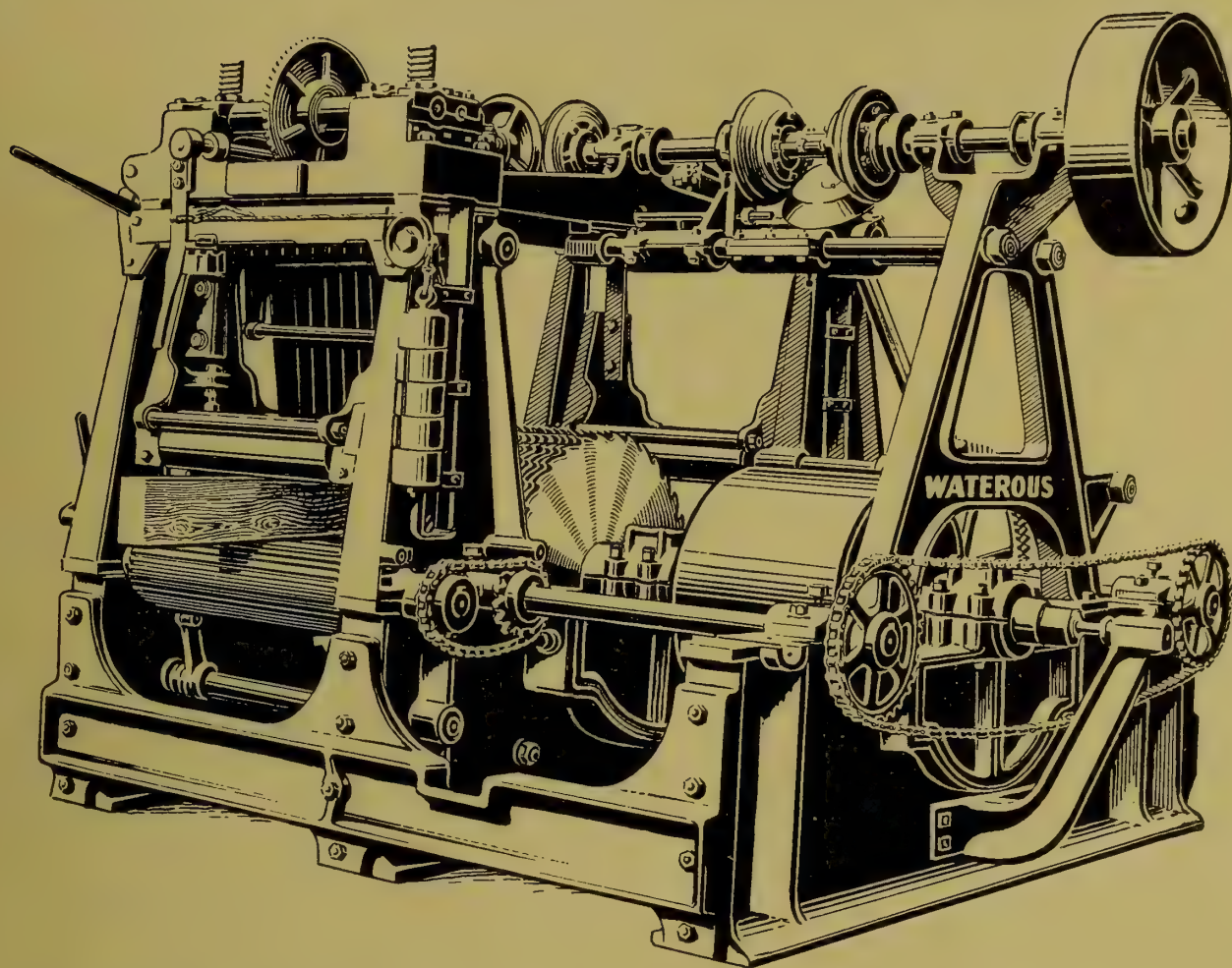
FRAME CASTING is in one piece with the bearing cast solid with it to make mandrel alignment a certainty. The saw frames are adjustable by rack and pinion and controlled by a hand wheel, making for rapidity of movement with a minimum of effort and no possibility of a shift during cutting.

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It takes cants from 4" to 12" thickness and at the rate of from 2500 to 3000 a day, will turn them into lumber, perfect in finish, and cut evenly from end to end. Big capacity on small stuff, and lumber cut better than is possible on Band Saw, Circular Saw or Vertical Gang distinguish this machine.

A new machine that is new.

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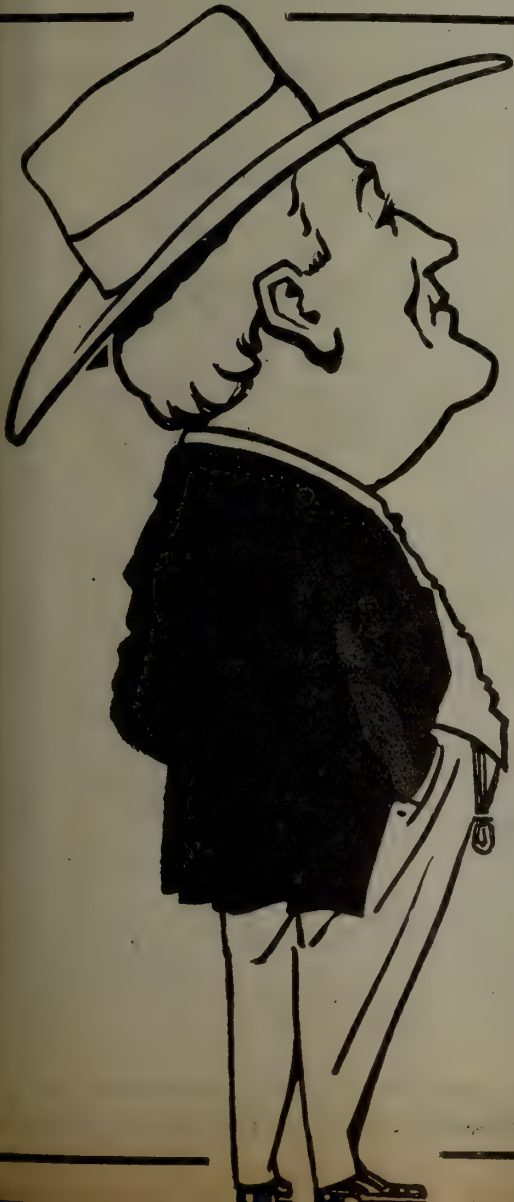
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Rock City Tobacco

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We manufacture Tobacco in all its forms including Leaf Tobacco as used in the Lumber Camps.

The Rock City Tobacco Company are prepared to supply quantities of their favorite blends to lumber contractors and others.

Ask us to quote prices. We know from experience that the lines we handle are popular smoking for lumbermen. Prompt service assured. We have supply stores and offices at Quebec, Montreal, Toronto and Winnipeg, and a hurry-up call will bring our representatives to see you.

We invite correspondence and guarantee a satisfactory deal to all who get in touch with us.

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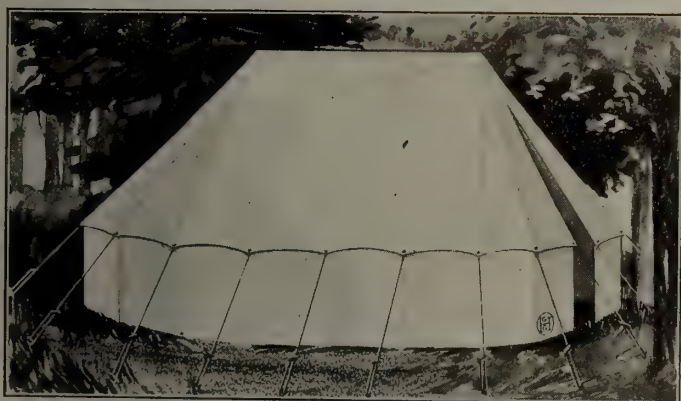
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Watertight Duck Tents

Absolutely weather and mildew proof.

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"Moose Head Brand" Footwear



No. 20

Men's Skowhegan Waterproof Shoe Pack

This is one of our leaders in Shoe Packs, never fails to give satisfaction. Hand made of best Skowhegan Waterproof Leather, heavy pliable bottoms. Color, dark brown, laced, bellows tongue, five Klondike eyelets, riveted at sides, has pull-on strap and leather laces.

Men's Sizes 6 to 12



This Shoe Pack has a 10-inch black oil-tanned leather leg; brown foot of heavy Skowhegan Water-proof Leather. Hand made by our Draw String Non-Rip Process; Laced, bellows tongue, eight Klondike eyelets. Riveted at sides. Has pull-on strap and leather laces.

Our Shoe Packs and Larrigans are made to give Lumbermen comfort and long service. They satisfy on these points because they are all thoroughly made from oil-tanned leather.

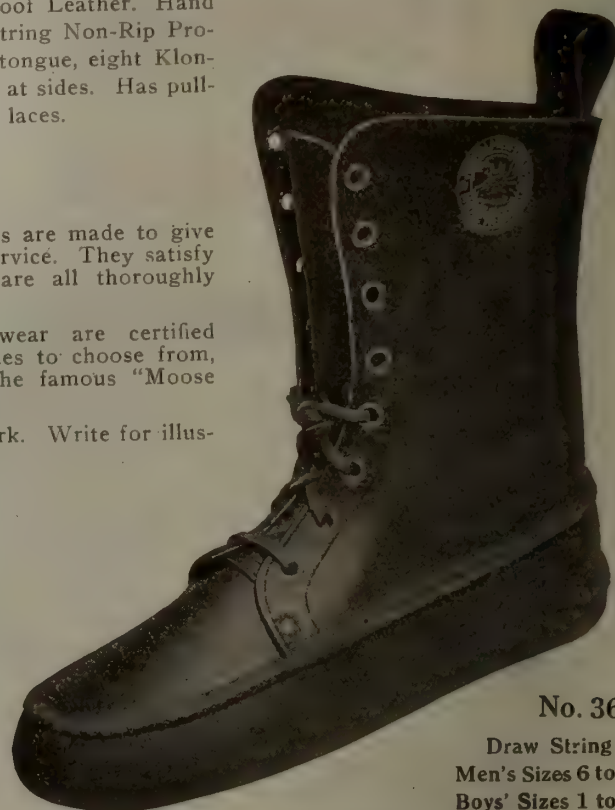
"Moose Head Brand" Footwear are certified water-proof. Fifty different styles to choose from, including sporting boots, and the famous "Moose Head" TRENCH BOOTS.

Insist on seeing our Trade Mark. Write for illustrated catalogue.

**Established
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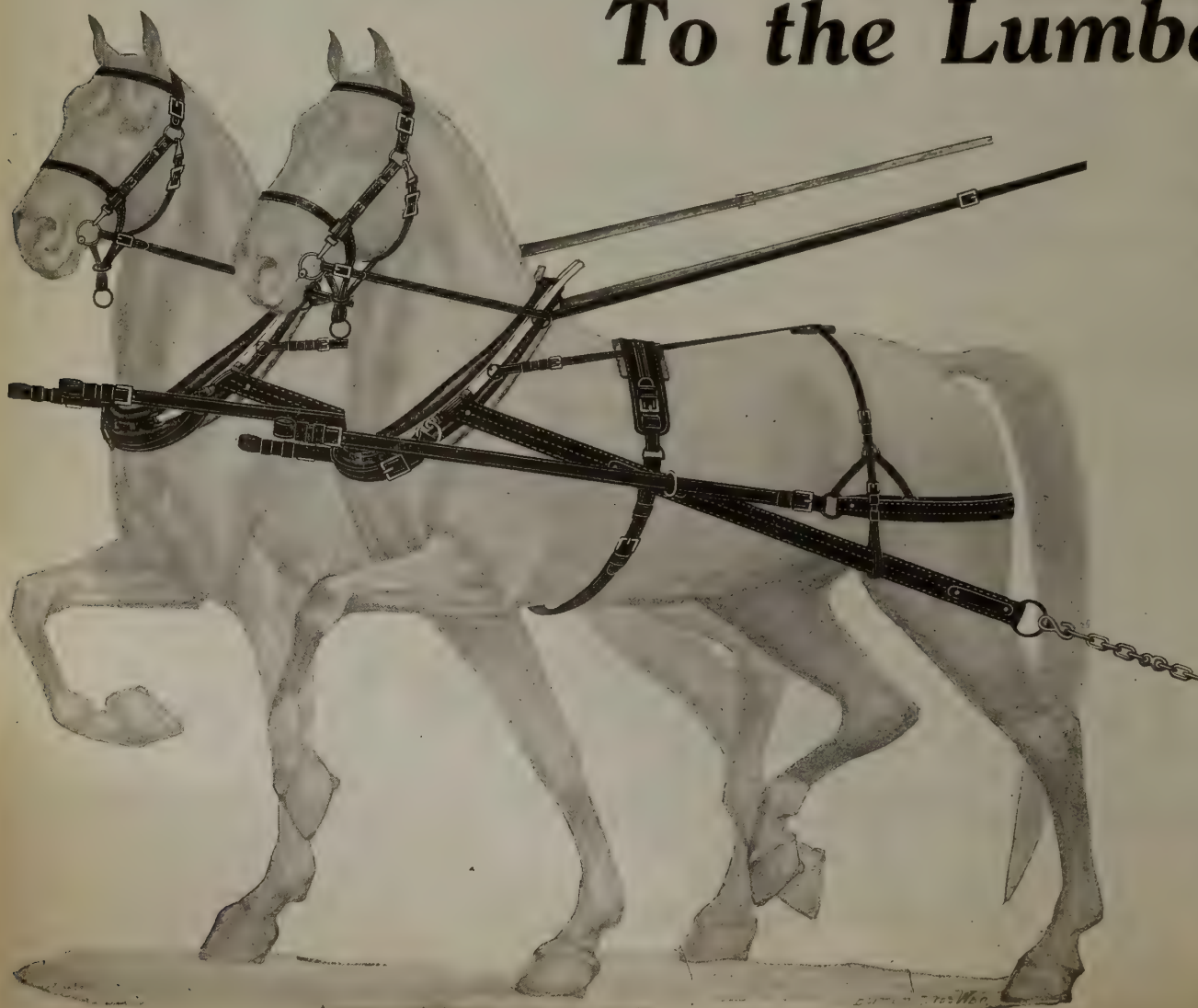
Men's 10 Inch Skowhegan Waterproof Draw String Shoe Pack



No. 36

Draw String
Men's Sizes 6 to 12
Boys' Sizes 1 to 5

To the Lumber Trade!



- No. 9—2 1/4 in. LUMBER HARNESS (as illustrated), with No. 12 concord bolt, Hames or No. 920 Heavy Steel Hames, less collars and heel chains ... per set \$68.00
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- 2 in. 2 ply guaranteed Scandinavian Web pinery hook traces .. per set 11.50
- 2 1/4 in. Leather Pinery Hook Traces ... per set 20.50
- 1 1/4 in. Twin breeching straps ... per doz. 14.25
- 1 1/2 in. Twin breeching straps ... per doz. 16.25
- 12 in. brown and white Sweat Pads ... per doz. 6.65
- 13 in. brown and white Sweat Pads ... per doz. 6.85
- 12 in. yellow Sweat Pads, red edge ... per doz. 7.00
- 13 in. yellow Sweat Pads, red edge ... per doz. 7.25

Mail Orders sent out at once

Adams Bros.
Harness M g. Co., Ltd.
781-785 King St. West
TORONTO - ONT.

LUMBER



HARNESS

We make first class quality Harness, Driving and Team Harness, Harness Parts, Horse Collars, Blankets. All Kinds of Saddlery, Horse and Stable Furnishings.

We illustrate our No. 19. Extra Heavy Double Team Harness, for Horses 1300 lbs. and up. Brass Mounted Bridles. Rest of Mountings, Japan. Bridles, Reins, Back Pads, Girths, Hames, Tugs, Pole Straps, Collars, Breechings.

Price, extra, with brass buckles and red Minto top hames No. 19½—Michigan Lumber Harness, same weight and dimensions as above.

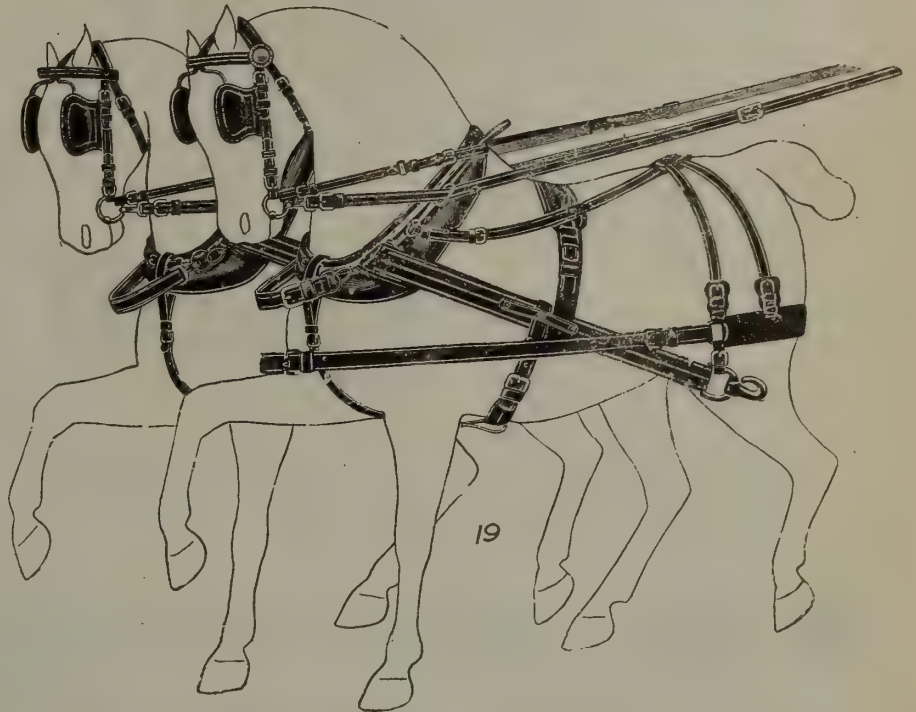
Price, extra, with brass buckles and red Minto top hames.

Lumbermen should note that we are the makers of the original and genuine oil tanned Shoepacks. Every pair guaranteed and backed by a reputation of fifty years standing.

A. E. Wry-Standard

Limited

Sackville, New Brunswick, Canada



No. 19 Michigan Lumber Harness

Write for our handsome catalogue giving full details and prices complete



The Enterprise Camper Steel RANGE

FINE FOR THE CAMP

This is the finest camp range on the market for 60 to 100 man cooking capacity. Burns coal or wood. Fire box will take stick of wood 32 inches long. Oven is extra large and fitted with strong well braced door, opening level with oven bottom. Made of high quality Bessemer Steel and fitted with very heavy castings.

No. 924—Top measurements with reservoir and shelf 61 in. x 33 in. Oven 24 in. wide x 25 in. deep and 15 in. high.

No. 1030—Top measurement with reservoir without shelf 62 in. x 33 in. Oven 30 in. wide x 25 in. deep and 15 in. high.

Detachable copper reservoir and large waterfront supplied when specified. Write for circulars and prices.

The Enterprise Foundry Co.

Sackville,

New Brunswick

Canadian Western Oats

Reliable Service

Prompt Shipments

We make a specialty of supplying choice, heavy, white Western oats for the Lumbering and Logging Trade, either in bulk or in sacks.

Our facilities for handling your requirements this season are the very best. Our shipments are selected from over two hundred elevators located in the best oat districts in Alberta and Saskatchewan, while our elevator and sacking plant at Port Arthur is especially equipped for the handling of oats, thus insuring the best of service and prompt shipments.

National Brand

oats are machine cleaned; there are none better. We can also fill your requirements for No. 2 CW, No. 3 CW, Extra No. 1 Feed, No. 1 Feed, No. 2 Feed oats, and sample shipments of oats or of wheat.

Shipping conditions during the Fall and early Winter are generally very acute. We urgently recommend securing your supply of oats for the coming season as far in advance as conditions will permit.

Write or wire for our quotations; your inquiries will receive prompt attention.

National Elevator Company, Limited

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Head Office:
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Elevator and Sacking Plant:
Port Arthur, Ont.

Montreal Representative:
J. E. Le Ber
Board of Trade Bldg., Montreal, Que.

Representatives for Maritime Provinces
Gibson Bros.
Halifax, N. S.

WHEN IT COMES TO 'EATS'--

WHEN the time arrives for you to consider the question of food supplies, we would be glad of the opportunity to quote you on some of your requirements. There is quite a number of lines with which we can serve you, and the quality and prices are in accordance with your expectations.

THE BOWES CO., **LIMITED**

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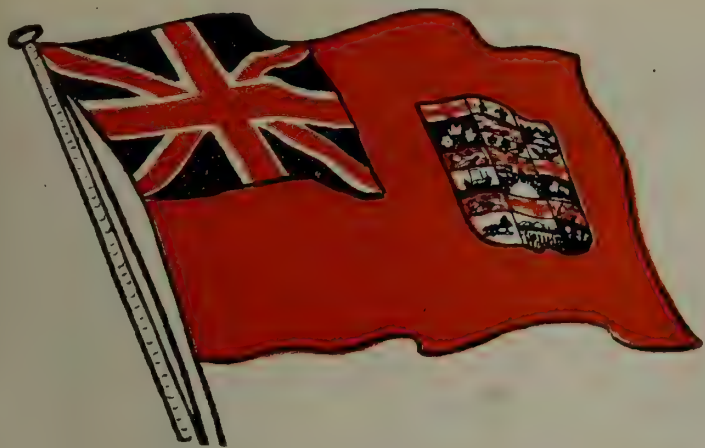
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Place a cross against any of these lines and we will be glad to mail you prices on them

MINCE MEAT	MAPLE SYRUP
JAMS & JELLIES	TABLE SYRUP
WORCESTERSHIRE SAUCE	BUTTER
CHEESE	EGGS & EGG PRODUCTS
MILK (Powdered - Evaporated - Condensed)	
PURE LARD	LARD COMPOUND
HONEY	SUBSTITUTE FLOURS
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Full list on application



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TOOLS and HANDLES

Wherever the British flag flies and the lumbering industry flourishes, there you will find Pink's Tools.

The same uniformly excellent quality supplied year in and year out has earned for Pink's Tools the esteem of all lumbermen.

Exporters to Europe, and contractors to the Allied Armies.

The Thomas Pink Company have shipped vast quantities of tools to Britain and her Allies.

Lists free. All good hardware dealers sell our Tools and Handles.

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The Thomas Pink Co. Limited
PEMBROKE, ONTARIO, CANADA.

We are also makers of Car Movers.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$56 00	\$59 00
1 1/2 x 1 1/2 x 4/7 Good Strips	60 00	63 00
2 x 4/7 Good Strips	60 00	63 00
1 x 8 and up Good Sides	70 00	75 00
1 1/2 x 1 1/2 x 8 and wider Good Sides	85 00	87 00

2 x 8 and wider Good Sides	88 00	90 00
1 in. No. 1, 2 and 3 Cuts	52 00	55 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	68 00
2 in. No. 1, 2 and 3 Cuts	70 00	73 00
1 x 4 and 5 Mill Run	45 00	48 00
1 x 6 Mill Run	47 00	50 00
1 x 7, 9 and 11 Mill Run	45 00	48 00
1 x 8 Mill Run	48 00	51 00
1 x 10 Mill Run	50 00	52 00
1 x 12 Mill Run	52 00	55 00
5/4 and 6/4 x 4 Mill Run	46 00	48 00
5/4 and 6/4 x 5 Mill Run	46 00	48 00
2 x 4 Mill Run	44 00	46 00
2 x 6 Mill Run	47 00	49 00
2 x 8 Mill Run	47 00	49 00
2 x 10 Mill Run	51 00	52 00
2 x 12 Mill Run	52 00	55 00
1 in. Mill Run Shorts	36 00	38 00

Red Pine:		
1 x 4 and 5 Mill Run	38 00	41 00
1 x 6 Mill Run	41 00	44 00
1 x 8 Mill Run	42 00	45 00
1 x 10 Mill Run	44 00	47 00
2 x 4 Mill Run	38 00	40 00
2 x 6 Mill Run	42 00	44 00
2 x 8 Mill Run	42 00	44 00
2 x 10 Mill Run	47 00	48 00
1 in. Clear and Clear Face	48 00	50 00
2 in. Clear and Clear Face	48 00	50 00

Spruce:		
1 x 4 Mill Run	39 00	41 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
Mill Culls	32 00	34 00
Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	30 00	31 00
1 x 6 in. x 9 to 16 ft.	33 00	34 00
1 x 8 in. x 9 to 16 ft.	35 00	36 00
1 x 10 and 12 in. x 9 to 16 ft.	35 00	37 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	33 00	34 00
2 x 4 to 12, 10 and 16 ft.	34 00	35 00
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00
2 x 4 to 12 in., 18 ft.	35 00	36 00
2 x 4 to 12 in., 20 ft.	36 00	37 00
1 in. No. 2, 6 ft. to 16 ft.	25 00	27 00
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	27 00	29 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 00	
6x10, 8x10, 10x14, 12x14, 14x14	52 50	
6x12, 8x12	53 00	
14x16, 16x16	53 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain	60 50	
Fir flooring, 1 x 4, edge grain	60 50	
Fir flooring, 1 x 4, flat grain	43 50	
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths)	48 00	64 00
No. 1 and 2, 1 1/2 and 1 1/2 in., clear Fir rough	67 50	61 50
No. 1 and 2, 2-in. clear Fir rough	50 50	57 50
1 x 5 and 1 x 6 Fir casing	60 50	
1 x 8 and 1 x 10 Fir base	62 50	
1 1/2 and 1 1/2 x 8 x 10 x 12 E. G. stepping	71 25	
1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping	61 25	
1-in. clear Fir, d. 4 sides	48 00	56 00
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00
XXX B. C. cedar shingles	3 46	
XXX 6 butts to 2 in.	4 30	
XXXXX 5 butts to 2 in.	5 12	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
	No. 1	No. 2
4/4	82.00	86.00
5/4 & 6/4	100.00	105.00
8/4	115.00	120.00
10/4 & 12/4	135.00	140.00
16/4	150.00	155.00

Ash, Brown		
4/4	70.00	75.00
5/4 & 6/4	75.00	80.00
8/4	78.00	83.00

Birch, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
4/4	65 66	42 45
5/4 and 6/4	72 75	55 60
8/4	75 77	56 62
10/4 and 12/4	90 95	75 80
16/4	95 97	80 83

Basswood, dry weight 2500 lbs. per M. ft.		
	No. 1	No. 2
4/4	75.00	80.00
5/4 & 6/4	80.00	85.00
8/4	82.00	87.00

Chestnut, dry weight 2800 lbs. per M. ft.		
	No. 1	No. 2
4/4	65.00	70.00
5/4 & 6/4	72.00	77.00
8/4	72.00	77.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
	No. 1	No. 2
4/4	58.00	63.00
5/4 & 6/4	63.00	68.00
8/4	63.00	68.00

Gum, red, dry weight 3300 lbs. per M. ft.		
	No. 1	No. 2
4/4	65.00	70.00
5/4 & 6/4	70.00	75.00
8/4	70.00	75.00

Gum, Sap		
	No. 1	No. 2
4/4	50.00	55.00
5/4 & 6/4	54.00	59.00
8/4	55.00	60.00

Hickory, dry weight, 4500 lbs. per M. ft.		
	No. 1	No. 2
4/4	75.00	80.00
5/4 & 6/4	100.00	105.00
8/4	90.00	95.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
	No. 1	No. 2
4/4	60.00	65.00
5/4 & 6/4	63.00	68.00
8/4	63.00	68.00

Soft Maple		
	No. 1	No. 2
4/4	50.00	55.00
5/4 & 6/4	54.00	59.00
8/4	55.00	60.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.		
Mill run grade, No. 3 and better	\$35.00	
No. 2 and better	42.00	

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
4/4	85.00	90.00
5/4 & 6/4	92.00	97.00
8/4	100.00	105.00
10/4	100.00	105.00
12/4	105.00	110.00
16/4	115.00	120.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
4/4	130.00	135.00
5/4 & 6/4	132.00	137.00
8/4	135.00	140.00

Red Oak, quarter cut.		
	No. 1	No. 2
4/4	95.00	100.00
5/4 & 6/4	110.00	115.00
8/4	115.00	120.00

OTTAWA, ONT.		
Manufacturers' Prices		
Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 1/2-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	78 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/2-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings		
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00
Pine, 1-in. x 4-in. s.c. strips	44 00	
Pine, 1-in. x 5-in. s.c. strips	44 00	
Pine, 1-in. x 6-in. s.c. strips	46 00	
Pine, 1-in. x 7-in. s.c. strips	46 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 1/2 and 2-in.	42 00	

Pine, s.c. shorts, 1 x 4 to 6 in.		
Pine, s.c. and bet., shorts 1 x 5	36 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6'-11', 1" x 10"	45 00	

Pine box boards:		
1" x 4" and up, 6'-11'	38 00	
1" x 3", 12'-16'	42 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up		
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	36 00	
O. culls r & w p	26 00	

Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/2-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1" x 7" and up	34 00	

Mill run Spruce:		
1" x 4" and up, 6'-11'	32 00	33 00
1" x 4" and up, 12'-16'	34 00	
1" x 9" 10" and up, 12'-16'	40 00	42 00
1 1/2" x 7" 8" and up, 12'-16'	40 00	42 00
1 1/2" x 10" and up, 12'-16'	46 00	
1 1/2" x 2" x 12" and up, 12'-16'	46 00	

Spruce, 1-in. clear (fine dressing and B)		
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1, 1 1/2, 2-in.		
Ash, black, log run	25 00	30 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25

White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUEBEC, QUE.		
	Cts.	Per Cubic Foot
White Pine		
First class Ottawa waney, 18-in. average, according to lineal	80	90
19 in. and up average	85	95

Spruce Deals		
	Per M. Ft.	Per Cubic Ft.
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

Oak		
	Cts.	Per Cubic Ft.
According to average and quality		
55 ft. cube	85	95

Elm		
	Cts.	Per Cubic Ft.
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85

Birch Planks		
1 to 4 in. thick, per M. ft.	40 00	45 00

SARNIA, ONT.		
Fine, Common and Better		
1 x 6 and 8 in.	\$80 00	
1 in., 8 in. and up wide	90 00	
1 1/2 in. and 1 1/2 in. and up wide	100 00	
2 in. and up wide	105 00	

Cuts and Better		
4/4 x 8 and up No. 1 and better	75 00	
6/4 x 8 and up No. 1 and better	85 00	
8/4 x 8 and up No. 1 and better	87 00	

No. 1 Cuts		
1 in., 8 in. and up wide	63 00	
1 1/2 in., 8 in. and up wide	72 00	
1 1/2 in., 8 in. and up wide	73 00	
2 in., 8 in. and up wide	76 00	</

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The freshness of the leaf means more cups to the pound. Why use old, dusty, 'dried-out' bulk teas when you can get 'real satisfaction' for less money? Write for particulars.

SALADA, TORONTO

JOHNSON'S Veterinary Remedies

are the surest, the most economical and the best medicines with which to equip your stables. They have been on the market for twenty-five years and still retain their superiority over all others.

The quality never varies, it is our first consideration. Prices taking effect July 1st are as follows:

Johnson's Horse Liniment No. 1	Per Gal.	\$7.00
Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
Johnson's Horse Liniment No. 1	Pints, Per Doz.	10.00
Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy	Quarts (8 Doses each) Doz.	30.00
Johnson's Horse Colic Remedy	Pints (4 Doses each) Doz.	15.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb Tins	each 2.25 Doz.	24.00
1/4 lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders, 1 lb. Pkgs.	Doz.	6.00
Johnson's Condition Powder, No. 2	doz.	2.75
Johnson's Horse Worm Powders,	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
Johnson's Antiseptic Dusting Powder		
(For Drying and Healing Sores, Proud Flesh, etc.)	Per Ddz.	8.00
"Kreoline," antiseptic, deodorizing	Per Gal.	1.50

Our Family and Van Remedies are as follows:—

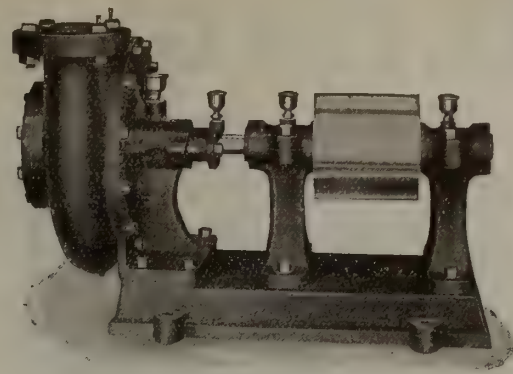
Pine and Tar Cough Syrup	Big 4 Liniment—Mosquito Oil
Purgative Pills	X Ray Liniment
Little Liver Pills	Cholerine Mixture (Diarrhoea)
Porous Plasters	Headache Powders
Stomach Bitters	Sarsaparilla
Laxative Cold Tablets	All Healing White Ointment

All Drugs and Patent Medicines at Market Prices.

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Disagreeable Smell

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ROSEALENE

AT ONCE

ROSEALENE WILL INSTANTLY KILL ALL ODORS and will keep generating odors suppressed for a period 10 to 20 times longer than any known disinfectant.

Antiseptic, Insecticide and Germicide. Exterminates all vermin, including Bed Bugs and Ants.

ROSEALENE is itself odorless. It is cheap in price, harmless, non-poisonous and an excellent antiseptic for cuts and wounds. ROSEALENE is used in Hospitals, Dairies, Theatres, Abattoirs, Restaurants, Stables, Kennels, Sewers and every place where odors occur.

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407 Queen St. W.

Toronto

General Manager,

E. S. Edmondson

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
direct.

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Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT. Limited

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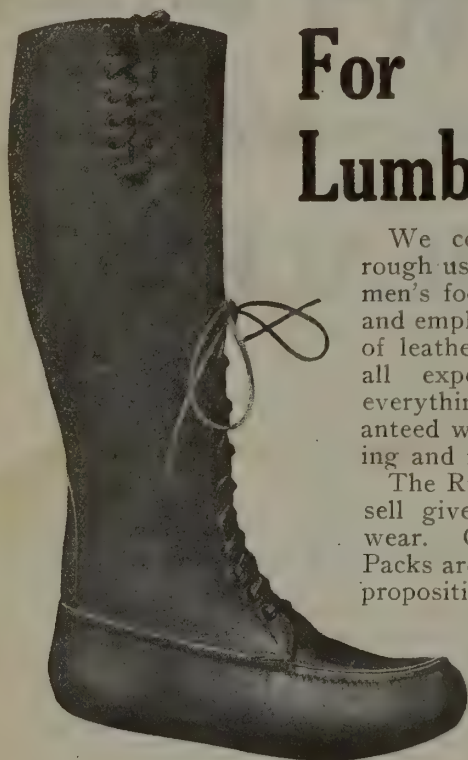
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The Best Shoe Pack For Lumbermen



We consider carefully the rough usage which the lumbermen's footwear is subjected to and employ only the best grade of leather. Our workmen are all expert shoemakers and everything they make is guaranteed waterproof, wear resisting and reliable.

The River Drivers' Boots we sell give comfort and lasting wear. Our Boots and Shoe Packs are entirely a hand made proposition.

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Copeland Shoe Pack Co.
MIDLAND, ONTARIO.

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Wholesale Fruit, Produce and Commission Merchants
NORTH BAY, SUDBURY, COBALT

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Amherst Solid Shoes

For Lumbermen, Loggers, Miners and Farmers
is our specialty. For 50 years we have been in
the vanguard of progress in Solid footwear.



Amherst Boot & Shoe Co., Ltd.

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ACME DIVERGENT SAW EDGE CORRUGATED FASTENERS



The sharp cutting
edge does not
crush or break
down the wood.

Also
Manufacturers of
BOX STRAPPING
of all kinds



Acme Steel Goods Company of Canada, Limited, Montreal

Agents at Winnipeg, London, Toronto, Ottawa, Quebec, St. John, Halifax.

Adams Pointers



Made at Penetang, these powerful and efficient little gasolene boats are giving satisfaction all over Canada.

Lumbermen will find it quicker and cheaper to work with an Adams Pointer. It is easier and safer to use than alligators and tugs.

The Adams Pointer has a well-built easy running engine and will prove equal to the heaviest work.

Get further particulars and blue prints, which give in detail the points wherein our Pointers excel.

Adams Engine Co., Penetang, Ont.
J. T. PAYETTE, Proprietor

The Machine That Made A Record In a Recent Lath Cutting, 10 Hour Test

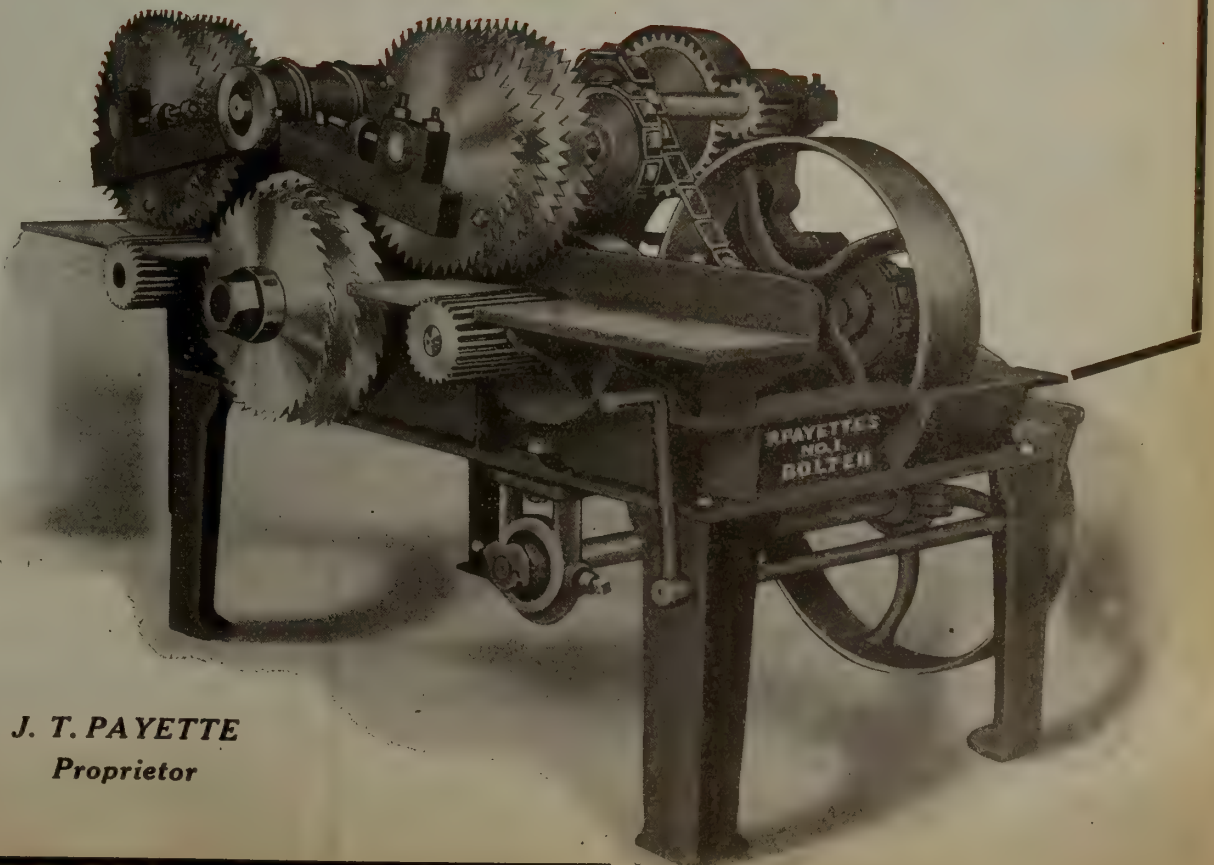
Four Hundred Sawmills in the Dominion are to-day using this machine.

It has all the latest improvements and for quick, clean work has no equal.

The Payette No. 1 Bolter will cut, count, tie and pile 128,350 laths in a period of ten hours. The above consisted of 4 foot laths, 1½ by ¾ inches, and constitutes a record in rapid lath cutting.

If you are not using a Payette No. 1 Bolter you should be.

Shall we send you full particulars and prices?



P. Payette & Co.
 Penetang, Ont.

J. T. PAYETTE
 Proprietor

CURRENT LUMBER PRICES—Continued

RED BIRCH				
4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4/4	53 - 55	32 - 34	20 - 22	
5/4 and up	55 - 57	34 - 36	22 - 24	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4/4	45 - 47	35 - 37	23 - 25	
Thicker	47 - 49	37 - 39	24 - 25	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	65 - 67	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

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Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	90 00
12 in. and up	87 00
Fine common, 1 x 8 to 11 in.	100 00
Fine common, 1½ to 2 in.	105 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1½ to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1½ to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1½ to 2 in.	90 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1½ to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	78 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	39 00
No. 2, 1 x 12	68 00	All other random lengths, 7-in.	84 00
No. 2, 1 x 10	65 00	and under, 8 ft. and up	
No. 2, 1 x 8	62 00	5-inch and up merchantable	38 00
No. 3, 1 x 12	62 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	60 00	1 x 2	40 00
No. 3, 1 x 8	59 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1½ in. spruce lath	4 50
1 x 10 in.	52 00	1½ in. spruce lath	4 22
No. 1, 1 x 4 to 7 in.	55 00	New Brunswick Cedar Shingles	5 00
No. 1, 1 x 8 & 9 in.	56 00	Extras	4 50
No. 1, 1 x 10 in.	57 00	Clears	4 50
No. 2, 1 x 4 & 5 in.	38 00	Second Clears	3 80
No. 2, 1 x 6 & 7 in.	45 00	Clear Whites	3 50
No. 2, 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites in)	1 75
No. 2, 1 x 10 in.	48 00	Extra 1s (Clear whites out)	1 65
No. 2, 1 x 12 in.	52 00	Red Cedar Extras, 16-in. 5 butts	5 00
Spruce, 12 in. dimension	55 00	to 2-in.	5 10
Spruce, 10 in. dimension	53 00	Red Cedar Eureka, 18-inch 5	5 40
Spruce, 9 in. dimension	50 00	butts to 2-in.	6 07
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	4 80
2 x 10 in. random lengths,		to 2½	
8 ft. and up	44 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths,	48 00	in. extra red cedar	

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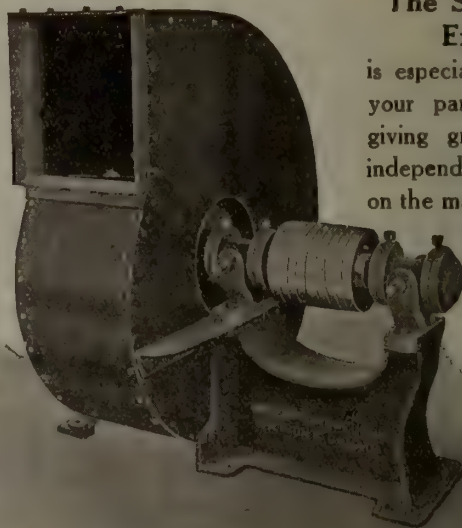
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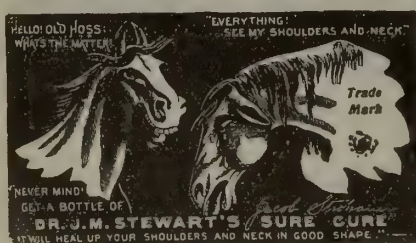
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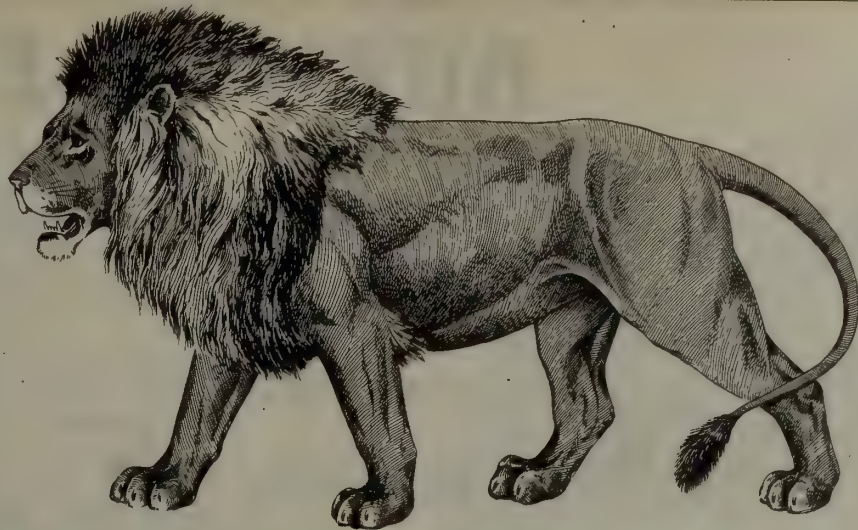
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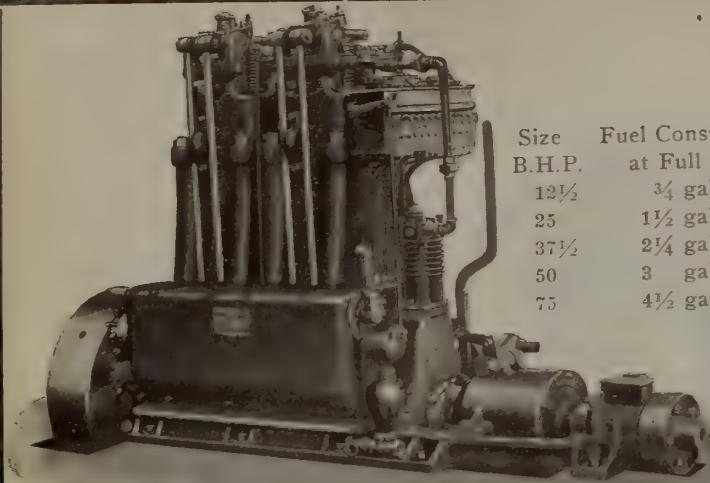
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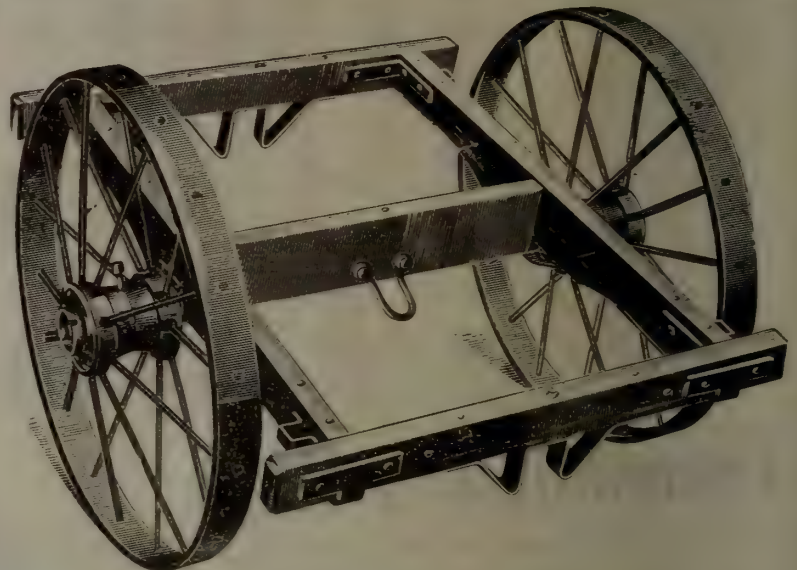
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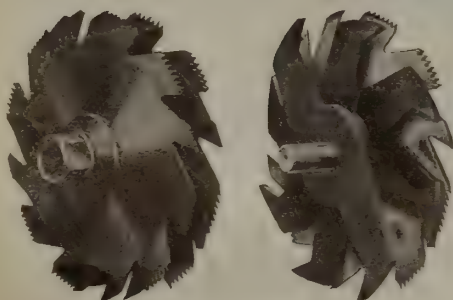
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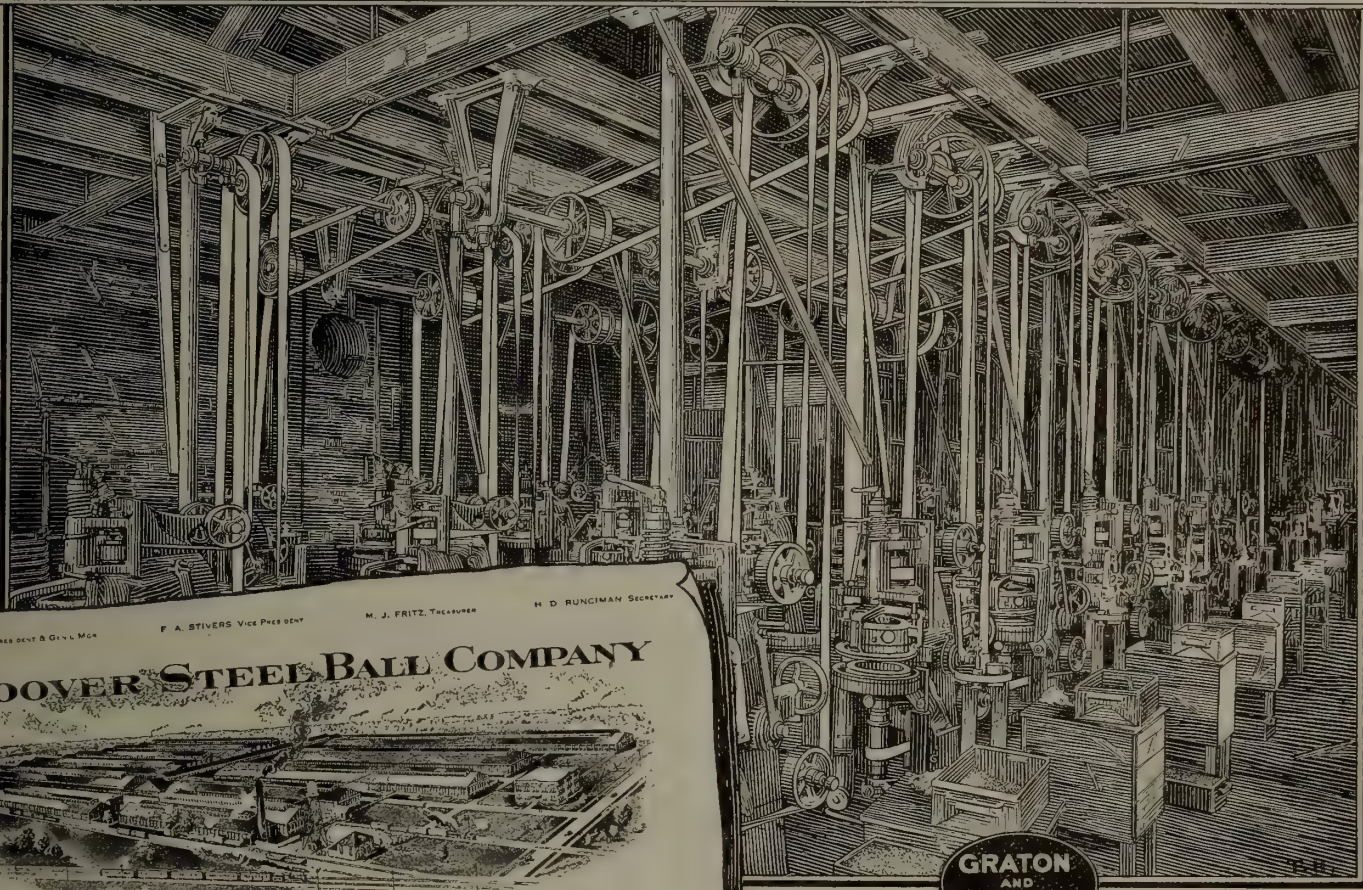
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Pedwell Hardwood Lumber Co.
Smith, S. D.
Spencer Limited, C. A.

(Continued on page 184)

GRATON & KNIGHT

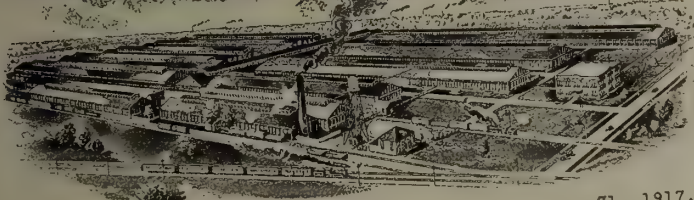
Standardized Series LEATHER BELTING

Tanned by us for belting use



**GRATON
AND
KNIGHT**

HOOVER STEEL BALL COMPANY



ANN ARBOR, MICH Dec. 31, 1917.

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HOOVER STEEL BALL COMPANY.

LJH:EH

L. J. Hoover
President and General Manager.

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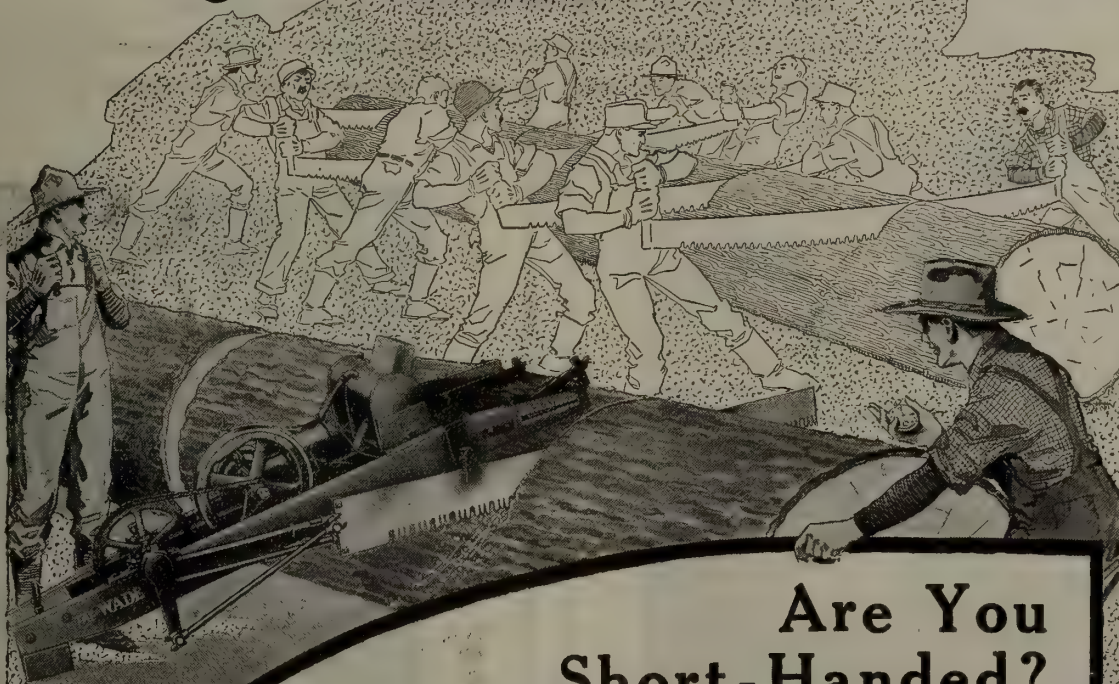
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(Continued on page 188)

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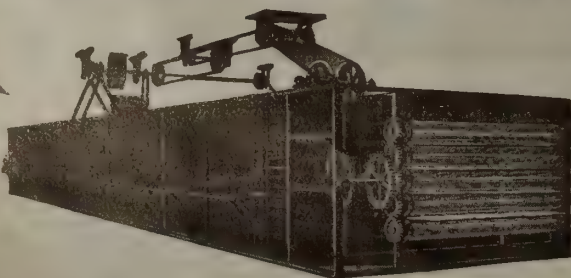
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The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3. Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

"Climax" tally book, bound in sheep, with hand straps. Size 4¼ x 8½, 110 pages. Price \$1.00.

Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

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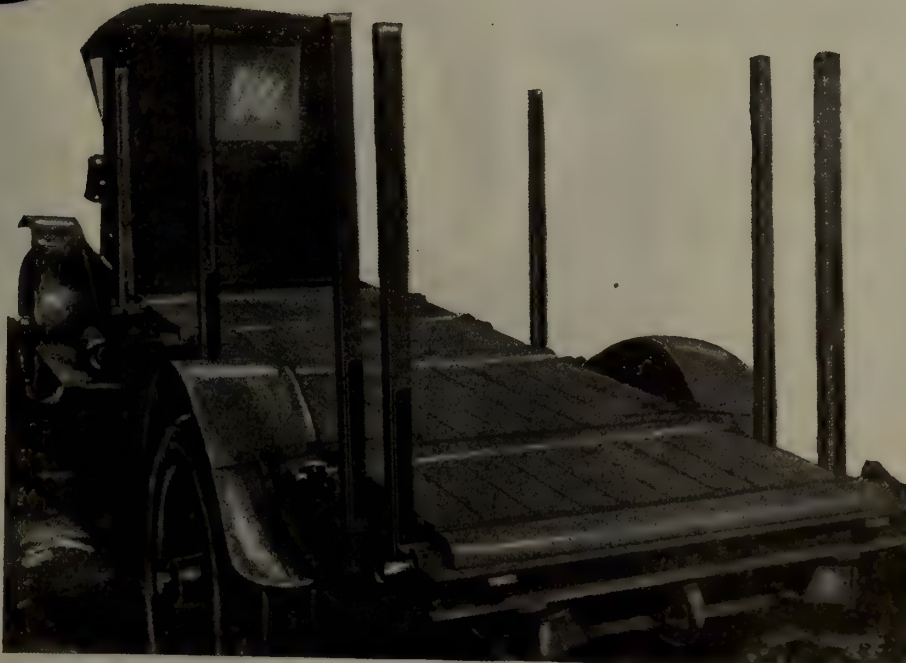
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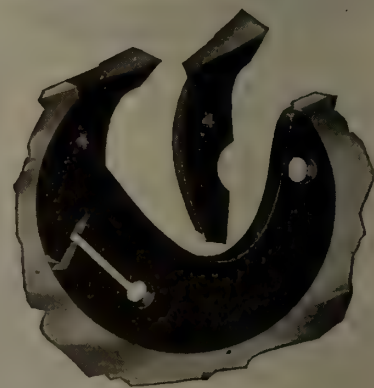
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- 1—Empire Donkey Engine on skids, with 1,000 ft. cable.
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- 1—Ditto 7½ x 10 in., rated 18 H.P.
- 1—Ditto 6 x 6 in., rated 6 H.P.
- 1—Ditto 8 x 10 in.
- 1—Goldie-McCulloch Tandem Compound, 19 x 36 x 42 in., 500 H.P.
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- 1—B. F. Sturtevant, horizontal, 8 x 12 ins.
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A 62-ton
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Designed
Especially for
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**Machine Knives, Circular Cutters
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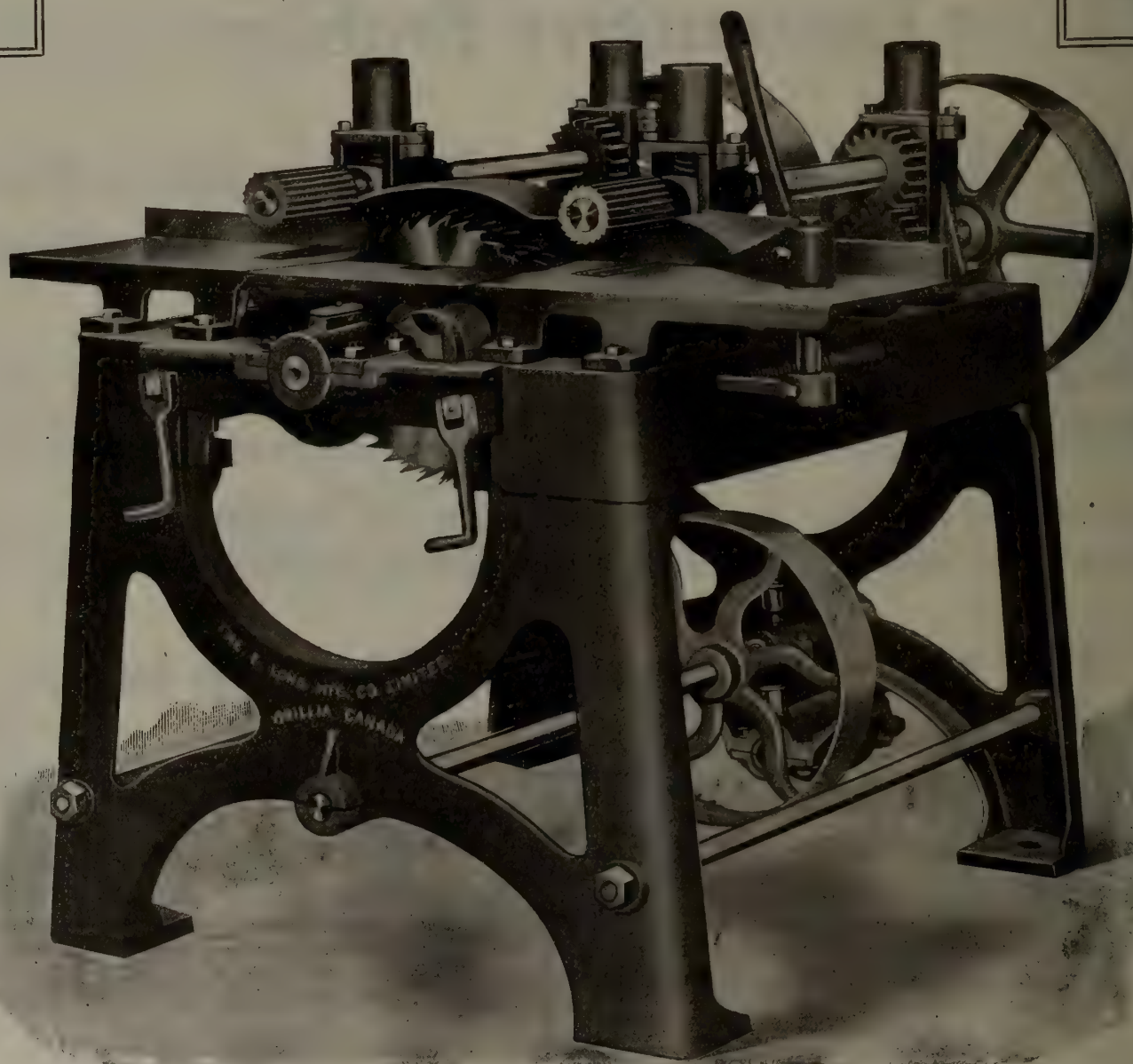
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Our No. 3 Lath Machine

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We can ship one of these Machines immediately from stock.

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of all kinds
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industry.



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Bain Sleighs for Logging Operations

Famous for their great Capacity and Light Draft

Logging is a severe test of a sleigh.

It pays to buy the best, even though you may pay considerably more than for one which possibly may appear to be just as good.

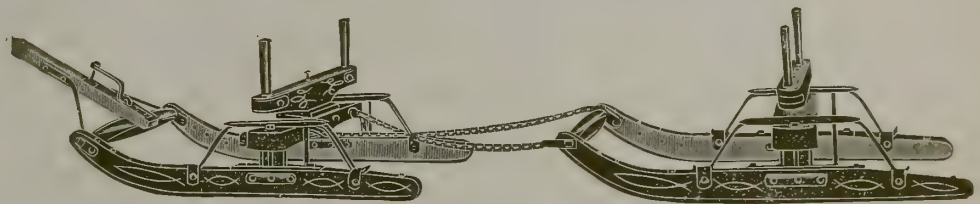
It is only by actual test—the test of time and hard usage—that the difference is apparent, and the increased first cost is forgotten. The quality is remembered long after the price is forgotten.

The cross chain couplings allow great flexibility and the hind bob follows in the tracks of the front when turning. Some prefer the short reach for well broken roads, as a sleigh so fitted can be backed same as a wagon.

Swing bunks are an advantage in the bush, as they can be swung parallel with the runners when driving without a load.

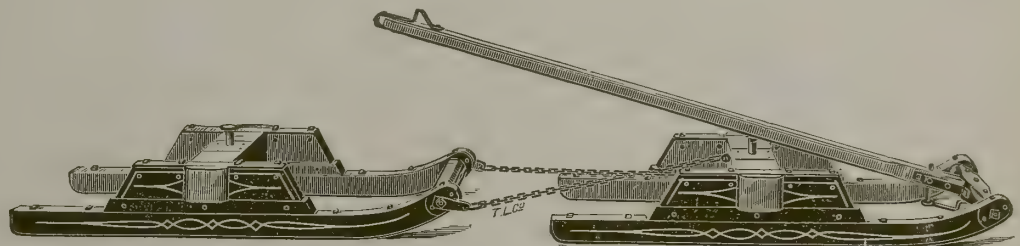
Any of these sleighs except the heavy sloop can be fitted with 38, 40 or 42 inch bolsters for general work.

Our new catalogue No. 33 tells all about it and is yours for the asking.



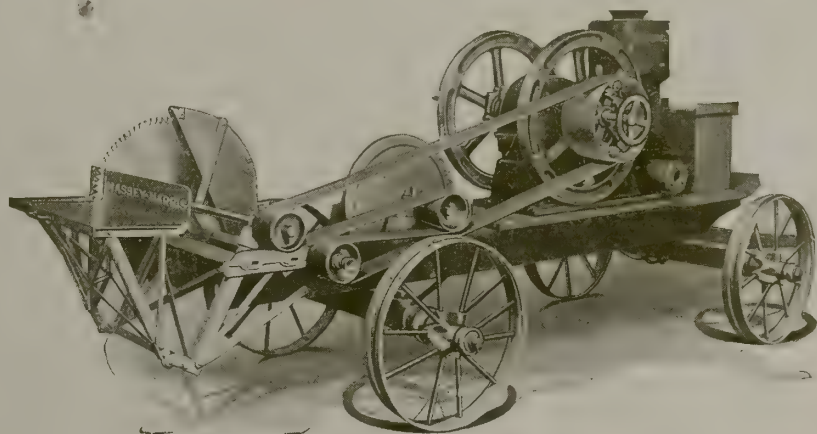
The Bain One-Beam North Shore Sleigh

Steel Shoes; Swing Bunks or Bolsters; Cross Chain Coupling; 2 ft. 10 in. or 3 ft. Track. Clearance under Beam 9½ inches.



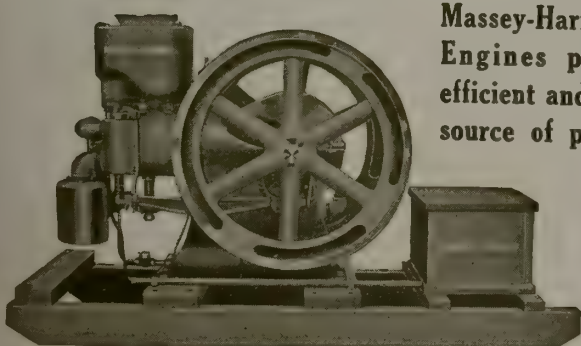
The Bain Heavy Sloop Sleigh

Steel Shoes; Short Reach or Cross Chain Coupling; Furnished without Bolsters but with king bolts front and rear; 3 ft. 4 in., 4 ft. 4 in. or 4 ft. 8 in. Truck. Clearance under Beam 7 inches.



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Stationary or Portable; 20 to 30 inch blades. For cutting cordwood, pulpwood or poles. Descriptive circular tells all about their many points of superiority.



Massey-Harris Gasoline Engines provide an efficient and economical source of power. 1½ to 20 H.P.

Stationary, Portable or Semi-Portable.

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Merit in the materials, the right designs and painstaking workmanship all go to make good serviceable garments.

We supply everything necessary for the Lumberman.

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Clothe You
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Send for a catalogue, showing everything from a cap to a pair of shoebacks. Write to-day.

Our 1918 lines now ready and well worth your inspection. See samples before placing your order. We will gladly arrange this for you.



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THE CYCLONE SAW MILL BLOWER

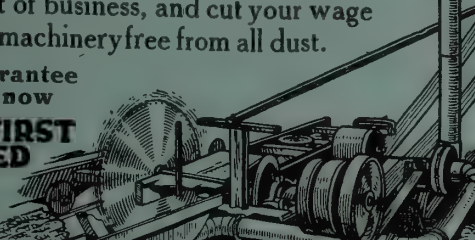
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PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

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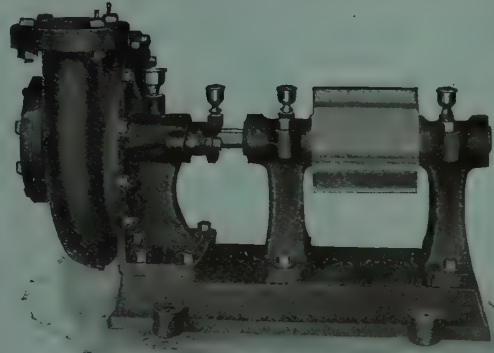
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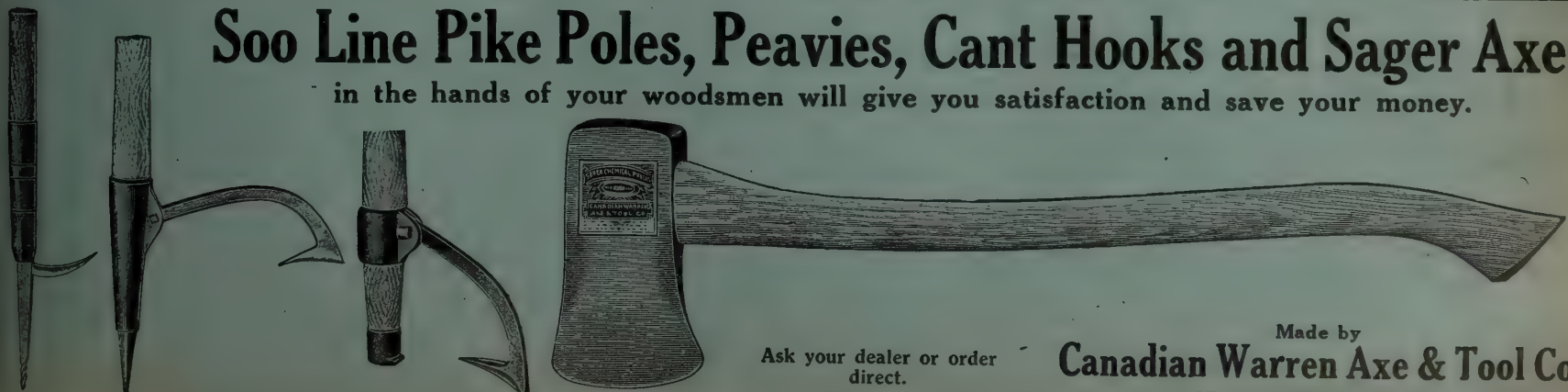
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Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



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Canadian Warren Axe & Tool Co. Limited
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Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in., the least distance between saws, 2 in.

DRIVE PULLEY.—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR.—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

For Shingle, Lath and Portable Saw Mill Machinery

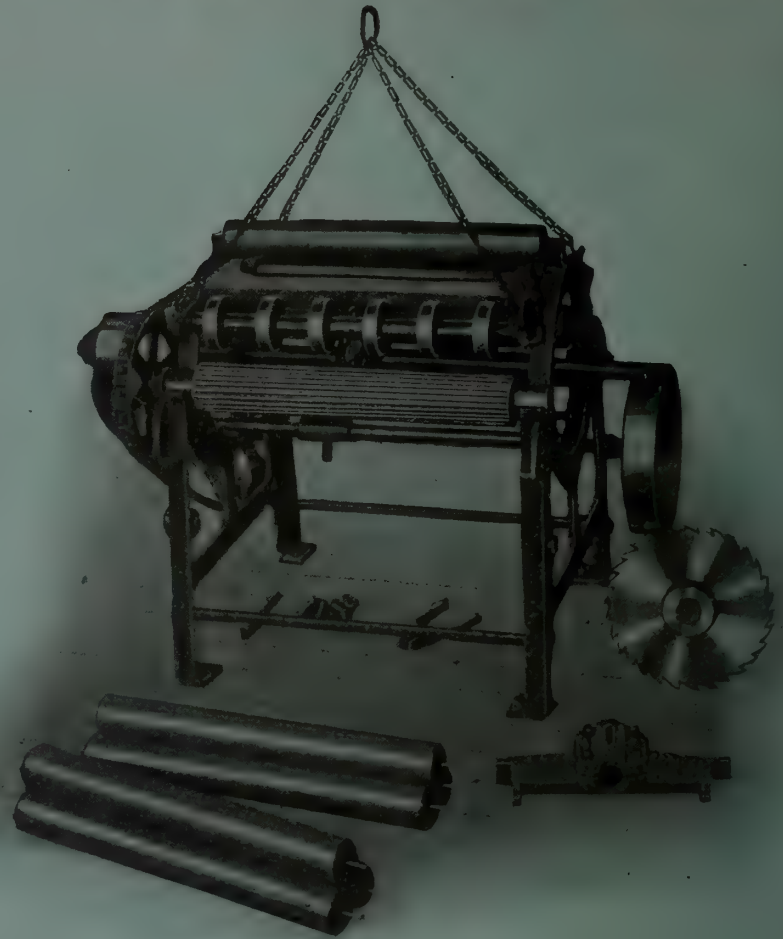
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The G. Walter Green Co.

Limited

PETERBOROUGH, ONT.

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ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

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Minister of Lands, Forests and Mines.

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

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1918 Sawing

2 x 4 x 10/13	40,800 ft.
2 x 5 x 10/13	67,200 ft.
2 x 6 x 10/13	125,400 ft.
2 x 7 x 10/13	80,400 ft.
2 x 8 x 10/13	54,500 ft.
2 x 9 x 10/13	107,200 ft.
2 x 4 and up x 6/9	9,200 ft.
1 x 4 x 10/13	204,200 ft.
1 x 5 x 10/13	90,600 ft.
1 x 6 x 10/13	164,800 ft.
1 x 7 x 10/13	76,600 ft.
1 x 8 x 10/13	31,200 ft.
1 x 9 x 10/13	2,000 ft.
1 x 4 and up x 6/9	37,200 ft.

1 x 4 and up x 8/16	65,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16	180,000 ft.
2 x 5 x 8/16	100,000 ft.

CULL SPRUCE 1918 Sawing

1 x 4 and up x 6/13	200,000 ft.
2 x 4 and up x 6/13	110,000 ft.

MERCHANTABLE SPRUCE 1918 Sawing

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	675,000 ft.
4 x 5 and up x 8 and up	100,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M
1 x 9 x 10/16 Merchantable	42 M

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B.C. Fir Lumber and Timbers

Rough and Dressed

LIST OF CARS IN TRANSIT

Car IRC 81552 Shipped July 27th	1 x 3 F. G. Flooring, No. 1 x 2	33,530 ft.
Car CP 33484 Shipped July 29th	5/8 x 4 No. 1 and 2 V Joint	40,980 ft.
Car CP 112406 Shipped July 27th	5/8 x 3 V Joint	17,922
	5/8 x 4 V Joint	28,944
	1 x 3 No. 3, V Joint	7,128—53,994 ft.
Car CP 57476 Shipped July 27th	1 x 4 No. 1 x 2 V Joint	35,232 ft.
Car CP 114408 Shipped July 10th en route Halifax	5/8 x 3 V Joint	28,020
	5/8 x 4 V Joint	28,850—56,877 ft.
Car CP 123150 Shipped July 18th	1 x 6 No. 1 Cedar Boards, S1S	27,423 ft.
Car CP 98444 Shipped July 19th	1 x 6 No. 1 Cedar Boards, S1S	20,058
	1 x 10 No. 1 Cedar Boards, S1S	8,580 28,638 ft.
Car CP 125088 Shipped July 18th	1 x 8 No. 1 Cedar Boards, S1S	4,281
	1 x 10 No. 1 Cedar Boards, S1S	23,913—28,194 ft.
Car CP 210899 Shipped July 20th	1 x 8 No. 1 Fir Boards, S1S	12,912
	1 x 10 No. 1 Fir Boards, S1S	11,292—24,204 ft.

Car CP 74194 Shipped July 27th	1 x 10 No. 1 Fir Shiplap	28,890 ft.
Car CP 104624 Shipped July 6th	1 x 10 No. 1 Fir Boards, S1S	27,950 ft.
Car MCR 37005 Shipped July 18th	1 x 12 No. 2 Fir Boards, S1S	22,896 ft.
Car CP 208380 Shipped July 29th	1 x 10 No. 1 Fir Boards, S1S	28,784 ft.
Car CP 212821 Shipped July 24th	1 x 12 No. Fir Boards, S1S	21,584 ft.
	1 x 8 No. 1 Fir Boards, S1S	4,646 ft.
		26,230 ft.
Car GT 11692 Shipped July 10th	1 x 6 No. Fir Shiplap	29,912 ft.
Car CP 329859 Shipped July 29th	1 x 6 Cedar Shiplap, No. 2	28,783 ft.
Car P&LE 45136 Shipped July 12	6 x 8—38 and 40	6,656
	6 x 10—38 and 40	6,920
	6 x 12—38 and 40	18,228—31,804 ft.
	3 cars 12 x 12 x 24 to 40.	
	1 car 12 x 12 x 40.	
	2 cars 10 x 10 x 24 to 40.	
	2 cars 10 x 12 x 24 to 40.	
	1 car 14 x 14 x 40.	

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Drummond Building, 511 St. Catherine St., Montreal, Que.

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Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

A Well-Equipped Lumber Plant

Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

Fassett Lumber Company, Limited

Fassett, Que.

1917 Cut—Dry

Want Orders To Clean Up

3 cars 1 x 4 and up No. 1 Mill Culls White Pine
 20,000 ft. 1 x 7 Merchantable Spruce
 5,000 ft. 1 x 10 Merchantable Spruce
 75,000 ft. 1 in. Crating Spruce
 1 car 1 x 5 Mill Run Jack Pine
 30,000 ft. 1 x 4 and up Merchantable Spruce
 15,000 ft. 2 x 4, 8/16 Merchantable Spruce.
 35,000 ft. 2 x 6 and up, 8/16 Merchantable Spruce
 15,000 ft. 2 x 6, 8/16 Merchantable Spruce
 15,000 ft. 2 x 8 and up, 8/16 Merchantable Spruce

**We also have a good assortment of Hemlock
 at Madawaska**

Send us your enquiries

The Long Lumber Company
Hamilton
Ontario

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

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**B. C. Fir, Cedar and
 B. C. Hemlock Products**

TWO LARGE MODERN
 MILLS AT YOUR SERVICE

**Fir Finish
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**"BIG CHIEF BRAND" SIDING
 RITE GRADE SHINGLES**

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Representative—C. J. BROOKS

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"T & G QUALITY" BRAND
SHINGLES



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SHINGLES

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132,000 ft. 3 x 10 White Pine Mill Run
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275,000 ft. 3 x 7 Spruce, Mill Run
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and many other items.

5 cars B. C. Cedar Shingles in transit.

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If you are in the market for Pine Squares, or Oak, please communicate with me at once, as I have started cutting a bush of ninety acres of virgin forest.

I want to move at once—

60,000 ft. 1" Ash

17,000 " 1" Basswood

25,000 " 1 1/2" "

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All Grades in White Pine Lath A Specialty

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CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
ASH

*Yards at—*Nashville, Tenn.
Basic, Va.

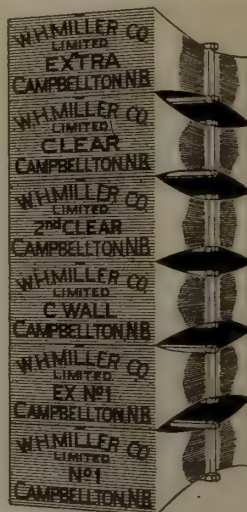
*Mills at—*Sumter, S.C.
Winchester, Idaho

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.



We Specialize in—

New Brunswick White Cedar Shingles

We also manufacture
**Spruce and Pine Lumber,
Lath, Cedar Ties, etc.**

Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Alberta Lumber Co., Limited

VANCOUVER, B. C.

Manufacturers

British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES

QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath

California White Pine
California Sugar Pine
and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

British America Mills and Timber Co. Limited

Manufacturers of Pacific Coast Timber Products

FIR TIMBERS

"SHAMROCK" BRAND RED CEDAR SHINGLES

General Offices

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Ontario:

Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively

Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

Ontario Agents:

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Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Watson & Todd Limited OTTAWA

WHITE PINE NORWAY

The Harris Tie & Timber Co. Limited Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

The Glue Book

What it Contains:

- Chapter 1*—Historical Notes.
Chapter 2—Manufacture of Glue.
Chapter 3—Testing and Grading.
Chapter 4—Methods in the Glue Room.
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Price 50 cents

Canada Lumberman & Woodworker
347 Adelaide St. West, Toronto

Double Band Mill For Sale

Including:

Carriages	Trimmer
Niggers	Edgers
Loaders	Resaws
Sprockets and Chain	
Shafting and Pulleys	
Engine—28" x 62"	
Log Machinery	
All the machinery for a clothes pins mill	
Filing Room Equipment	

Write for prices and information

Stearns Salt & Lumber Co.
LUDINGTON, MICH.

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product. If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order. We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.
A Rotary and Gang at Bridgewater, N.S.,
A Planing Mill at Bridgewater, N.S.,

Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD

& COMPANY LIMITED

Halifax, N.S.

Grading
of
**BIRCH
BEECH
and
MAPLE**
a Specialty

**The Largest
Lumber
Exporting
House in
Nova Scotia**

Exporters and Dealers in

Nova Scotia and New Brunswick

**Spruce Pine
Hemlock Hardwood
Laths**

Head Office:
8 Prince St., Halifax, N.S.

Branch Office:
8 Market St., St. John, N.B.

Ten Band Mills to Serve You



Mills and Railway Connections

Mills	Railway connection	
Fredericton, N.B.	"	C. P. R.
Plaster Rock, N.B.	"	C. P. R.
Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	"	Temiscouata Ry.

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ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

JOHN MCKERGOW, President
W. K. GRAFFTEY, Managing-Director

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Co. Limited**

Wholesale Lumber

Ottawa Office: 46 Elgin St.
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CARDINAL & PAGE

180 St. James Street
Savings Bank Chambers
MONTREAL

**Wholesale Lumber and
Pulpwood**

No matter what you require in
Lumber, write or wire us.

Lake Lumber Co. Ltd.

Manufacturers of
Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office: Dominion Bldg., Vancouver, B.C.
Mill: Qualicum Beach, V.I., B.C.

**WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
Headings**

**James WEBSTER & Bro.
Limited**

Bootle, Liverpool, England
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SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Basswood White Pine and Spruce

**Write or Wire us
your requirements**

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

705 Excelsior Life Building
Toronto

Timber Estimates

Our name signed to a report
means that the work has
been done with Integrity
of Purpose, and with Know-
ledge based on Experience
plus System.

James W. Sewall
OLD TOWN. - MAINE

**We are buyers of
Spruce, 10ft. & up**

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8
also

**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

**Lumber, Lath
Flooring, Cedar
Poles and Posts
Railway Ties**

**Doors, Windows, Archi-
traves and all kinds of Mill
Work, done by experts.**

Ask for our prices and services
of our architect

J. P. DUPUIS, LTD.
592 Church Ave., Verdun, Montreal, P.Q.

**Spruce, Balsam, Poplar
Pulpwood**

Bought and Sold for Canadian or
American delivery.

Quotations furnished on request.

P. M. JOST & Co.
Brokers and Commission Merchants
Room 201, 180 St. James St., MONTREAL

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Timber Brokers

Cable Address, "Tectona," Glasgow
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FARNWORTH & JARDINE

Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
- 2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
- 1—Waterous log loader, 3 arms, 10-in. cylinders.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger for 20-inch saws, lever shifter.
- 1—Payette double edger for 18-in. saws, lever shifter.
- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
- 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
- 1—Payette edger for box and short stock.
- 1—Rogers twin circular or tie maker.
- 1—Payette lath bolter and lath machine.
- 1—Pair lath trimmers.
- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
- Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

- 2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
- 1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
- Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
- 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Baldwin retoucher for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

- About 15 tons each 45 and 56 lb. rail.
- Booms and boom chains, ½, ¾ & 1.
- Winches and other mill supplies.
- Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

A Few Items of Especially Desirable White Pine

- 25M 1 x 3 and up 6 and up First Clear
- 16M 1 x 3 and up 6' and up Can. Dsg. & Btr.
- 10M 1 x 8 and up 12' and up Good Sides
- 80M 1 x 8 and up 6' and up Can. Dsg. & Btr.
- 12M 5/4 x 4/7 12' and up Good Strips
- 20M 5/4 x 8 and up 12' and up D. Selects and Btr.
- 80M 5/4 x 9 12' and up Can. Dsg. & Btr.
- 11M 6/4 x 4 and up 6' and up Good Sides
- 70M 6/4 x 3 and up 6' and up Can. Dsg. and Btr.
- 8M 2 x 4 and up 6' and up Good Sides
- 100M 2 x 8 and up 12' and up Can. Dsg. and Btr.

**ALL DRY
GOOD TO BUY**

Canadian General Lumber Co. Limited FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—327 Coristine Bldg.

Mills: Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS
Orillia, Canada

Canada Lumberman,
Toronto

Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

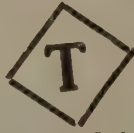
C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Prince Rupert Lumber Company

J. S. EMERSON

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Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

Vancouver Office: 216 Pacific Bldg.

KEENAN BROS., LTD.

OWEN SOUND, ONTARIO

Send us your inquiries for

Hardwood and Pine Lumber

We carry at all seasons a full
stock of

Maple, Elm, Birch, Basswood
and Beech Lumber

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada

On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT.							
		5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	...	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com.	...	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft
No. 2 Com.	...		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
		CYPRESS.							
1st and 2nds	...		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects	...		40,000 ft	35,000 ft	29,000 ft	32,000 ft	18,000 ft	40,000 ft	7,800 ft
No. 1 Shop	...		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
		HARD MAPLE.							
1st and 2nds	...	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com.	...	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com.	...		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
		SOFT MAPLE.							
1st and 2nds	...	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com.	...	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com.	...		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft	
		PLAIN RED OAK.							
1st and 2nds	...	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com.	...	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com.	...		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
		PLAIN WHITE OAK.							
1st and 2nds	...	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com.	...	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com.	...		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
		IMPLEMENT GRADE WHITE OAK (free of heart)							
50,000 ft.	1 1/2 in.	200,000 ft.	2 in.	70,000 ft.	2 1/2 in.	100,000 ft.	3 in.	45,000 ft.	4 in.
		SOUND SQUARE EDGED WHITE OAK							
About 400,000 ft.		2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.							
We also carry a nice stock of		Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.							

A Few Miscellaneous Cars We Wish to Move

1 car	1 in.	1 and 2 White Ash.
1 car	1 1/2 in.	1 and 2, White Ash.
1 car	2 1/2 in.	1 and 2 White Ash.
1 car	1 in.	No. 1 Com. Wh. Ash.
1 car	1 1/4 in.	No. 1 Com. Wh. Ash.
1 car	1 1/2 in.	No. 1 Com. Wh. Ash.
1 car	3 in.	No. 2 Com. Wh. Ash.
1 car	1 1/2 in.	No. 1 Com. Beech.
8 cars	2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
2 cars	1 in.	No. 1 Com. Cherry.
1 car	1 1/4 in.	No. 1 C. Cottonwood.
2 cars	3 in.	1 and 2 Elm.
2 cars	3 in.	No. 1 Com. Elm.
1 car	1 in.	1 and 2 Pl. Red Gum.
1 car	1 1/2 in.	1 and 2 Pl. Red Gum.
1 car	2 in.	1 and 2 Pl. Red Gum.
1 car	1 in.	1 and 2 Poplar.
1 car	2 1/2 in.	1 and 2 Poplar.
1 car	1 1/2 in.	Sap and Sel. Poplar.
1 car	1 in.	C. and B. Sycamore.
1 car	1 in.	No. 1 Com. Walnut.
1 car	1 in.	No. 2 Com. Walnut.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

BUFFALO, N. Y.

FIR TIMBERS

Rough Clear Fir,
Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Flooring
Silo Stock

TIMMS, PHILLIPS & CO., LTD.

Head Office: Yorkshire Building, VANCOUVER, B. C.

EXCLUSIVE SALES AGENTS FOR

Vedder River Shingle Co., Ltd.

National Shingle Co.

McIntyre Lumber & Shingle Co., Ltd.

Canyon Shingle Co., Ltd.

C. & C. Shingle Co., Ltd.

Echo Shingle Co., Ltd.

Cypress Shingle Co., Ltd.

Thompson Mfg. Co., Ltd.

Coombs Shingle Co.

MANUFACTURERS OF

British Columbia Red Cedar

We can ship
all varieties in straight
or mixed car lots.

SHINGLES

Wire at our expense
for current prices.
Cars in transit.

Province of New Brunswick

Sale of Timber Limits

There will be sold at the CROWN LAND OFFICE, Fredericton, on Thursday, the 5th of September, 1918, at 12 o'clock noon, the right to cut and carry away all classes of Merchantable lumber on

400 SQUARE MILES

Licenses to run to 1st August, 1933, subject to annual renewal, fire protection tax, payment of stumpage and the timber regulations.

Among the tracts offered is the "Training Ground Reserve" containing 106 square miles on the line of the Transcontinental Railway, east of McGivney Junction. On this block there is an estimated stand of Merchantable lumber made by Forest Engineers of:

Spruce	-	-	-	8 millions S.F.
Fir	-	-	-	3 millions S.F.
Other soft woods	-	-	-	4 millions S.F.
Hardwoods	-	-	-	9 millions S.F.
				24 millions S.F.
Undersized soft wood				30 millions S.F.
Total	-	-	-	54 millions S.F.

The remainder of the 400 sq. miles is situate in the counties of Northumberland, Kent, Westmorland, Charlotte, King's, Queen's, Sunbury, York, Carleton, Victoria and Madawaska.

Berths are sold in 10 sq. mile blocks and less.

For further information as to quantity of lumber; upset prices; plans, etc., apply to the Deputy Minister, Department of Lands and Mines, Fredericton, N.B.

E. A. SMITH

Minister of Lands and Mines

Fredericton, N.B., July 22nd, 1918

Our Horseshoe Products

Lumber—Lath—Timber

Milling and Resawing Done

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Boxes, Box Shooks, Wooden Pails and Tubs

"WE AIM TO SERVE YOU WITH THE BEST"

We have

to offer:

30,000 ft. 1 x 4—8/16 White Pine Box
9,000 ft. 1 x 5—8/16 White Pine Box
25,000 ft. 1 x 6—8/16 White Pine Box
16,000 ft. 1 x 7—8/16 White Pine Box
10,000 ft. 1 x 8—8/16 White Pine Box
8,000 ft. 1 x 10—8/16 White Pine Box
20,000 ft. 1 x 12—8/16 White Pine Box
8,000 ft. 1 x 4/8—8/16 Common Plain
Red Oak, Kiln Dried.
3,500 ft. 4 x 4 and up 6/16 Common
Native Oak.
7,500 ft. 3 x 4 and up 6/16 Common
Native Oak.
1,600 ft. 3 in. Dead Cull White Pine.

Canada Lumber Co., Limited

WESTON, - ONT.

PILING and ROUND TIMBERS

Any length and size cut to order.

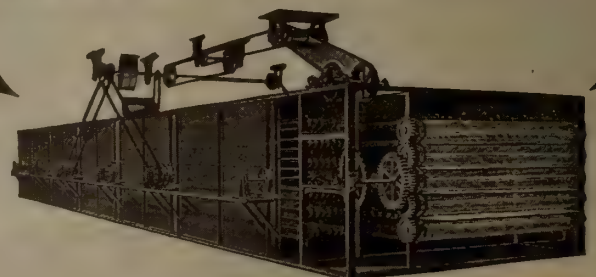
We are operating in the woods summer and winter, and can make fairly prompt shipment.

Write to

KNIGHT BROS. & McKINNON, LIMITED

Box 569 COBALT, ONT., CAN.

PROCTOR VENEER DRYER



Dries enormous amount of veneer perfectly flat and pliable at minimum cost, without checks or splits

Send for catalog and list of users

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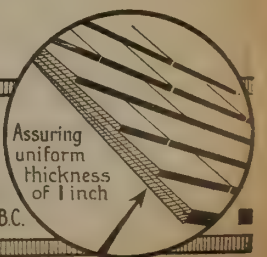
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Rat Portage Lumber Company, Limited, 1816 Granville Street, Vancouver.
Sardis Shingle Company, Limited, Port Moody, B.C.
Shull Lumber & Shingle Company, Limited, New Westminster.
Stoltz Manufacturing Company, Limited, 913 Dominion Building, Vancouver.
Stillwater Lumber & Shingle Company, New Westminster.
Thompson Shingle Manufacturing Company, Harrison Mills, B.C.
Thurston-Flavelle Limited, Port Moody, B.C.
Victoria Lumber & Manufacturing Company, Limited, Victoria.
Westminster Mill Company, Limited, New Westminster.
Whalen Pulp & Paper Mills, Limited, Merchants Bank Building, Vancouver.
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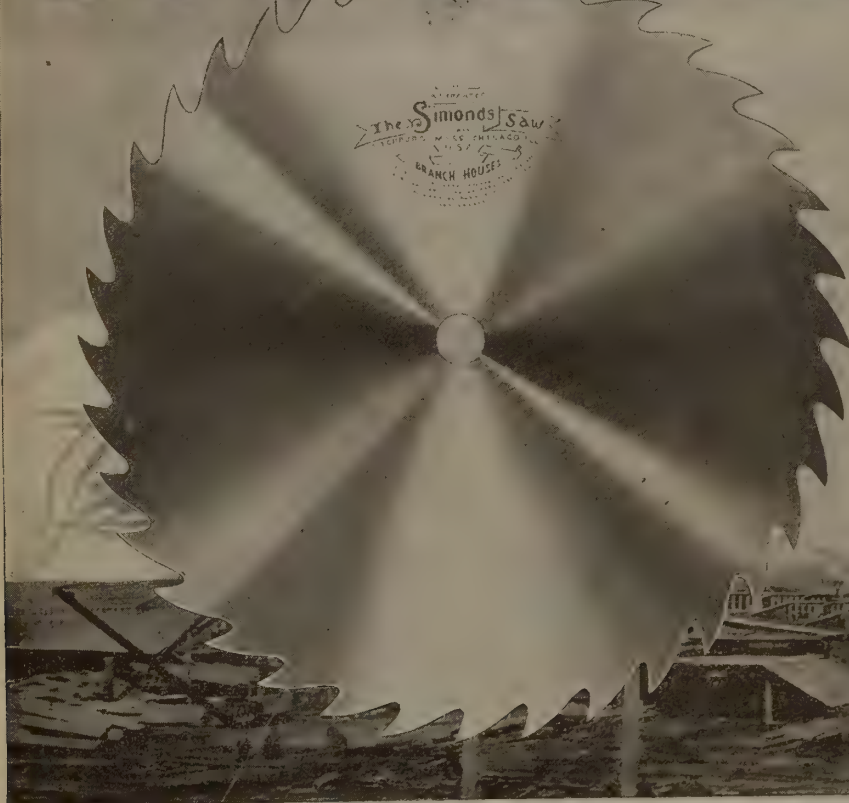
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Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Getting the Greatest Good out of Association Efforts

The measure of usefulness or service of any association is the benefit which may be derived from being a member. Too many persons are there identified with various organizations who never attend meetings, never take part in discussions or advance anything for organic welfare, progress or stability. These slackers turn around on certain occasions and sneeringly observe: "Oh I belong to that body but I never get anything out of it." In answer to a derogatory remark like that, those who have been putting their shoulder to the wheel, feel like saying: "Well, how much have you put into the association that you never were able to take anything out?" Any trade body, that has for its object the weal, unity, and cohesion of its members is to the average member a good deal like a bank is to its customers. If you put in something constantly and regularly, you are able to draw out more than you deposit, and it is the active, working member who attends the various sessions and follows closely what is going on, who secures the full rewards in gatherings of his fellows. At the same time he reaps in a social way the satisfaction of intimate acquaintance with brothers in trade, and acquires a broader understanding of human nature, which is in itself a valuable asset.

The various phases of association work, what has been accomplished and what it is hoped to accomplish in the near future were presented by several leaders of the trade in the last issue of the "Canada Lumberman." May some indelible impression be left upon the minds of the indifferent or the lukewarm. Whether or not retailers are members of the Ontario Retail Lumber Dealers Association, all are invited to the annual convention which will be held in Toronto on September 3rd and 4th. This promises to be a representative, record breaking reunion, and affords the average dealer not only a pleasant holiday during which he can visit the Canadian National Exhibition, but he can also rub shoulders with his fellows and learn what they are doing in a business way. He will ascertain how others overcome certain problems, win certain business struggles, and in the end come

up smiling. It is generally conceded that the best business men are those who are identified with an association, calculated to promote the highest good of the trade, and a glance at the membership list of any industrial body will bear out the truth of this assertion. It is wise, therefore, to become connected with a growing company like the Ontario Retail Lumber Dealers Association who, within a year, have attained membership of over 150 of the liveliest, brightest and most substantial yard men in the province. They are out to live and let live, to get pointers and give any if at all possible. They realize that there is much to learn from others and from the benefits of travel and the interchange of thought, ideas and experiences.

The coming convention bids fair to be one that will be long remembered by reason of its large attendance, the high character of its discussions, the aggressive work undertaken and the ambitious projects in view. Let there be a record representation and let each member of the trade do all in his power to keep to the forefront the best traditions and the highest ideals of the calling in which he is engaged. He can best do this by joining the association, being present at its meetings, participating in its deliberations and inducing all the others in his town or city to follow the same course, thus developing union, strength and influence.

Utilizing to the Maximum the Opportunities at Hand

If asked what constitutes success, varied replies would be received. Probably the most comprehensive definition is summed up in the phrase "doing the proper thing at the proper time"—not after the other fellow has done it. In other words, it means making the most of the opportunities that lie right at hand. There are openings presenting themselves every day of which advantage may be taken. This observation applies to the lumber industry as well as others. More and more attention is being directed not only to production but to the selling end, as well. Just now the field of most immediate exploitation lies in the development of the home-making sentiment. In every town and city there is a cry for more houses, and the want of additional dwellings is far from being met.

One of the live wire retail lumbermen of America is Julius Seidel, whose name is familiar to the trade in the Dominion. He is pointing the way to greater expansion in the retail lumber business by original and effective methods. He believes in capitalizing opportunities and backs up his thoughts with action. While building operations have fallen off in nearly every city across the border and in the Dominion, Mr. Seidel thinks this is a favorable time for the retail lumbermen to stimulate and encourage the renovation and extension of present homes. According to the "Timberman," Mr. Seidel recently addressed a body of local lumber merchants in a town not far from his own city and drove home some practical and forceful reasons in modern salesmanship. One point that he made was relaying the present soft-wood floors with oak flooring. He said oak cost less than linoleum or carpets, and imparted a touch of refinement and comfort to the home that was incomparable with the expense. He emphasized the sanitary, labor-saving and attractive appearance of hard wood flooring, and the boon and blessing that it was to the housewife. He enthused his hearers and suited action to the words he spoke by making the proposal that if any dealers present would agree to lay floors in their own living rooms he would furnish the material free of cost. This overture was a clincher and the sincerity and generosity of his offer carried conviction with it. Half a dozen dealers accepted the proposal and the flooring was shipped in due time. One man said that he had talked the matter over with his wife and they had decided to re-lay every room in their home with oak flooring and included the order for the additional material.

As an exhibition of live, alert salesmanship the action of Mr. Seidel has few equals. He sells oak flooring and as an advertisement his offer and performance was excellent. It was an object lesson driven home into the consciousness of the lumber merchants present, who had not found business any too brisk and were lamenting the lack of opportunity. New vistas were opened out before their eyes and it was demonstrated to them that there are fields right at home

for the sale of material as yet unexplored. How many other opportunities are presented to the retail lumberman to get business. By judicious inquiry and well directed publicity he can stimulate the erection of new verandahs and sleeping porches, the construction of garages, implement sheds, henneries, pig sties, silos, summer kitchens, and general interior repairs and alterations. The possibilities of increasing the trade of the average retail dealer in every town are by no means exhausted, and the merchant who is progressive and receptive to new ideas is the one who is going to keep his stock on the move. Instead of waiting for business to turn up he will take every precaution to turn up business by advice, suggestion, helpful advertising literature, and rendering a practical, intimate service, which cannot fail to be appreciated and develop fresh avenues and outlets.

The Educative Effect of Practical Window Displays

One of the most educative and striking displays made in the lumber, woodworking and furniture line was presented recently by a Toronto departmental store. Everything in the line of process work was revealed from a section of the tree in the rough to the finished products, which included buffets, chairs and other household furnishings. Two foot sections of eight different kinds of trees were shown standing on end, and on the front of each were individual cards bearing the name of the wood, and showing by comparative figures how costs have advanced.

The signs read as follows:—

Beach lumber in the log 1898 \$4.....	1918 \$24 per M.
Cherry lumber in the log 1898 \$12.....	1918 \$30 per M.
Birch lumber in the log 1898 \$6.....	1918 \$30 per M.
Maple lumber in the log 1898 \$6.....	1918 \$30 per M.
Soft Elm lumber in the log 1898 \$6.....	1918 \$32 per M.
Rock Elm lumber in the log 1898 \$6.....	1918 \$40 per M.
Ash lumber in the log 1898 \$6.....	1918 \$32 per M.
Basswood lumber in the log 1898 \$8.....	1918 \$35 per M.

There were also shown one and two inch thicknesses of the finished lumber in quartered cut white oak, plain white oak, quarter sawed white oak, American black walnut, Mahogany (Mexican) and white wood. The bottom of the window was liberally covered with shavings and sawdust representing a typical workshop, and among the accessories to make the natural setting complete were a bench, vise, a circular saw, crosscut, etc. In the background were shown mahogany chairs, oak buffets and other articles of furniture in the process of production and a sign bore the inscription "Made in our own Factory." The furniture was shown in the natural wood and also in its beautiful finished state.

Bright Prospects for Timber Trade with Europe After the War

The prospect of the lumber business, both domestic and foreign, always arouses interest and more particularly so in connection with the period of readjustment and reconstruction that will follow the close of the hostilities in Europe. Some one of a cynical turn of mind, or of a "take no-thought-of-the-country" disposition may pertinently or impertinently inquire why worry about the future; why give heed to something that is perhaps a long way off—surely the trials and situation of to-day are enough to endure, and overcome without indulging in day dreams, imaginations or speculations.

This criticism may be answered frankly and fully by stating that every great undertaking, every large achievement and every masterful stroke has generally been the result of much previous thought and study, planning and preparation. Upon the foundation, its breadth, stability and character depend the permanence and proportions of the structure that will be reared after the clash of arms has terminated. It is therefore, natural that the prescient members of the lumber industry as well as those engaged in other lines, should look to continental Europe when peace arrives, with the prospect of resuming trade relations on a larger and more extended basis than even in the palmy days before 1914. The question of the development of the foreign

timber business of Canada is a large and complex one, and has to be viewed from many angles and in wider perspective than at first seems possible.

The demand of all kinds of wood in European countries for renewal and rebuilding purposes will be heavy. The splendid shipbuilding campaign now being carried on is likely to result in such a satisfactory state of affairs that ample bottoms will be provided. Canada certainly holds a unique position to take full advantage of the needs of Great Britain and other countries overseas just as soon as shipping facilities are provided for the definite resumption of commerce. While it may seem idle or inconsequential to speculate still this is a case of where dreams are likely to come true if all precautions are taken to ensure that we as a nation and a people do everything possible to pave the way for supplying the requirements that are known to exist across the Atlantic, and take full advantage of a situation which is being given greater recognition with each succeeding week. In this matter Canadian timber firms are dealing with an actual state of affairs and not a theory, a realization and not a prospectus. It is always instructive to learn the opinion of the other fellow, how he regards the outlook and sizes up affairs generally. In the multitude of counsel there is a great deal of wisdom. The voices of opinion expressed by a number of English importers and timber merchants are presented on another page of this issue of the "Canada Lumberman" and will no doubt be read with the greatest of interest.

What Keeping Lumber Business on an Even Keel Requires

In connection with any industrial undertaking, nothing seems to move exactly on an even keel at all times. Business has ever been a fight and a struggle. Under no circumstances, not to speak of war-time conditions, does everything glide along exactly right lines without worry or annoyance. If labor affairs are favorable then perhaps the market is dull, or the sources of supply short, and if production is speeded up to the mark, then shipping facilities are in all probability hampered, and if transportation is all that can be desired the demand is very possibly restricted. Operation and labor, production and distribution, supply and requisition seldom, if ever, dovetail. Pressure is always too high or too low on some of these important elements of the lumbering line, and the result is that the management of any concern has to be unceasingly active and constantly aggressive in watching costs, keeping down overhead, securing efficiency and introducing the latest and most effective time and labor saving methods.

Every branch of an industry has its difficulties and perplexities, but the majority seem to think that all the worries and obstacles are encountered in their own limited sphere of operation. The other fellow, if he has any tribulations at all—well, they are so few that they are not worth while recounting. The main thing to be taken into consideration is the mental attitude in which a man approaches his task. Be he employer or employee—he must recognize that barriers and entanglements, mistakes, losses and mismanagement are a part of the day's work and upon the ultimate showing made in dealing with these, in straightening out the kinks in the chain of business circumstances, and presenting a whole-hearted front to the outside world depend the power, success and permanence of one's grip and grasp, his organizing endowments and his genius for controlling himself and the environs under which he lives and labors.

At the present time there is no greater hurdle in the path of the lumber manufacturer's course than the restlessness and thanklessness of labor, the increased cost of production and the fact that prices for the finished product are not keeping pace with the augmented expense of getting out the timber, and taking it from the skids right through up to unloading the car at the customer's end. It requires more courage, tact, faith, perseverance, foresight and energy to win out in the manufacturing arena to-day than in any previous time in the world's history, for new and difficult problems are constantly presenting themselves, and just around each bend of the road there seems to be a snag of some kind, often unseen, which has to be dislodged in order that progress and expansion may result.

Economic Significance of Our Fire Waste

Composite contribution of what leading authorities have to say on momentous matter—Lumber and sawmill fires constitute heavy losses—Necessity for defence against common enemy—Public responsibility in safety and welfare work—Clarion call to active co-operation as Dominion has too long been asleep at the switch

By E. D. Hardy, Ottawa, Ont.



E. D. Hardy, Ottawa, Ont.

A visitor was making a tour of inspection of an Institution for the mentally defective for the first time, when his attention was drawn to a room in the rear of the building in which there was a long trough filled with water, supplied by a faucet. As his curiosity was naturally aroused, he asked the guard in attendance for what purpose the room was used. The guard replied that in testing the sanity of a patient they turned on the water and provided the inmate with a mop for drying up the floor. Those who showed signs of mental recovery first turned off the water, while those who had not yet acquired their faculties proceeded to mop up the floor, leaving the faucet turned on, and the water still running.

Inexcusable Fire Waste Permitted.

In these days of anxiety when we hear so much about the necessity for conservation and thrift, it is a lamentable fact that so little attention is apparently being paid to the enormous destruction of our created wealth by the enemy—Fire.

Of what advantage is it to our armies in the field if we conserve our wheat and bacon, and work industriously on the production of munitions only to have such materials consumed by fire in the elevator, or at some warehouse or plant. Even after years of experience and education the general public does not seem to realize that fire losses are not paid by the Insurance Companies, as commonly understood, but are, in reality, borne by every individual, whether a policy holder or not, and that no loss by fire can ever be restored.

"It is a singular commentary upon our mental acuteness, says Mr. Franklin H. Wentworth, Secretary of the N. F. P. A. that we do not yet discern that fire insurance is a tax, sifted through the buying and selling processes upon the entire community; that every fire hazard tends to increase this tax, and that every element of fire prevention tends to lessen it. Insurance is merely a reservoir from which flows immediate relief for the victim of fire, who, because of this reservoir, need not wait to recoup misfortune; but this reservoir must be refilled, and kept filled, if sure relief is to flow to succeeding sufferers."

The figures for the Province of Ontario alone, appearing in the last issue of Public Service Bulletin, under Department of the Fire Marshall's Office, show no improvement in the steady drain upon the created wealth in the matter of fire losses, but rather show the increasing destruction of property by fire. Of the six largest fires reported for the month of May, amounting to \$640,271.00, in this Province alone, over one half of this amount is attributed to lumber and mill fires.

In dealing with the fire waste in Canada, Mr. J. Grove Smith, of the Commission of Conservation makes the following points:—

Its Effect Upon Natural Resources.

"Materials, labor and time, the basic elements of our real created values, are absolutely and irrevocably lost in the destruction of property by fire. The enormous insurance tax imposed upon the people to indemnify and replace property is powerless to re-create the materials destroyed. This fact is of large significance to the future prosperity of the Country.

Of the material resources chiefly affected by fire, forests furnish the most conspicuous example. The standing timber of portions of Canada is fast approaching exhaustion. No fewer than 20,700 buildings of frame construction were destroyed by fire in Canada during the last four years, with a total loss of over \$14,000,000.00. Approximately \$8,000,000.00 of lumber value was burned in buildings of other

than frame construction. Lumber yard fires contributed another \$6,500,000.00, and the destruction of wood products in process of manufacture, \$3,725,000.00. These figures merely represent readily ascertainable values are doubtless incomplete. They demonstrate, however, that fire is largely responsible for the depletion of our lumber supply, even apart from forest conflagrations. If it be the duty of the State to promote the public welfare by the prevention of forest waste, the broader application of the principles of conservation should extend to the protection of created values. In the last analysis, the loss by fire of a city dwelling is even more important to the people of Canada than the loss by fire of timber in the public domain. Both the building and the timber are assets of the nation. If they are destroyed, these assets are wiped out. No system of taxation will serve to restore them whether the tax be collected by constituted authorities under the law, or by private interests as premiums on Policies of Insurance. Reforestation costs money, which must be levied through taxation in some form. Replacing buildings destroyed by fire costs money, a large proportion of which, by means of insurance, is assessed against property which has not been burned. In both cases, the cost is borne by the people of Canada, as a whole, and is, therefore, a matter of public concern.

Its Effect Upon Commercial Credit.

The commercial assets of a Country are largely its created and improved resources. Their sale and exchange have necessitated elaborate systems of credit. The enormous domestic and foreign commerce of Canada would be hopelessly wrecked in any attempt to conduct business upon a cash basis. We have outgrown the monetary systems, and cannot restrict our buying and selling to the limits of our gold reserve. Modern commercial organization and methods are dependent upon a highly developed credit system. If cash were demanded for all our obligations the nation would be bankrupt.

The extent of our business having outgrown our cash assets, it follows that in the integrity of our credit system lies the stability of the whole commercial fabric. Every form of currency given or received in the course of barter or exchange represents actual value, either of fixed property or merchandise. If this property is in any manner destroyed the great fabric of credit is directly impaired to the amount of the loss. Under such conditions fire insurance is practically compulsory. There must be some guarantee that all basic securities are safe from the risk of elemental destruction. Credit is not extended to a merchant, manufacturer, or business man unless his stock of goods, merchandise in transit, or material in process of manufacture are covered by insurance. Neither can loans be obtained on real estate unless all buildings are insured. In principle and practice, insurance and sound credit are inseparable, and the business of insurance is directly interwoven with the entire commercial and financial activities of the country.

While the losses due to fire may be indemnified by insurance, frequent and excessive losses adversely influence the extension of credit. The individual having frequent fires upon his property is regarded with distrust in commercial circles. The city with a high average fire loss is at a disadvantage in municipal financing. No bond broker cares to sell the debentures of a community whose taxable values are continually disappearing in some. The assets of a well governed municipality, that does not permit its citizens to endanger their own or their fellow-citizen's property, are considered better security. When, year after year, the created resources which sustain all credit relationships are needlessly wasted by fire, the very foundation of the commercial standing of the country is being profoundly affected.

Its Effect Upon Industrial Progress.

The cost of production of manufactured articles in Canada is largely increased by the extent of the fire loss. Competition with foreign countries in many lines is hampered. It is estimated that the cost of fire insurance in Canada is five times greater than in Europe. This extra cost of insurance is largely the result of Canada's excessive fire waste, and constitutes a fixed charge entering into the selling price of every commodity. The taxation levied for the maintenance of municipal fire departments also increases the cost of manufacturing in all protected cities in Canada. In a general way, this tax

may be said to be six times greater than in Europe. Such a comparison is not entirely reliable, however, as fire brigades in many continental cities are Government institutions, and in consequence, are maintained without directly affecting the property owner.

The destruction by fire of any one insured property taxes every Policy holder, and, ultimately every individual in Canada. Fire insurance is merely an agency for the distribution of losses, and the companies are trustees of a common fund. Insurance rates, fundamentally are a nation wide asset of the cost of fire. About one half of all insurance premiums collected is returned to the insured for loss sustained. The balance is retained by the companies to defray expenses incidental to conduct in the business, and as profits. If unduly numerous or large fires swell our total loss to a dangerous extent insurance rates are automatically raised everywhere throughout the country until the half of all collections is adequate to pay the loss.

The public regards disastrous fires with but little concern, holding the popular but erroneous conception that the insurance companies pay the loss. The absurdity of such an assumption is manifest. They could not do so and remain solvent. In the event of a conflagration, such as that in Toronto in 1914, the insurance companies poured into the City \$10,000,000.00 that had been gathered from all parts of Canada. The people of Halifax and Vancouver helped to rebuild Toronto. It is this comity of interest through fire insurance that enables recovery from the effect of fire.

Every individual in Canada is made to contribute directly or indirectly his or her share of the loss. The average policy holder is inclined to consider the question of fire insurance rates as affecting only the cost of the policies upon his own property. The fact is generally ignored that the price of every article necessary to existence is charged with a proportion of the fire cost. The tax is indirect, and the exact amount is difficult to determine. The average consumer pays it unconsciously and, therefore, willingly. A loaf of bread bought at a retail store bears the cost of insurance upon the buildings and stock of a retail store, bakery, flour warehouse, flour mill, terminal elevator, country elevator and farmer's barn. In this manner, something is taken from the earnings of every man to pay the cost of fire; a portion of all labor and industry represents the unproductive effort of restoring values that have been carelessly destroyed. The burning every year of millions of dollars of created value increases the cost of living and is, therefore, of vital interest to the community."

Losses in Canada Compared with Other Countries.

That Canada enjoys the unenviable reputation of the largest per capita fire loss of any country in the world is easily evident from a comparison of the figures appearing in the following diagram:

Canada, \$2.73.

United States, \$2.26.

France, \$0.74.

England, \$0.64.

In seeking an explanation for the cause of this unfavorable comparison, there is no doubt but that "carelessness," due to a lack of the proper sense of individual responsibility is an important factor. The difference between the American and European temperament has been tersely stated by Hon. Robert Stone of the Kansas Legislature, in the following language:

"We are a nation of money-makers, Europe is a people of money-savers; we are a people of waste, they are a people of thrift. We figure that the most important thing is to make a dollar, and they, that it is of equal importance to save one. This is evidenced in our hurried construction of inflammable buildings, and in their slow and solid masonry; in our willingness to pay a high rate of fire insurance with the attendant risk, and their insistence on a low rate and unceasing care; in our elaborate fixtures for the putting out of fires, and their precaution in preventing fires. We regard fire as a misfortune and sympathize with the man who has had one; they regard fire as a crime and investigate and punish the man who is guilty. Our temperament is also shown by the different view we take of an insurance policy. Here, if our property is insured and we have a fire, we do not count it as a loss—simply that we have transferred the loss to other and distant shoulders. There, the insurance is regarded as a tax which is ultimately borne by every one. Here, we regard insurance as a gamble; there, it is regarded as a means of reducing the loss to a certainty and borne by the whole community. Here we figure that the insurance company restores the loss; they, that it really indemnifies the owner for a loss which can never be restored. Here, we figure a fire is an exchange of property for the ready money; there, they figure that a fire is an absolute loss of toil and natural resources. We figure a fire is a misfortune, they figure a fire is a crime. We endeavor to extinguish the fire; they labor to prevent it."

Fewer Fires Mean Lower Premiums.

In commenting upon the inexcusable fire waste permitted to continue even in war time, "The Bulletin" in a recent editorial, observes

that "every investigation of fire insurance rates that takes place at last gets down to the fundamental fact that fire insurance premiums measure the fire losses, and that the only way to get lower premiums is to have fewer fires; and that, accordingly the solution of the fire insurance tax problem lies along the line of fire prevention and cannot be solved by any Government regulation of the fire insurance business."

In fighting the enemy abroad let us not forget the common enemy at home. "To arouse the people against the fire foe," says Hon. Walter L. Fisher, secretary of the U. S. Department of the Interior, "is our greatest task." There is no difference regarding the essentials. The average citizen will admit that our fire waste is in the nature of a national disgrace. The task is to make him do something to remedy conditions. It seems ridiculous that a people so eager to seek out and destroy the mysterious and hidden enemies of mankind should be so slow and sluggish in fighting a foe so plainly in sight and so readily vanquished. We have led the world in seeking out the causes of pestilence and removing them. We are in the vanguard of the battle against tuberculosis, typhoid and other malignant diseases. Still, we stand apart and let the older nations lead the fight against an enemy much more easily conquered.

To relieve the people of the unnecessary burden which they are now carrying, we must teach them the importance and significance of that burden, and show them necessity for defence against the common enemy. Let the people once realize the exact facts of their negligence and they will be swift to provide a remedy.

Remedies to Prevent Sacrifice of Life.

The conditions in the United States are so similar to the conditions in Canada that we can easily apply the same remedies for the needless sacrifice of human lives and property by fire as recommended by the National Fire Protection Association at their annual convention in Chicago, at which Canada was well represented by men prominently interested in the fire insurance business, and representatives from the Fire Marshall's Office of Ontario.

1. The adoption by municipalities of the Standard Building Code of the National Board of Fire Underwriters to the end that fire-resistive building construction may be encouraged, the use of inflammable roof coverings prohibited, adequate exit facilities from buildings assured, and interiors so designed and fire-stopped as to make easy the extinguishment of fires therein.

2. The adoption by all states of minimum building requirements for the protection of State and County hospitals, schools, asylums and similar institutions outside city limits, and of small communities in which the establishment and enforcement of a building code is impracticable.

3. The enactment by each state of the fire marshal law advocated by the Fire Marshals' Association of North America to the end that official investigation may be made of the causes of all fires, preventable fires may be eliminated by public education, and the crime of arson stamped out.

4. The adoption of the Association's suggested ordinance providing for the systematic inspection of all buildings by city fire marshals or local firemen to insure the vigorous enforcement of rules for cleanliness, good housekeeping, and the maintenance of safe and unobstructed exits, fire-fighting apparatus and other protective devices.

5. The enactment of ordinances similar to that of Cleveland, Ohio, fixing the cost of extinguishing preventable fires upon citizens disregarding fire prevention orders, and a more general legal recognition of the common law principle of personal liability for damage resulting from fires due to carelessness or neglect.

6. The wider general use of the automatic sprinkler as a fire extinguishing agent and life saver and the more general adoption of the fire division wall as an important life saving exit facility.

7. A careful study of the technical surveys of cities made by the engineers of the Committee on Fire Prevention of the National Board of Fire Underwriters covering the items of water supplies, their adequacy and reliability, fire department efficiency, fire alarm systems and conflagration hazards, and of the possibility of co-operation among neighboring cities through mutual aid and the standardization of hose couplings.

8. The adoption of the Association's suggested laws and ordinances for state and municipal regulation of the transportation, storage and use of inflammable liquids and explosives.

9. The universal adoption and use of the safety match and legislation prohibiting smoking in all parts of factories, industrial and mercantile buildings except in such fireproof rooms

as may be especially approved for the purpose by fire departments.

10. The education of children and the public generally in careful habits regarding the use of fire.

11. The co-ordination of all these activities, through a central administrative officer or body of the state or city having primary jurisdiction, for the purpose of promoting uniformity of action and efficient co-operation.

In the furtherance of these objects the Association appeals for the co-operation of all citizens. It asks them to help in the dissemination of its valuable literature and in the use of the standards of fire protection so carefully worked out by its committees to the end that the lives and substance of our people shall not continue to be dissipated by a reckless and easily preventable waste.

The people of Canada are fortunate in having in the person of Mr. J. Grove Smith of the Commission of Conservation, a man who has made an exhaustive study of fire waste and fire protection in Canada. His services as expert for the Dominion Government are available in towns and municipalities interested in improving the conditions of fire prevention and protection. His book on "Fire Waste in Canada," published by the Commission of Conservation, is available to any individual interested in this important subject, and offers many helpful suggestions for the reduction of our enormous fire waste, in addition to other valuable information which it contains.

Splendid Work of the Fire Marshalls.

In several of our Provinces we have Fire Marshalls who are doing splendid work in collecting data and statistics upon which intelligent conclusions can be based, in addition to the benefit to be derived from the investigation of fires, and the educational value which

the public is receiving from the publicity given to the special work of their department.

In most of the larger centres we have competent fire chiefs who are conscientiously endeavoring to provide a means of reducing the local fire hazard by systematic inspections of manufacturing and mercantile establishments which have largely contributed to make up the total annual fire loss in this country, of roughly \$24,000,000.00, in addition to the human lives which are lost every year through the same cause.

We have passed laws clothing these different officials with authority in the interest of fire prevention and protection. Are we going to hamper them with political red tape, or are we going to give them our unqualified co-operation and support in so far as they are conscientiously endeavoring to discharge their responsibilities for the public safety and welfare?

In the answer to this question, with such further measures as we may adopt, rests the solution of the problem we have been considering.

This is the first of a series of articles which Mr. Hardy, who is a widely known authority on insurance matters, and more particularly as they affect the lumbering interests, has in preparation for the "Canada Lumberman." The others will appear in the near future and will deal pointedly with the following phases of the question of proper protection for property:

"Lumber mills and How to Build to Secure the Lowest Insurance Cost."

"Adequate Protection of Increasing Values as Applied to the Lumber Industry."

"Importance of Insurance as the Basis of Credit in Lumber Business."

Canadians are Industrial Masters of Forests

They are Playing a Mighty Factor in Production—Their Methods and Achievements in Lumbering Operations are Warmly Praised



Col. W. B. R. Hepburn, M.P.,
Picton, Ont.

From all sources there come to the Canadian press glowing tributes, not only to the dauntless courage and fighting strength of Canada's "Tommies" in the front line trenches, but also with respect to the industry, patience and resources of the Canadian Forestry Corps. In the last issue of the "Canada Lumberman" there appeared from the pen of Harold Begbie an article in which particular reference was made in the London Daily Mail to the energy, driving force and organizing ability of Brig.-Gen. Alex MacDougall, who is at the head of the Canadian Forestry Division. Since then appreciative reports have arrived, from Edward Price Bell who has been sending special despatches to the Canadian and American press in regard to the

services taking him frequently to France and different parts of England and Scotland. On New Year's Day, 1918 Col. Hepburn was given the distinguished honor of being made a Commander of the Order of St. Michael and St. George.

Speaking of the Canadian Forestry Corps, Edward Price Bell says: Is this corps—this bit of Canada abroad—economical, efficient and important in respect of the quantity of its production? It is a question, I think, with a bearing, not only for Canada, but for all the nations struggling for permanent peace and liberty. And why? Because in this war the interests of the democracies are identical; weakness anywhere among them is weakness everywhere among them; strength everywhere among them.

By courtesy of Gen. Alexander MacDougall, C.B., chief of the Canadian forestry corps, and of the officers of his staff, I have had an opportunity to inspect in detail a number of the Canadian forestry camps in England. I have seen the men at work in the bush and in the mills. I have inspected their hutments, their recreation quarters, their vegetable gardens, poultry houses, piggeries, I have seen them building light railways, stacking timber, loading timber, and doing all the diversified tasks attaching to stirring lumber camps. To my mind, untrained, I admit, in such things, it seemed that everything moved in response to perfect knowledge and resolute will.

Cost of Production Compared.

But I can quote an authority on the methods and the achievements of the Canadian forestry corps. I can quote Sir James Ball, controller of imperial timber supplies—not a Canadian, but an Englishman.

"What do you think of the Canadians in the timber?" I asked of Sir James.

"They are my sheet anchor," said he.

What is your opinion of the staff?"

"Remarkably conscientious and competent."

"Is it too large?"

"I don't think so."

"Is the cost of production too heavy?"

"You can't compare the cost of timber production here with the cost of it in Canada or the United States. There lumbermen have a free hand and large trees. They can go whither they like—can follow the line of least resistance, of highest and cheapest productivity. Here we are beset by obstacles. We must approach the timber by

activities and hustling qualities of the lumber-jacks and woodsmen who constitute a very important unit in our national defence schemes. Mr. Ball quotes Sir James Ball, Controller of Imperial Timber Supplies, who is an Englishman and not a Canadian, and this leading authority not only praises Gen. MacDougall, but also Col. W. B. R. Hepburn, C.M.G., M.P., assistant director, Overseas Forestry Corps. Col. Hepburn was born in Picton, Ont., in 1876, and after spending several years with navigation companies and holding several responsible positions, he was elected to the House of Commons, representing Prince Edward County in 1911. He was returned during his absence in England in December last by a large majority. Col. Hepburn joined the 224th Battalion—the first Forestry Battalion—as major in the spring of 1916, and later was promoted to the rank of Lieutenant-Colonel, and afterwards became Colonel. As further Forestry Battalions were recruited, his duties were enlarged, and he has practically been in charge of the detail work of the division, his

ways that, as far as possible, spare adjacent estates. Besides, the timber is scattered. We can work only a certain while in one place. Then we must shift our plant. This takes time and costs money. Moreover the bulk of our trees are small, and the smaller the trees the larger the cost of producing a given amount of lumber.

Feeders for the Advanced Camps.

"It also should be remembered," continued Sir James, "that our forestry camps in England are partially training camps, in other words, they are not only industries but schools. We must whip inexperienced men into shape. Our camps though they produce a great deal, are principally feeders for our more advanced camps in France. We must be always thinking about tonnage. The greater our production in France the lighter the burden we impose on the cross channel shipping.

"It is unreasonable to expect us to have forestry schools attaining to the level of output of fully matured camps. Furthermore, the military element—an indispensable element—should not be overlooked; the military element in industry never does and never can improve its normal standards. Yet we drive forward vigorously, and we have in Gen. MacDougall, Col. Hepburn and their junior officers aids with whom we could not dispense.

"Before the war we imported 90 per cent of our timber supplies. With the help of the Canadians, the Newfoundlanders, and a unit of New Englanders, we have whittled down the imports to a small figure freeing tonnage for other services in the war. In 1913 we imported 11,600,000 tons; last year we imported 2,875,000 tons.

"The movement of the figures is steadily in the right direction. Prior to the war we imported 3,500,000 tons of mining timber; this year we shall import only 500,000 tons. Great Britain will produce 3,000,000 tons. This is equivalent to 600,000 cubic feet, or 1,200,000 feet board measure. Without our co-workers from North America, this feat would be out of the question."

From 90 to 95 per cent of all the timber now consumed in this country is devoted to national war service. Furniture making for private use has practically ceased. Timber goes to the troops to revet trenches, construct dugouts and mines, and for other purposes. Scores of thousands of tons of logs are converted into pit props. South Wales alone uses 120,000 tons of mining timber annually. The demands of the shipyards are heavy. Aerodromes and aeroplanes require timber. An enormous quantity of wood is necessary for hutments, munition boxes, axe handles, spade handles, cant hooks handles, vans, cars, lorries, gun carriages and a thousand other uses imperative in the prosecution of a great war.

So we find it is not true that success in war springs wholly from the mine; it owes a mighty deal to the forest. And by universal assent the Canadians have no European rivals in their industrial mastery over the forest.

Roland Hill, correspondent with the Canadian army, writing from northern France, says:

"The Canadian 'Army behind the army' in France has grown until to-day it is rapidly approaching the strength of the fighting Canadian force and each of its units does its daily share in helping to defeat the enemy. Take that section of the Canadian Forestry Corps which has been lent to operate for our French ally. The first company was sent out as an experiment, the French offering equivalent forests nearer the British army zone in return for the timber the Canadians cut for them. How the experiment has developed may be gathered by the figures just published that those Canadians have cut and delivered to date to the French over one hundred million feet of lumber. It is an all-Canadian enterprise, practically the entire plants having come from the Dominion.

This Canadian settlement is a complete army in itself and a splendid tribute to Canadian organization. There are road repair units, hospitals—which have done humane work in attending also to French civilians—dental services and machinery repair shops. Rations are supplied by both French and Imperial Army Service Corps and have always worked in harmony.

Sent to Forest Near Swiss Border.

In May it was decided to enlarge the operations and co-operations, and three companies were sent to the forest near the Swiss border. The personnel of these companies were French-speaking Canadians from Nova Scotia, direct descendants of the old Acadians.

Three other companies followed and started operations in another forest. In this case water had to be pumped from a village at the foot of the mountain a mile away. The Canadians enlarged the water supply of the village and not only supplied their mills, but also furnished water for a narrow-gauge railway.

Three mills, begun as an experiment, have shipped a total of eighty thousand feet of sawn lumber. Motor tractors and light railways, some of which run by cable over the mountains at a grade of forty-five degrees, have taken the place of the old ox teams which

used to laboriously haul the big logs to the little water-power mills in the valleys.

Canadian Operation in the Vosges.

In July of last year, at the request of the French Ministry of War, it was decided to start another Canadian operation of the same kind in the Vosges Mountains. Two new mills were set up. It was a lumber operation which the French had declared impracticable, but they gave the Canadians every assistance. Owing to the steep mountain grades engineers decided to put their mills in the valleys and to lower the big logs—they rival in size the best British Columbia can produce—by cable railway. These railroads have been a tremendous success and French engineers compare them to the wonderful system which the Italians use in their mountain warfare.

Two Canadian mills are sawing from this forest.

Last April another Canadian mill was put into operation, tapping a further big forest. A bandsaw mill was added to this plant and now all kinds of thin lumber needed for the construction of huts are being made.

The year's operation, for the French Government, shows approximately twenty-five million feet of lumber manufactured and delivered to our allies, and all of it has been done by Canadians whose medical rating, either because of age, disability, or wounds in active service, prevents their being used in the front line. They are part of Canada's army behind the army.

Retailers' Convention will be a Hummer

Tuesday and Wednesday Sept. 3 and 4 are the dates which the retail lumbermen of the Province of Ontario are keeping in mind for it will mean the first annual convention of the trade in Toronto. An interesting and instructive programme has been prepared and the visitors will have an opportunity to see the great Canadian National Exhibition under most favorable opportunities and, at the same time view Toronto in her most attractive garb and during the most delightful month of the year. Business and pleasure can be combined and from assurances received by Secretary, H. Boulton, it is believed, there will be a record breaking and most representative attendance from all parts north, south, east and west.

On the first day, Tuesday, Sept. 4, the visitors as they arrive will proceed to the Board of Trade rooms in the Royal Bank building, corner of King and Yonge streets, and will there register. It is expected that this will take up most of the forenoon along with certain other routine.

In the afternoon at two o'clock there will be a general business meeting over which Thomas Patterson, of Hamilton, will preside. Important question and timely practical addresses will be given and reports presented of standing committees. There will be opportunity for general discussion.

In the evening at eight o'clock at the Royal Canadian Yacht Club on Centre Island a unique event will take place in that the retailers will be entertained to dinner by the Wholesale Lumber Dealers Association of Toronto; a splendid programme is being arranged. This completes the first day's proceedings.

Will Spend Day at the Exhibition.

On the second day of the convention—Wednesday, September 4th—it will be a special round of the big exhibition which will then be at its best. Every delegate is asked to stay the full two days and will never regret it as he will see more in that short period than he could possibly do any other time. The Directors of the Canadian National Exhibition are joining in the welcome to the lumbermen and special privileges will be accorded the guests. Admission to the grounds will be complimentary and a section of the grandstand will be reserved in the evening for the witnessing of the night attractions which are more elaborate this year than ever. The officers of the Ontario Retail Lumber Dealers Association will be the guests of the Directors of the Exhibition at the noon day luncheon on Wednesday, September 4. For the members a large tent is being provided which will serve as a meeting and resting place.

Every retailer in Ontario should make it a point to be in Toronto on Tuesday and Wednesday, September 3 and 4. He will learn, hear and see much at the first annual convention of the retail trade, and it will be an occasion well and profitably spent in every way.

Women cooks, flunkies and waitresses have now been introduced into the spruce-logging camps of the Northern Pacific Co. on Cumshewa Inlet, Queen Charlotte Islands. The innovation was made upon the suggestion of A. E. Munn, manager of the company and president of the B. C. Loggers' Association, in order to release more men, some for the army and others to take out spruce for aeroplanes. The women selected are dependents of soldiers, are paid good wages, are given first cabin accommodation on the boats and are housed in separate cottages at the camps, with two women to each cottage. The innovation is stated to have worked out thus far with complete satisfaction.

Is Motor Delivery Cheaper than Horses?

*What Representative Retail Lumbermen Have to Say on an Important Question—
Dealers in Large Cities Generally Endorse Motors*

No more important feature, outside of keeping a well selected and well balanced stock, characterizes the business of the retail lumberman to day than that of furnishing a prompt and reliable delivery. It is one of the strong links in the chain of satisfactory service and attention to detail. Help is scarce wages high, and the price for all kinds of horse feed soaring. Does it pay the average yard man to use a motor truck or trucks, of what horse power should they be and of what capacity, is the use of trucks satisfactory and economical in the smaller cities and larger towns where the distances to be covered are not nearly as great as in the more populous centres and how do costs compare with horse delivery?

In smaller places, customers are not so widely scattered and the hauls being shorter, does it pay the retail lumberman to invest in motors? This is the question which has been asked by the "Canada Lumberman" of many representative retailers. Their views and comments will be read with interest, not only by those operating trucks but also by any lumber merchant who may think of making an investment in this line but hesitates perhaps owing to the rather quiet state of the building situation, the conditions prevalent due to the war the initial outlay and absence of exact knowledge in the expense of operation, up keep etc.

The experience of others is always interesting instructive and helpful. The observations of users of trucks and others are presented so that definite information may be gleaned and readers aided perhaps in the perplexing problem of delivery.

Truck Saves Fifty Dollars Per Month.

A leading Brantford firm says: "We have in use one motor truck of one and a half ton capacity and 20 H.P., which we have found very satisfactory. During the months of April and May this truck delivered 167 orders to the value of \$3,769.00. It cost us \$33.33 for Gasoline, \$4.20 for oil, \$18.83 for repairs and \$168.00 for wages, making a total of \$224.36. Allowing \$20.00 a month depreciation on the truck, our total cost would be \$264.35.

"Beside these deliveries the truck worked unloading cars etc. It would have required, at least 2 horses to do the same amount of work, which with feed, wages, repairs etc., we figure would cost at least \$360.00 for this same period, and not allowing any depreciation on the horses etc. This would show a saving of about \$50.00 per month.

"Another great advantage is that a rush order can be delivered to a customer in much better time."

From Kingston, Ont., comes another opinion in favor of the employment of motor truck delivery. The firm, say that they have been using a one ton motor truck for about a year, which is made by attaching a form-a-truck to a small four cylinder car of about twenty horse power. They add: "We find its use very satisfactory because of the fact that we can cover greater distances in the same period of time. It does from two to three times as much work, as a one horse wagon. The engine is geared down to an average speed of about ten miles an hour, which is fast enough for hauling loads on the ordinary roads.

"We have not available, the costs as compared with horse delivery. We do not think that they are any lower than the charges for horses and waggons, but in these times when labor is scarce and work must be done, we do not think the charges should be scrutinized too closely. It is a considerable satisfaction to feel that one can make delivery of an order, six or ten miles away, even if the delivery cost is a trifle higher, as it sometimes enables a customer to place an order, when teams are not available. We use our truck for light loads and long trips and use our teams for short trips and heavy loads. We would recommend any one contemplating the purchase of a truck for lumber use, to get one with a capacity of two or two and a half tons and a body long enough to load 16 ft. lengths."

Why Some Do Not Use Motors.

From St. John, N. B., comes word that there is only one firm in a large line in that city who use motor trucks while there are two

wood-working plants that each have one other dealers in lumber use scows, schooners, tugs, etc., as their deliveries are mainly along the water front.

One man in New Toronto says that he uses a Fox trailer for his Ford car and finds it a valuable asset as it saves times on small deliveries up to one ton. A Brockville dealer writes that he has considered the matter on different occasions of using trucks and that he has six horses. He thinks that one truck could be used to good advantage except in winter and thus cut down the yearly cost of stable.

Another yard man in an eastern Ontario town humorously replies "We do not see how we could use trucks here in the winter time especially as the snow stays where it falls until the sun moves it in the spring time."

"I do not employ a motor truck as I do not believe there is one sold at a reasonable price, made to handle sixteen foot lumber satisfactorily," remarks a well known Hamilton dealer.

"No! we do not use motors for delivery our reason is that the distance here is too short to make them profitable in view of the fact that we would have to keep both truck and teams," declares a Newmarket dealer.

Large City Dealers Favor Trucks.

Inquiry from firms in several towns and smaller cities reveals the fact that few lumber retailers use motor trucks. They state they have to keep horses in any event and the distance of the hauls is so short that the ground can be easily covered without loss of time. On the other hand in Toronto, large percentage of retail yards make use of trucks. In Hamilton and Ottawa there are a fair number in commission and the practice of motor delivery appears to be increasing. One Hamilton firm state they have decided so far not to replace horses with motor trucks. They have to make too many deliveries off the pavements and do not think that trucks are satisfactory in deep snow. Another firm in the same city assert that they have started to use a thirty-five h.p. motor truck of one and one half tons capacity.

Out of a dozen representative retail lumber firms in Toronto interviewed by "Canada Lumberman" nine use motor trucks. One company state, "Owing to our location below the railway tracks, we think the grade of the hill and poor condition of the roads are such that for, at least, two months in the year the employment of trucks would be impossible, every make of truck used in our locality "fell down" last winter.

Here are the opinions of half a dozen concerns who view matters differently, "We have one truck of one ton h.p. and find its use satisfactory in the summer. It does the work of two horses and costs while in operation about the same."

"We have two trucks of one and three horse tons. They show a great saving over horse delivery on long hauls; on short hauls the difference is not so great but is in-favor of the truck if road conditions admit of their use."

"Yes! we, have three trucks of 30, 35 and 40 h.p. and of one, three and five ton capacity. Service in the matter of delivery can only be accomplished by rapid transportation and on long hauls we consider that motor trucks are the only means. Our 60 h.p., three ton truck gives us satisfaction, we believe that its use is preferable and more economical than horses owing to the high cost of feed and labor, which is very scarce at present. We are thinking of adding a one ton truck."

"The use of trucks is satisfactory but the cost is higher than horse delivery. We have two trucks, a one ton and a three ton."

"Trucks give fair satisfaction and the cost of delivery is about the same as horses; on long hauls and with full loads from one pile they are economical but for short mixed loads we consider that horses are better. We have two trucks of 25 and 30 h.p., of one and one half tons and three tons capacity."

How the East Sizes Up the Situation.

Speaking of delivery conditions in Ottawa and the use of motor trucks in that city a correspondent of the "Canada Lumberman" says:

Divergent views are expressed, as to whether the horse system of delivery taken the year round, is cheaper, as efficient and as satisfactory as the work and cost of the motor truck. There is not much ground on which to form a comparative basis.

The era of the horse versus the motor truck, as applicable to the

retail trade exists. In other words the day of the "horse or the truck?" has arrived. Maybe it took some time to reach Ottawa, so far as the lumbering trade is concerned, and maybe it didn't. Both the horse and motor delivery systems have their supporters. In a nutshell some believe in horse delivery and other's don't. Time, experience, and proven operating costs and well supported knowledge will be the referee.

Only one purely retail yard in Ottawa city uses utilizes motor transportation as part of its delivery.

The history of motor truck delivery, as applicable to the retail yards at Ottawa, is rather brief as lumbering operations go. Between fifteen and twenty months would account for the entire period of operation. There are three or four motor vehicles here used in the retail lumber trade partly or wholly.

The question of motor versus horse is a big one at the present time, but with the outlook toward business being none too brisk some operators are not inclined to switch over from the horse delivery for trucks or motor transportation.

Exclusive of the number of horses one firm uses in its retail business there are about one hundred equines used by Ottawa retail yards. The actual or real average cost of feeding these hundred horses is hard to determine, as some companies do not care to give out such information. One operator said he had not figured it up, and others estimated their horse food costs all the way from seventy to seventy-five cents per day to as high as a dollar and a half for food and shoeing. Four of the companies giving their costs are as follows; James Davidson's Sons from seventy to seventy-five cents per day for food. George M. Mason about ninety cents per day exclusive of shoeing, M. C. Neate Lumber Company from seventy-five to one dollar per day for food and shoeing, McAuliffe-Davis Company one dollar and a half per day for food and shoeing. In addition to all these costs however, has got to be considered the upkeep and repair of waggons, sleighs, harness, blankets, salary of a stableman etc. Then a driver's salary for each horse or team has to be added. All are just and proper charges, chargeable to the delivery service.

Does Truck Do Work of Three Horses?

In motor operation as everyone knows the chief expenses are, gasoline, oil, tires, and repairs both minor and major. Then there is the cast of the vehicle itself entailing quite an outlay. But the motor car needs only one driver, does not consume its feed when not working as a horse does, and does not need a stable man to look after it. Besides the claim has been made by a "Form-a-truck" operator that one truck does the work of three horses and sometimes four.

Allowing one and one half dollars per day for upkeep of horse, shoeing, vehicle and harness maintainance and say two dollars and fifty cents per day for a horse delivery rig, the amount would be four dollars per day per rig or twelve dollars for three rigs on a similar basis. The cost of upkeep of the "Form-a-truck" as furnishing a comparison on a year's operation were given to be between \$4.40 and \$4.70 per day, taking care of gas, oil, minor repairs and driver. The fluctuation is due to driver's salary on the basis of working an eight or a nine hour day.

Meagre though the information offering comparative figures is, some deductions can be made, as follows; Taking three hundred working days as a year, three horses at the rate of one fifty per day for food and maintenance of vehicle and two fifty per day for a driver would mean for three single horse rigs a cost of \$3,600, or coming down to the nine months of operation covered by the motor truck \$2,700. If a one horse rig, and a team were operated allowing the same general charges but deducting two fifty per day for the salary of the unrequired second driver of a team, it would work out at \$1,200 for the single horse rig and \$1,650 for the team. On nine months operation it would mean nine hundred dollars for single rig and \$1,237.50 for the team. In all \$2,137.50.

Supposing on an operating period of nine months of the year a motor truck such as run by one local company performs the work of three horses at an average cost of \$4.00 per day for two hundred and twenty-five days, it would give an upkeep expense of \$900. Allow for the next three months whilst it is unoperated a charge of two hundred dollars for storage and major repairs, etc. That would mean \$1,100. Three horses on separate rigs for the period would cost \$3,600 or for nine months \$2,700, or a one horse rig and a team \$2,850. That is for nine months or seventy-five per cent of a charge based on a full year's operating conditions. But it does not mean that the horse the year round on a single delivery costs the operator four dollars per day.

Business falls off in the winter and there are not as many local orders. Consequently the same standard of delivery service has not to be maintained. Not as many horses for delivery are required, but the animal in the stable goes on eating just the same. He is not wearing out as many shoes as in the summer and the waggon repair bill will be carried on by the cost of sleigh repairs. Where it fits in, of course, retail sellers who also conduct lumber manufacturing op-

erations and woods camps are in "clover" because any surplus horse power they have they relegate it to the woods and utilize it the "year round". The motor truck in the winter season generally stays in the garage or a repair shop.

What Cost Figures May or May Not Prove.

No seemingly accurate figures as to the value of the horse used in the spring, summer, and fall months, in retail delivery, as compared with his value and cost of upkeep in the woods for the three remaining months were available. In making the comparisons above it must be remembered that the highest figure mentioned as to horse operation was chosen. If, for instance, a lower figure say one dollar per day food and maintenance of horse and vehicle, harness, stabling, etc., were included, and the drivers salary remaining stationary, it would mean a cost proportionately of seven-eighths of the foregoing mentioned amount. The debate, argument or expressed belief could be indefinitely conjured or argued for or against on the incomplete figures at hand, and the claims and representations made by the sponsors of either motor truck or horse delivery.

Two chief points appear to exist, summarized as follows; The horse delivery man argues the motor truck is all right for the summer months or a big retail trade in a large city, operating on good roads. The motor truck advocate says that his truck does the work of three horses for nine months of the year, and gives more satisfactory and quicker service to customer.

But differences of opinion often arise in the best regulated families, and the lumber trade generally might well be reckoned as a big national family. By the same token different views have been expressed by an operator of motor truck delivery as to the feasibility and advisability of utilizing heavy trucks and higher price machines as compared with lighter and lower priced motor outfits? Lower initial outlay, less expense per car for maintenance and repairs, and a lower cost for operation are some arguments that have been advanced in favor of the lower priced or light trucks.

Varied Views of Montreal Trade

One leading firm in Montreal, who use six trucks, expressed the opinion that trucks are on the whole satisfactory, and the fact that they have added to their fleet is an indication that the truck is efficient as well as economical. One secret of success in motor trucks is to make a full load for delivery on one job; a light truck might be used with advantage in making say two or three deliveries, but not so with the heavier descriptions. Another secret is to have your own repair shop; to send out out a truck for repair in case of breakdown meant delay and heavy cost. It is only by experience that one learned how to economically manage trucks, and the first year is a period when mistakes in loading and routing will be made—and this involved expense. The experience of the firm, and they have records to prove it, is that trucks are cheaper than horses—although it must not be forgotten that trucks are not available during the entire year owing to weather conditions.

Another dealer in the commercial metropolis said that, for rush work, trucks are admirable, but for general purposes they prefer horses—one reason being that the truck represents a heavy capital investment, equal to many horses. If the truck has to be repaired it involves the entire investment being idle, perhaps for three or four days, whereas in the case of a horse it means that only a small portion of the total capital investment is locked up. The edict of the Quebec Government limiting the use of trucks to the 3½ ton type in the rural districts has to a certain extent diminished the value of truck haulage.

Where the roads are good the truck is economical, but where the roads are bad—and this often obtains where delivery is made to jobs in comparatively new districts—the expense is higher when compared with horse haulage. This is the view expressed by an officer of another company, there being three lumber concerns in Montreal who use motors for delivery purposes. Another fact brought out as the result of the firm's experience is that the truck is excellent when say a large delivery of lumber has to be made on one job. When, however, delivery has to be made to several jobs by the same truck the expense increases at a great rate as compared with horses, inasmuch as delays are more expensive in the case of trucks than in the case of horses. This is looking at the matter from the capital investment point of view, trucks costing more than horses and rigs. Where lumber is wanted in a great hurry and the roads are good, then the advantage is with the truck, but taking into consideration the fact that trucks cannot be used all the year around, and the general condition of roads, horse haulage is cheaper.

The Japan and Canada Trading Company, Ltd., has been incorporated with head office at Victoria, B.C., and capital stock of \$10,000, to carry on business as importers and exporters and otherwise deal in lumber, wood pulp, etc.

New Brunswick Lumbermen Organize

Elect Strong Body of Officers and Adopt Measures for the Success of the New Association



W. B. Snowball, Chatham, N.B.,
President of the Association

The lumbermen of New Brunswick have organized an influential and aggressive organization known as the New Brunswick Lumbermen's Association. At the inaugural meeting held in Fredericton recently there was a large and representative attendance and much enthusiasm was aroused.

The essential objects of the association are to protect the rights and to promote the interests of the owners of forest lands, uphold the welfare of the industry in general and improve and elevate the conditions surrounding it. A constitution and by-laws have been adopted and active alert officers elected. The prospects of the new organization are most promising and from the interest which has been aroused the membership will continue to grow and strengthen.

The officers elected were as follows:—

President, W. B. Snowball, Chatham, N. B.

Vice-president, Donald Fraser, Edmundston, N. B.

Secretary-treasurer (pro-tem) R. W. McLellan, Fredericton, N. B.

The following are the members of the Executive:

W. B. Snowball, Chatham, N. B., (J. B. Snowball Company Limited).

F. C. Beattie, St. John, N.B. (Stetson, Cutler & Co.).

Donald Fraser, Plaster Rock, N. B. (Fraser Companies Limited.)

J. W. Brankley, Portland, Maine (representing Miramichi Lumber Company Limited and Dalhousie Lumber Company of Dalhousie, N. B.)

Daniel Richards, Campbellton, N. B. (Richards Manufacturing Co.).

W. Carfield White, Sussex, N. B., (Chas. T. White & Son Ltd.)

J. B. Gregory, Fredericton (York & Sunbury Milling Co., Ltd.)

James Robinson, Millerton, N. B.

George King, Chipman N. B. (King Lumber Company.)

There were thirty nine lumbermen at the organization meeting and a lively interest was taken in the proceedings. The representatives were holders of about 5,500 square miles and there were intimations received from other holders representing 2,360 square miles of timber limits that they would join the association.

Speaking of the new body, President Snowball said "We hope to make this organization helpful to the lumber industry and also as an assistance to the government in the carrying out of their forest conservation and protection schemes as in the prevention of fires."

It is believed that the new association will protect the rights of all, eliminate petty jealousies and give every member of the industry fair and equitable treatment and consideration. For some years there has been talk of a permanent organization of the lumber interests of New Brunswick, but no concrete outcome resulted until the recent movement.

Speaking of the prospects of the organization, a leading member said; "the better conservation of timber lands will surely be brought about through the good offices of our new body. We will prosecute a more vigorous campaign for the prevention of forest fires and in general, take every means for the preservation and protection of the wooded wealth of the province."

Spirit of Co-operation and Efficiency

The objects of the Association as set forth in the Constitution and By-laws are:

To protect the rights, and to promote the interests of the owners of Forest Land, and to conserve and improve the condition of the LUMBER INDUSTRY in the Province by (a) the development of new markets especially for hardwoods, and bringing about a spirit of co-operation in the industry in the Province so as to produce a greater efficiency; (b) investigating and studying problems connected with the lumber industry.

To formulate an efficient system of Fire Protection for all Forest Land in the Province;

To co-operate with the Government in fighting and extinguish-

ing Forest Fires, and protecting the Lands of the Members of the Association;

To prosecute transgressors of the fire laws and regulations;

To promote Legislative and Educational Measures to conserve forest resources in general;

To co-operate with the Provincial Government in the protection and conservation of forests.

To promote and carry on the work of prevention of accidents in the Lumber Industry and in any other industry which may from time to time be assessable by the Workmen's Compensation Board in the same insurance group as the Lumber Industry, and generally to represent employers and employees engaged in such industries in connection with the administration of the Workmen's Compensation Act.

It is declared that the name of the Association shall be "New Brunswick Lumbermen's Association" and that the term.

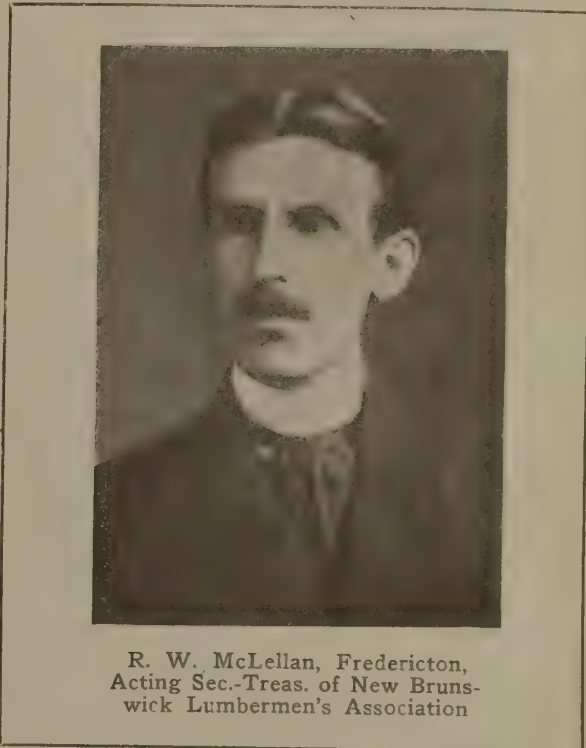
The term "Lumber Industry," wherever the term hereafter appears, shall mean and include any party, firm or corporation (a) dealing in or cutting lfty cords and upwards of pulpwood; (b) cutting 100 M. superficial feet and upwards of lumber; (c) holding, owing or controlling 500 acres or more of forest land; (d) manufacturing lumber in New Brunswick or wholesale lumber merchant domiciled in the Province; (e) engaged in the transportation of lumber; (f) driving, rafting or towing lumber.

"Forest Land" shall mean lands producing or capable of producing lumber, whether Crown lands or lands of private persons or corporations.

"Province" shall mean the Province of New Brunswick.

How Revenues Will Be Raised.

Each member of the association shall pay an annual fee of \$25 and according to the by-laws it is provided that to further provide



R. W. McLellan, Fredericton,
Acting Sec.-Treas. of New Brunswick Lumbermen's Association

funds for paying the necessary expenses of the Association, and for carrying out its objects the Executive Committee shall have power to levy and collect every year from each of its members the following assessments: (a, a sum which shall be levied upon the Forest land held by him or in trust for him which shall not exceed in the aggregate one-sixth of one per cent. per acre of his holdings at the time the assessment is made, and (b) a sum which shall not exceed in the aggregate one cent for each thousand superficial feet of the logs or lumber or pulpwood which shall be sawn, rossed, or converted into pulpwood by such member during the then present season. Each member shall furnish the Secretary-Treasurer all necessary information in his possession to enable such assessment to be made. Provided that in case any member who does not hold or control Forest land or is not liable to be assessed under this By-Law, the Executive Committee may increase the annual fee payable by such member to such amount as may be just and equitable.

All assessments to be determined and levied by the Executive Committee, and on notice thereof sent by the Secretary-Treasurer to the members of the Association, shall be paid within thirty days of the date of the notice or within such time as may be directed by the Executive Committee.

Make a Profit on Every Lumber Sale

"It would appear that the continually rising costs of lumber threaten to seriously check all future building operations in nearly every community. Yet lumber was never as cheap as it is now, when compared with the prices of other commodities. A bushel of corn or wheat, or any other farm produce will buy more building material now than ever before, says the "Knot Hole" published by the Dower Lumber Co., of Wadena, Minn.

"The yard manager throws up his hands in despair whenever he receives new price sheets and asks how they expect him to make any profitable returns from his yard.

"Here's the answer.

"Watch your stock more closely. See that every line is moving as it should. Clean out the dead stock and replace it with goods for which there is, or can be created a constant demand. Order only such material that you feel can be sold promptly. Don't order a large supply of anything unless you actually need it. You should manage your yard as though YOU were the owner and it was YOUR money that was invested in the merchandise.

"Eternal watchfulness is the price of successful selling in these kaleidoscopic times. That means that accurate records of your yard's business should be kept and studied; that all leaks must be located and eliminated and that you must know what it costs to do business.

"Don't cut prices. It's a poor salesman who will resort to this method of securing an order. A price-cutter is never worth his salt as a salesman, because he slashes prices until there is no profit in making the sale. You must sell building material so that from every dollar that is taken in, you will get a fair profit which is the reward for capital invested and time spent."

Big Saw Mill May Be Set Running

The big sawmill at Queensborough, on the point of Lulu Island, which was built some years ago at a cost of about \$500,000 and has practically never operated, may soon be in commission, according to word received from the West. Announcement is made that the British Timber Corporation has been formed to take over the assets of the British Canadian Lumber Corporation Limited, the transfers of property will be completed in the next few days and the new company will then go ahead and operate on an extensive scale.

The assets of the British Canadian Lumber Corporation were recently sold for \$2,250,000 to a committee of the bond and security holders and include the mill in question, the mill and property of the old Pacific Coast Lumber Co. on Georgia street, a mill and 9000 acres of timber land at Crescent Valley, five Dominion timber berths at Port Moody, logging railroad, camps and equipment at Port Renfrew, a sawmill in course of erection at Masset Inlet and between 200 and 300 provincial licenses.

The new corporation will be managed exclusively in British Columbia, the personnel of the directorate being T. T. Paxton, president and managing director and until recently receiver and manager of the properties; Perry D. Roe and Hugh Davidson. Portion of the limits held by the company comprise some 180 limits around the shores of Masset Inlet, with a water frontage of over a hundred miles, and it is here that the Masset Timber Co. Ltd., under contract with the receiver and manager, are logging spruce on a huge scale.

How District Forester Regards the Future

Acting District Forester Caverhill, of Vancouver, who recently returned from the Maritime provinces where he organized the forestry department of Nova Scotia with a view to reafforesting many of the logged-off areas there, says that after the war is over and the forest department gets its men reassembled again, it is almost certain that the problem of conserving the forest wealth of British Columbia for future generations will demand serious attention.

"In all probability the increase in the demand for B. C. lumber will be sufficient to raise the question of conservation, so that attention will be given to the young forests," stated Mr. Caverhill. "We must regard our annual cut as the harvesting of a crop from our lands, and see to it that the harvested land is helped to become fertile again.

"In the East, there are large areas which must be planted with young trees; in B. C. it is probable we can look to nature to do nearly all our planting. So long as we see that the young forests are protected from fire, nature will probably do the rest, thereby saving us about \$25 an acre for planting and the compound interest on the outlay for a couple of hundred years until the time for harvesting comes round again."

Many of the trees now being cut in the Pacific Coast province, says Mr. Caverhill are the result of from 300 to 900 years' growth. For the production of merchantable timber about 200 years' growth will be required in order to mature the hard fibres and give desired

dimension. Trees big enough to give a grade of pulp timber of a similar quality to that being used in the eastern pulp mills can be grown in thirty years or so. The value of a year's growth of lumber has been calculated as more than equal to the value of a year's growth of field crop on an equal acreage, though the lumber crop can only be harvested after very long growth.

Discussing the effects of forest fires, Mr. Caverhill says that fires which come on logged-off lands soon after the logging has been done are invariably a benefit as they clean up and fertilize the forest floor in readiness for the young trees which come from the burned cones. On the other hand fires which come in the young timber, though they may not cause any loss of merchantable timber cause great potential damage by burning up the young crop which may represent several years' growth.

Flying Boat for B.C. Forest Patrol

Coast forest patrol work will hereafter be carried out, partially at least, from the air. The provincial forestry department of British Columbia contracted with the Hoffar Motor-Boat Co., of Vancouver for the construction of a flying boat which the government will operate on lease for a time, with the option of purchasing it.

The flying boat, which is different from a seaplane, being, in fact, a boat with wings will be completed within the next two weeks, and will be immediately commissioned. A returned Canadian airman, it is understood will operate the boat, which has accommodation for one other passenger, a forest ranger.

The machine will be similar in design to those in use off the British coast for patrol work, with one or two features designed by Hoffar Bros. It will have a wing spread of forty-two feet and a chord of five feet. The boat will be made of mahogany. The aviator and observer will be seated forward of the planes, while the engine will be located overhead between the planes and will have a thrust propeller aft, allowing unrestricted vision in front. The power will be from a 100-horsepower Roberts engine, which will develop a speed of seventy-eight miles per hour and will allow for the machine to climb to a height of 3000 feet in ten minutes.

Should Agree Upon Standard of Diet

Luxurious living and free use, if not waste of foodstuffs in the lumber camps of the province have B. C. been reported by a number of the provincial officers who are trying to enforce the food regulations. It is pointed out that in the camps where the most luxurious food is found most of the men are foreigners and some of them are enemy aliens.

The logging companies, it is said, plead that they have to maintain a hearty standard of living for the men, who otherwise will throw up their work and move to better-fed camps to work if the spirit moves them. It is suggested that the loggers throughout the province agree upon a standard of diet for the camps to eliminate the competition in the camp kitchens which has led to many of the camps putting up a menu that would place many a first-class hotel in the shade.

One Tree Made 40,000 Feet of Spruce

There are 300 men logging at Cumshewa Inlet, Queen Charlotte Islands, for the North Pacific and Kerr & Munn companies, and since April, when operations started, more than 12,000,000 feet of airplane spruce have been felled and bucked. Of this quantity two booms, one with 600,000 feet and the other with 800,000 feet of Nos. 1 and 2 spruce logs have been sent to the mills, while recently there were two more booms waiting for tugs, each of which contained about 1,000,000 feet of lumber.

The government scaler recently scaled one tree which had three logs in it, with a total of 40,000 feet of No. 1 spruce. The smallest log in this tree was 6 feet 8 inches at the top end, while the butt of the largest log measured 11 feet 4 inches.

There are at present seven camps along the Inlet, all under one management. They are well equipped and shortly will be close to a government wireless station. The booming ground will hold 11,000,000 feet of logs.

Reference Work that Is Complete

The 1918 edition of the A. B. C. lumber trade directory of British Columbia has been issued. The directory contains an alphabetical list of lumber and shingle mills, loggers, with shippers, etc., in British Columbia, together with an interesting chapter on customs and tariffs, on lumber and wood products, foreign importers, legislation and laws touching the lumber industry and various other technical and statistical information regarding the woods of British Columbia. The book is by far the most complete which the Progress Publishing Company have yet issued.

How About Export Trade After the War?

Will Demand Upon Canada be Heavy and Persistent from all European Countries?

Views of Leading British Firms on Prospects

What are the prospects of the exports of Canada after the war is over? Will there be a great revival and expansion in the business of the Dominion with Great Britain and the countries of Europe? Will not Canada be expected to furnish an increased percentage of the timber required for rebuilding and reconstruction purposes in the war zone? Will there be an increased development of lumber activities with the United Kingdom when peace is declared and will Canadian timber be put to any new uses in the fostering of Imperial relations?

Vast and Complex Question.

Here are the views of some representative English companies on these vital questions which while reflecting some divergence of opinion will be perused with interest.

Alfred Dobell & Co., Liverpool, declare. "The problems that will have to be faced after the war, so far as the Timber Trade is concerned are at present so huge, and of such a complex nature, we hesitate to give expression to our views, as they necessarily alter with the conditions from day to day. However, we agree with you that after the War the Timber Trade of Canada should be of more importance than it was prior to the War. In the meantime our thoughts are fully occupied with getting on with the War."

Smith & Tyrer, Limited, of Liverpool, assert. "The present situation is a complete control by the Government of all shipments. It has been suggested that this control will continue for a certain period after the War. The continuance of this control for a day longer than is absolutely necessary for War purposes is strenuously opposed by the Commercial interests in this country and it is to be hoped that the Canadian interests will take the same line. Until there is a definite prospect of a resumption of ordinary trading it seems to us useless to speculate on probable market conditions."

Great Opportunity for Canadians.

James Webster & Bro., Limited, Liverpool have the following to say—"We are of the opinion that it will be some time after the War before the Lumber Trade of this country will return to conditions approaching those which prevailed prior to the War. The control at present being exercised by our Government here will, in all probability, be continued through sheer force of circumstances until such time as more important things have been attended to and the situation in connection with them somewhat eased. We believe that the demand for timber will continue to be heavy and persistent in all European countries for a very long time. Stocks are scarce and, consequently, many large wood-consuming trades have almost entirely closed down; but on the other hand, the demand appears to grow from those trades where wood is indispensable. We consider Canada occupies a unique position to take advantage of this country's need for timber post-war and especially will this be so if the submarines should be overcome and shipping space increase instead of decline."

Vital Question Will Be Shipping Tonnage.

Cant & Kemp of Glasgow take an encouraging view of affairs and say—"At present it is very difficult to forecast the probable conditions of the Market for Canadian Lumber when Peace is declared. There can be no doubt whatever that the demand from Europe for Timber will be enormous for many years to come. So far as our own Country is concerned, two Industries alone, viz., Shipbuilding and Housebuilding, will require to go ahead to their utmost capacity. The house famine is at present very acute and the need for more ships is only too apparent. Both these Industries are large consumers of Canadian Woods, chiefly Spruce and Yellow Pine. In addition the Shipyards use a quantity of Oak and Elm in logs. Birch in the log and Plank are required by Cabinetmakers and Chairmakers."

We have no doubt the vital question for a period after the War, as it is now, will be that of Shipping Tonnage. High freights as compared with pre-war values will be the rule and this will operate, especially in the case of Wood owing to its bulky nature, in favor of the shortest voyages in order both to save Freight value and Freight space. How far this may bear on Canadian productions we cannot foresee, but on the whole, looking at the enormous destruction caused by the war, we would say the demand for all classes of timber for a considerable period after the war, will in all likelihood exceed the Shipping space available to carry it. We should have said that the principal demand for Yellow (white) Pine is in Deals 3 in. and

4 in. thick, and in Sidings 1¼ in., 1½ in., 1¾ in. and 2 in. thick with as good a proportion of 1¾ in. and 2 in. as possible. Logs are also used, but the demand for them is subject to the special nature of the work in hand."

Some Pointers for Canadian Manufacturers.

Cox, Long & Co., Ltd., of London, Eng., who have also Canadian branches make several pertinent and important suggestions when dealing with the question of spruce and spruce deals. They observe—"In the rebuilding of Europe after the war it is possible that France and Belgium will take more of Canadian lumber, and certainly this country, for although England has not, nor is likely to suffer in the same material way as the countries so severely devastated, there has been no building going on here for four years, resulting in a great shortage of house property, particularly of the small kind. The Government has already large schemes in hand in this regard for commencement on the declaration of peace."

"As to how far private enterprise will then be granted some of its old and valued liberties now withdrawn remains to be seen, but the impression prevails that the Government will control matters in the Wood trade some little time after the cessation of hostilities. Moreover, the old prejudice against using Spruce for building purposes has yet to be successfully overcome, and until it is the North of Europe will still be looked to as the chief source of supply, particularly when it is borne in mind that Redwood is here considered to be the most suitable softwood for building purposes. Unfortunately your Red Pine is not so favourably received here as its qualities really warrant, nor is it produced to any large extent in the principal sizes wanted for the purposes in question. Your manufacturers should seriously consider the desirability of more freely sawing scantling and batten sizes, as well as deal sizes, and it would be well also if they produced them as nicely and attractively made as those from our Scandinavian friends: in that case, with the spirit running very strong here to give our Colonies the preference wherever possible, we believe that more softwood than ever before should be shipped from your side."

"Your Quebec Spruce Deals, and some of the superior stocks from the Lower Provinces, will still be in great demand for the thousand and one purposes outside of building, the quantity of the former used in this country by large producers of household commodities, is exceedingly large and likely to increase, but, here again, so far as the Lower Provinces are concerned, the manufacturers would do well to saw their goods more consistently and, therefore, make them more attractive to compete with the square-edged and evenly sawn goods from Scandinavia and Russia."

THE DEMAND WILL BE GREAT.

Bryce, White & Co., of London, take a comprehensive and encouraging view of the whole situation. They state their opinion as follows:

"At the present moment, of course, there is nothing doing in the general timber trade, as the British Timber Merchants and Importers here are practically all occupied in matters of national and military importance; but there is no doubt that when peace is declared an enormous development will take place in our building trade, and although for a very long time after peace, the freight difficulty will still be with us, the demand for all classes of Canadian lumber and manufactured joinery will be very great and continuous."

"For the past thirty years we have been considerable importers of lumber and manufactured joinery from Canada as well as from the United States and Sweden. If it can be managed we should like very much to have to rely chiefly on Canada for our supplies in the way of manufactured joinery. At one time we imported large quantities of doors annually from the Dominion and we look forward to the resumption of this business on a very much increased scale."

We believe the United States will require a greater part of its joinery production for its own needs after the war, and as this will render the States largely independent of an export joinery trade to Britain they will not be too anxious to meet our requirements over here in the way of patterns etc., This the Swedes will offer to do, and there seems no reason why the Canadian mills, who will doubtless be able to conform to British requirements, should not resume

this joinery export trade on a greatly increased scale when war is over.

"There will also of course be a great demand for all Canadian Hardwoods and Softwoods, and we sincerely hope at no very distant period to be trading direct with the Dominion on a scale very much larger than before 1914.

"At least for three years past there has been no domestic building trade in this country, and there are, therefore, very serious arrears to be overtaken. When our troops return from the various battlefields and camps, the shortage of accommodation will be sev-

erely felt. In various parts of the country Town-planning Committees have been formed and are getting to work to obviate as far as possible this trouble, and there will be large requirements for Canadian material as a result.

erely felt. In various parts of the country Town-planning Committees have been formed and are getting to work to obviate as far as possible this trouble, and there will be large requirements for Canadian material as a result.

"There has been nothing doing in the furniture trade either for a long time and when manufacture is resumed the call for Hardwoods from the Dominion should be great.

"We think it is important to note that this country seems, at last, determined to give real preference to the British Oversea Dominions in future trading. After the war it will be, as it ought to be, first the Oversea Dominions and the Allies who have fought with us in the great war, second the neutrals, and third the former enemy—if anything in the way of Imperial Trade is left over after the



A. K. Johnson, Toronto
Member of the firm of J. P. Johnson & Son,
wholesale lumbermen, who recently joined the
ranks of the Benedicts

Inventor of "Alligator" Passes Away

The man who invented the "alligator" tug which is now so widely used in log driving operations died recently at his home in Simcoe, Ont. His name was John C. West and he was a member of the firm of West, Peachy & Sons, Simcoe, where he had resided since 1865. Until a couple of years ago Mr. West who was in his 73rd year was a big burly man, not showing his years. About that time he was struck by a cable on one of his "alligator" boats and seriously injured. Again a year ago he suffered an injury when he fell from his bicycle. He had gradually failed and for the last two weeks since his return from a short stay at Port Ryerse, had been confined to his bed.

Mr. West was the inventor of the "alligator" tug above referred to, a boat that completely revolutionized the handling of logs. This style of vessel is familiar now, but in its early days so wonderful that the school children were granted an hour or two off to witness its progress to the station and upon the car when one was shipped.

Almost 200 of these tugs have been manufactured by the firm of which deceased was a member and have been sent throughout the western hemisphere, both in South America and in the northern parts of Canada, and they have become indispensable for their peculiar purposes.

Mr. West was identified with the town council, the county council, and was one of the town's water commissioners.

Will Substitutes Be Used for Pulp?

So meagre are the prospects for an adequate cut of pulpwood in Canada this year that paper manufacturers are already discussing the possibilities of making newsprint with the aid of substitutes. Labor scarcity is affecting most of the mills so severely that under no circumstances can there be a cut of logs equal to that of previous years. For that reason, manufacturers are examining the scheme recently adopted by the Donside Paper Co., of Aberdeen, Scotland, for the issues of the London Times whereby 30 per cent. of the waste of sawmills, 35 per cent waste paper and 35 per cent of the standard sulphite and groundwood were employed with success. The sheet produced by this combination is thicker and stiffer and filled with light brown spots. It would, however, save enormous quantities of pulp logs.

More than a billion pounds of wood pulp is imported into the United States yearly of which over two-thirds comes from Canada. About 6,000,000 cords of pulpwood are required annually for United States publications. More than 1,000,000 cords of unmanufactured wood are now shipped to United States mills yearly from Canadian wood show alternate increases and decreases practically very year from 1909 to 1917.



W. J. Aitchison, Hamilton
Vice Chairman of Western District



W. M. Tupling, Orillia
Vice Chairman of the Central District



J. E. Lowey, Brockville
Vice Chairman of the Eastern District

District officers of the Ontario Retail Lumber Dealers' Association, which will hold its first annual convention in Toronto on September 3rd and 4th

Bright Outlook for Cooperage Industry

Large Quantities of Stock Will Be Required for Munitions and Foodstuffs as Well as Ordinary Lines

By J. Innes, Chatham, Ont.

The manufacture of cooperage stock (staves, hoops and heading) was one of the principal industries in Ontario, especially Western Ontario, some twenty-five or thirty years ago. At that time there was a mill at nearly every station on the M. C. R. from Essex to St. Thomas, and St. Thomas to Courtright, on the Walkerville Road, (now the P.M.R.R.) from Dutton to Leamington, and on the Erie & Huron (now P. M. R. R.) from Blenheim to Port Lambton. On the G. T. R. and C. P. R. the mills were more scattered as these roads ran through an older settled country, but there were large mills at about 20 points on the G. T. R., 5 or 6 on the C. P. R., as well as smaller mills auxiliary to saw and grist mills all over the province.

This is now entirely changed. There is only one large mill left on the M. C. R., two or three left on the P. M. R. R., the plants being principally located on the G. T. R., C. P. R. and C. N. R. The timber is brought in by railroad and water to central points, as there are few large bodies of timber left of the most desirable woods such as elm and basswood.

Elm was used for staves and basswood for heading twenty-five years ago. The elm is now getting scarce and while it is still used entirely for coiled hoops, staves are made from all kinds of hardwood. As basswood which is available is largely sought for lumber, it makes



The front of Donald McEunns cooper shop in Montreal

it too expensive for heading, and heading is now made from hardwoods and spruce almost entirely.

Ninety per cent. of the staves manufactured were exported a quarter of a century ago to the United States and abroad. Now scarcely ten per cent. of the output is exported, while large quantities of the higher grades have to be imported to fill the requirements of the coopers.

While the manufacture of cooperage stock has decreased, the consumption of barrels has, in some cases, increased, so that there are about the same number, or a few more barrels used at the present time than there were formerly.

How Production Costs Have Gone Up.

Prices of cooperage stock have not increased in proportion to the increased cost of raw material, higher wages and the tremendous advance in mill supplies, so that there are few new factories starting even where the timber is available, as there is more money and less work in manufacturing lumber than cooperage stock. Prices in Canada have been governed by those in the U. S. A., and until recently very cheap timber (gum, hockberry and sycamore) was obtainable in the south and cheap colored labor to work it up. These conditions are now somewhat modified; the timber has been acquired by fairly strong corporations who have had to secure it to protect their future supplies, and low-priced labor is a thing of the past.

Provided the Customs Department of Canada works with the manufacturers here and puts the duties on a permanent basis, this industry of manufacturing cooperage stock can be revived, to a great extent, but for the past few years the interests of the cooperage men have been neglected, and changes in duty made without notice at the whim of some of the officials.

The outlook for 1918 is that large quantities of cooperage stock will be required for munitions and food stuffs, as well as for the ordinary lines. The great economy in using a barrel is that after being

used for flour, sugar, apples, etc., it can, if kept clean, be used for fish, fruit, vegetables and other purposes too numerous to recapitulate.

The barrel is one of the oldest packages used since civilization commenced and it is still the easiest package to handle for its size, the most sanitary package available, and is proof against vermin and contamination from contiguous packages.

Next Year's Cut in the East Will Be Reduced

Angus McLean of the Bathurst Lumber Co., Bathurst, N. B., in writing to the "Canada Lumberman", says that the cut in that part of the Dominion will not be over sixty per cent. of normal the number of logs taken out during the past winter was seriously curtailed and if it were not owing to the fact that quite a few of the lumbermen in Eastern Canada carried over some old logs from the previous year, the saw mill output this year would not be 50 per cent. of normal. The result will be that everything in the shape of logs with the lumbermen all through the east will be through the mills early this year, and there will be no surplus whatever to carry over for next year's sawing.

"You understand of course the labor situation at the present time. The shortage of men as well as the high cost of all supplies is a very serious problem to face fall and winter. We predict that next year, the output of the mills will not be over 50 per cent. of normal. Prices on the lumber product are holding strong with prospect of still advancing, and we figure that this year it will not be so much a question of price as it will be of supply.

"While we have a good supply of cars at the present time, the indications are that we will see a very serious shortage as soon as the grain movement begins in the United States and also in Canada. We, therefore, strongly urge all buyers of lumber to order their stocks in now while the cars can be secured, as, in our opinion there will be a very great shortage that will develop in about thirty days from now."

Airplane Spruce Testing Laboratory

Final negotiations are now under way in Vancouver for the establishment of an airplane spruce testing laboratory jointly by the University of British Columbia, the Dominion forestry service and the Provincial Government. The laboratory, when established will contain suitable equipment for testing the strength of spruce airplane timbers under the most modern methods, and when operative will effect great economy in the airplane spruce production of British Columbia.

This was the most important item given in an interview by Mr. R. H. Campbell of Ottawa, director of forestry. The official is in the West upon several matters of departmental importance, but considers the establishment of a spruce-testing laboratory as one of vital local importance. It is expected that local testing systems will show that a greater percentage of spruce can be accepted for airplane work than has heretofore been accomplished, and there will be an elimination of waste.

Busy Development at Port Alice

Port Alice, on Quatsino Sound, West Coast Vancouver Island, is busy with a population of about 600 employed in the mill, and in the logging camps.

The mill is cutting spruce for aeroplane manufacture. The main object for which the plant was equipped, that of pulp manufacture, will be entered upon this fall, probably in September.

With the intention of breaking seriously into the pulp industry in British Columbia, the Whalen interests have equipped the plant with every convenience, and it is expected will cut 200,000 feet a day. The limits contain chiefly spruce, hemlock and fir, and the lower levels are being logged off first. Later it is expected to cut for cargo purposes.

The mill at Quatsino Sound will be the fourth in operation for the manufacture of pulp in British Columbia.

The Havoc Wrought is Indescribable

A Canadian forestry officer, writing from France, says that for two months he has been living on the battle ground of France. There is not a building standing within ten miles, and where villages stood there is nothing left. "We went through a forest," he says, "that is, what once was one. There was not a foot of ground that had not been turned over by shells, not a tree left standing, only a lot of stubs split and shattered. It reminds me a great deal of what it is like after one of our big bush fires, only ten times worse."

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wanted—Slabs and Edgings

Three to five cars. Apply Box 764, Canada Lumberman, Toronto, Ont. 15-18

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Ties Wante

Cedar, Oak or Maple. Two to five cars. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Sawdust Wanted

Four or five cars of ordinary Sawmill Sawdust. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Cedar Wanted

Good Eastern Cedar, suitable for boat building. Peterborough Canoe Company, Ltd., Peterborough, Ontario. 15-2

Wanted

Two or more cars 1 in. Cull Basswood, also Mill Run Basswood. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Wanted

100,000 ft. 1 in. and 2 in. Cull Lumber, White or Red Pine, Spruce and Hemlock. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Birch Wanted

Wanted to purchase 100,000 feet first class Birch, 1 in. x 8 in. in lengths 6, 8 and 9 feet or multiples thereof. Please give full particulars in first letter. Box 775, Canada Lumberman, Toronto, Ont. 16-19

BIRCH AND BASSWOOD WANTED

We will buy large quantities of 1½ and up, No. 2 Common and Better, log run Birch, with none of the best lumber removed. Also No. 2 C. and B. Basswood. Terms cash. P. O. Box No. 1595, Montreal. 14-17

For Sale-Lumber

Maple For Sale

60 M ft. Maple, 1¼ in. x 3¼ in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 16-16

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts. One car 5 x 5 Maple Boxed Hearts. One car 6 x 6 Maple Boxed Hearts.

Seven cars Fir Doors.

Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11¼ sq. miles.

Berth No. 6 McCraney, 15 sq. miles.

Berth No. 2 Butt, 13¼ sq. miles.

For further particulars apply

BANK OF MONTREAL,
Hamilton, Ont. 16-19

J. E. Harroun & Son Watertown, N.Y.

Merchantable Quebec Spruce

148 M ft.	1 x 4	—	10/16
50 M ft.	1 x 9	—	10/16
200 M ft.	2 x 4	—	10/16
60 M ft.	2 x 5	—	10/16
138 M ft.	2 x 6	—	10/16
54 M ft.	2 x 6	—	16
140 M ft.	2 x 7	—	10/16
47 M ft.	2 x 7	—	16
100 M ft.	2 x 8	—	10/16
58 M ft.	2 x 8	—	16
60 M ft.	2 x 9	—	10/16
90 M ft.	2 x 10	—	10/16
20 M ft.	2 x 10	—	12
50 M ft.	2 x 10	—	14
60 M ft.	2 x 10	—	16
60 M ft.	2 x 12	—	10/14
20 M ft.	2 x 12	—	12
35 M ft.	2 x 12	—	14
48 M ft.	2 x 12	—	16
34 M ft.	3 x 6	—	12
64 M ft.	3 x 6	—	14
70 M ft.	3 x 6	—	16
45 M ft.	3 x 7	—	10/16
20 M ft.	3 x 8	—	14
64 M ft.	3 x 8	—	16
45 M ft.	3 x 10	—	10/16
17 M ft.	3 x 10	—	12
17 M ft.	3 x 10	—	14
30 M ft.	3 x 10	—	16

For Sale

Few cars Cedar Poles, 25 to 35 feet.
Car lot Rock Elm Piling, 20 to 40 ft.
Car lot Cedar Squares, 8 x 8 to 12 x 12—8 to 14 ft.

LYNCH & RYAN LUMBER CO.,
14-17 Marmora, Ont.

For Sale-Machinery

Machinery For Sale

Economist Light Planer and Matcher.
24 in. Eclipse Pony Planer.
Jointer, Band Saw.
12 in. 4 side Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
Chain Mortising Machine.
48 in. Invincible 3 Drum Sander.

A. J. LINDSAY,
90 Pembroke Street, Toronto. 14-17

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Position wanted as band sawyer, rig or lathe. Good references. Box 575, Canada Lumberman, Toronto, Ont. 14-16

Position Wanted

By a young married man, 33 years of age, of good address and appearance. Fifteen years' experience as an inspector, wishes to make a change. Best of references. Box 760, Canada Lumberman, Toronto, Ont. 14-18

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

OFFICE MANAGER for lumber manufacturing concern, must be familiar with accounting and costs. Good position to right party. Apply, giving references, to Box 770, Canada Lumberman, Toronto, Ont. 15-16

Logger Wanted

Good man, experienced in logging by railroad and machinery. Donkey, log loaders and railroad all ready. Will pay salary and commission; or let contract. State experience and compensation wanted. Location near Parry Sound, Ont. Apply Box 761, Canada Lumberman, Toronto, Ont. 15-16

Business Chances

Business Chances

Planing mill and full equipment machinery or machinery separately. J. H. Shannon, Assn. Geo. Gray & Son, Harriston, Ont. 15-16

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.
If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

FOR SALE—Planing Mill and Retail Lumber Yard, doing \$225,000 annual business. Complete line of machinery. Established 15 years. Customers all A-L. Owner retiring, ill health. This is a bargain for a good business. Write P. O. Box 596, Buffalo, N.Y. 15-18

Wanted

Timber and Pulpwood Lands; any size tracts in Quebec and the Maritime Provinces.

R. R. BRADLEY, Timber Broker.

Box 5, Ottawa, Ont.

Box 1384, St. John, N.B. 16-19

Lumber Connection Wanted

High grade lumberman wants a good Fir, Norway and White Pine account on a commission basis, covering Detroit, Windsor and Walkerville. References furnished. Apply Box No. 776, Canada Lumberman, Toronto, Ont. 16-16

For Sale

260 miles of Timber Limits, St. John River, County Saguenay, North Shore, P.Q.
For particulars address

D. BREAKEY.

13-16 Breakeyville, County Levis, P.Q.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

P. O. Box 2624,

8-t.f. Montreal, Que.

Making Newspapers from Sawdust.

Another instance of necessity being the mother of invention is furnished by the Donside Paper Mills of Aberdeen. It will be recalled that lately we published an account of the satisfactory results obtained from an experiment in making paper from sawdust, and stated that the Wednesday issue of the Aberdeen Evening Express had in part been printed from paper which contained a large percentage of sawdust.

With the object of making further inquiries, a representative of the London, Eng., Morning Post called at the London offices of the Donside Paper Mills, and was shown some of the paper. Of a good texture and of a good color, it is safe to say that no one unacquainted with the art of paper-making could distinguish between this new paper and that made from ordinary mechanical wood-pulp, which is, of course, the basis of the paper used in the production of newspapers. The highest grades of paper are still made from linen and cotton rags; but, as the representative of the Donside Mills put it, the art of paper-making lies in making the best possible paper from the cheapest possible material. The idea of making paper from sawdust was, he said, not a new one; but the

great shortage of paper as a consequence of the difficulty of obtaining ships to bring the paper pulp to this country had led the Donside Mills to try the experiment of grinding and refining sawdust, and the result had come very near perfection. The sawdust of course, required very careful handling, and in ordinary conditions it would not have been worth the trouble to utilize it, because mechanical pulp could be made at a much cheaper rate. But since mechanical pulp now costs ten times the amount it could be purchased for in normal times, it was obvious that the new paper could be made in this country at much less expense. The chemist engaged on the experiment had now got exactly what he wanted, and as he progressed with his work the paper would undoubtedly improve. In the making of the new paper sawdust from all softwoods, such as pine, spruce, and aspen, could be utilized, and since the supply of sawdust was practically unlimited, the prospects were bright.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	45 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	Crating Spruce
7 M. ft. 1 x 10	26 M. ft. 1 x 4 and 100 M. ft. 1 x 4 and up x 6/9

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

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95 King St. East - TORONTO



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Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

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We dress from one to four sides up to 16 in. x 30 in., 50 ft.

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WIRE For TYING, BUNDLING and many other purposes.
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DR. BELL'S Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"
Send for samples and prices.
SALADA TEA CO. - TORONTO

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

Also OTTAWA, ONT., P.O. Box No. 5

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'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

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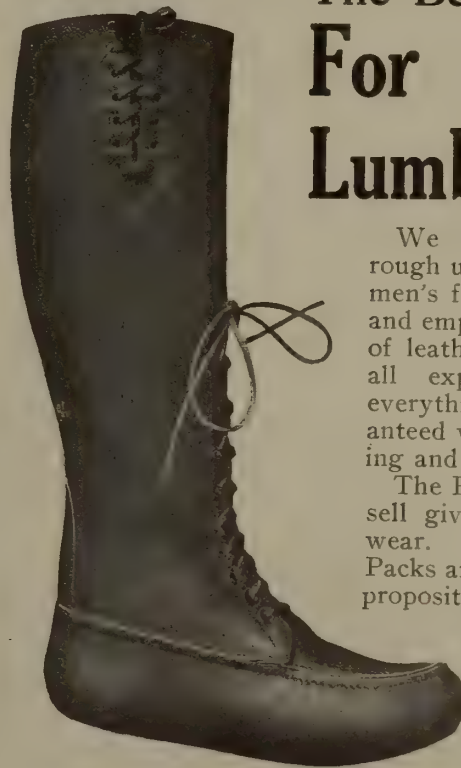
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The Best Shoe Pack For Lumbermen



We consider carefully the rough usage which the lumbermen's footwear is subjected to and employ only the best grade of leather. Our workmen are all expert shoemakers and everything they make is guaranteed waterproof, wear resisting and reliable.

The River Drivers' Boots we sell give comfort and lasting wear. Our Boots and Shoe Packs are entirely a hand-made proposition.

Send for our catalogue of prices

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P. T. GENDRON SHOE PACK COMPANY

Copeland Shoe Pack Co.
MIDLAND, ONTARIO

Review of Current Trade Conditions

Ontario

The threatened shortage of labor owing to the annual harvest excursions to the west and the increase in freight rates which went into effect on August 12th are the chief topics of conversation among lumbermen at the present time. Higher prices will naturally result with advancing costs and those wholesalers, who contracted for large cuts at the beginning of the year, are inclined to congratulate themselves on their foresight. There are several factors which will tend to keep prices up and production down. When there is a fair demand for wood of all kinds, particularly hardwoods for war requirements, the output is only from 60 to 75 per cent. of normal, and every economic and marketing advantage is possessed by the producer who can hold out for a good figure. In other words, he is not obliged to sell and by sitting tight can reap the reward of patience and taking a chance. Building operations are improving somewhat in different towns and cities and although several housing propositions have been outlined none has yet got down to a concrete practical basis. Many schemes are put forward, but not one that possesses sufficient merit and comprehensiveness to entitle it to the favorable consideration or endorsement of the various municipalities of the province.

As intimated the labor situation does not improve and while there is an abundance of rough help in certain portions of the province, in others there is a marked scarcity which is accentuated by the roaming disposition of many foreigners who will not settle down and work for any length of time at a steady job in a mill yard or mill although the highest wages are being offered. Another important matter is in regard to getting men for the camps. Towards the end of the present month lumberjacks will be going into the bush for the coming cutting season and while there is some slight improvement in the prospect of getting men, the outlook is as yet not too encouraging.

A recent despatch from Washington says:—Canadian railroads, under an Interstate Commerce Commission ruling are permitted to increase rail and water rates in lumber moving from Canadian ports to New York harbor, to the basis allowed by the railroad administration for rates on American roads.

There is probably less lumber in the mill yards of Ontario than in any year previous and the probabilities are that there will be less next season which gives rise to the prediction that before eight months are over there may be a scarcity in some lines of lumber.

During the present month there is little in the way of selling or buying while the retail yards have been doing a fair business. It is advisable that retailers who have not been buying as freely as they should or sufficiently to satisfy their requirements, should do so, not from the standpoint of benefiting the mills or the wholesaler, but to be assured of delivery in reasonable time and not have to wait weeks and then be disappointed as was the case last year by reason of the shortage in cars. This may appear like trite advice but the conditions in transportation, which became so acute last winter, are likely to repeat themselves this season. Notice has been sent out by the Canadian Railway War Board that two items will have first call in the matter of cars and they are food and fuel. All other goods must take second place. It is urged by the Board that all other Canadian shippers put their energy into two plans for which hearty support it asked. These are, that they should move every possible ounce of raw material for next winter now instead of then and the other is that whatever cars are used should be filled to the utmost; in the old, easy going days the cars were marked to carry ten per cent under actual capacity. The safety margin was too generous and it is now requested that all cars be loaded to the maximum weight or cubic capacity.

Prices continue to stiffen all along the line and indicate that there will be no such a thing as cheaper lumber for building which is the remote hope for some. The demands for lumber are so many and varied that new woods are being brought into new uses every day and new uses are being developed for wood. The requisition from the United States for all kinds of hardwood is good and there is an active call for most all lines of lumber or rather will be as soon as the excessive warm weather of the good old summer days is over.

Great Britain

No material alteration in affairs has come about since the last report and no new features are there to be recorded in the course of business. Dock deliveries are very low and as showing the existing condition of stocks of foreign woods, a well known London firm

estimate that at the present rate of consumption deals are expected to last .84 months battens 1.13 months, pine 18.98 months, spruce 6.13 months, pitchpine deals 0.89 months, rough boards 12.74 months, flooring 5.38 months, and floated timber 10.22 months.

Speaking of the Rationing Scheme the "Timber Trades Journal" of recent date observes that the once ridiculed and despised rationing scheme is now the sole hope of the importing section of the timber trade, and the members are very anxious to see it put into operation at the earliest possible moment. When rationing was first introduced in Great Britain—we believe sugar was the first article on which the experiment was made—the idea was looked upon rather as an amusing novelty; but it has spread rapidly from one article to another, and as a practical way out of many difficulties, it must be admitted that it has justified its existence. It is now the turn of the timber trade, and until a fundamental change occurs in shipping conditions, timber merchants must make up their minds to toe the line. The 1st of July was the last day on which applications were admissible, but by reason of certain ambiguities in the wording of the forms, a supplementary circular was found to be necessary, and some delay has necessarily been occasioned. Perhaps it is scarcely fair to call the form ambiguously worded; it was rather too concisely put and much thought was necessary to discover its exact meaning.

The position of American hardwoods has not changed, and there is hardly likely to be any change while the war lasts. Arrivals of hardwoods for some time past have been confined to a few parcels of gum lumber, hazel pine, a little oak, and some poplar. As regards other descriptions, the market is almost bare of stock, while prices have advanced in accordance with the diminishing supplies. Until some change takes place in regard to future shipments the general position of trade in imported lumber must remain considerably restricted.

In reference to home grown wood there is considerable activity going on in felling and transporting the timber from the country to the towns. Sawmillers are generally busy throughout the United Kingdom. Large quantities of pitprops are lying in the coppices and woods, ready to be trans-shipped, while there is also a fair supply of oak, elm, and ash, chiefly for Government requirements. Trade in native woods is growing considerably in consequence of the better weather conditions and the greater labour facilities now being employed.

Since the war started many disputes have arisen as to whether the seller of goods c.i.f. or the buyer has to pay the war risk insurance. Probably most of these cases have been settled by compromise, but the point has not been legally settled. According to the monthly "Journal" edited by the Norwegian Foreign Office and the Norwegian Commercial Intelligence Bureau in conjunction, it cannot be said that any "custom" exists in Norway making the seller obliged to pay for war risk. The Intelligence Bureau has sent enquiries to to Norwegian Consuls aboard, asking whether any such "custom" can be stated to exist in the countries where they are resident. This was done because it has been stated that judgments have been delivered in some countries holding the seller responsible. Replies have been received from Sweden and Denmark. No judgment has yet been given in Sweden, but the Stockholm Chamber of Commerce have stated that in their opinion the term c.i.f. in pre-war contracts does not include war risk. Some lawyers and also Swedish Marine Insurance Companies are of the contrary opinion. As far as Denmark is concerned the Merchants' Guild at Copenhagen stated in the autumn of 1915 that in their opinion the term c.i.f. did not include war risk under pre-war contracts.

United States

There is not a great deal of change in the general market situation while transportation continues to be very fair. The chief item on the horizon is the labor problem. This is altering with the increasing of the military draft age, and unless the prospects improve it is said that a number of plants are faced with a shut-down. Conditions in the hardwood market remain good owing to war requirements. Hardwoods suitable for the building of airplanes are constantly increasing and a fine requisition for stock exists for plane propellers. There is also a fair call for low grade stock suitable for crating. While the number of concerns making boxes and crates expands continuously, the manufacturer, who keeps his weather eye open, has no difficulty in disposing of his stock and no cloud looms up in the shape of



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lower prices. Skilled mill hands are going into the army in large numbers and this reduces production.

In southern pine it is stated that the mills have all the business that they can attend to and are not eager for more bookings. The present government price list is not likely to hold for more than a month and with a revision in prospect sellers do not look for any drop in quotations. There are tales going the rounds of sales at less than the maximum Government list—and some such sales really are being made, says the "American Lumberman". To understand them one must survey the field with great care and take into consideration a number of factors that at first are not easily discernible. In the first place a number of the "bargains" in southern pine are attributable to transit cars. Transit cars continue to come through to the larger markets and when the demand is not very keen, when the buyer has not appetite for lumber, transit cars suffer, and they suffer awfully now when demurrage and reconsignment charges pile up so rapidly. Therefore some sellers with transit cars that are hard to move recently have moved them by giving concessions. Then there are instances of sales f.o.b. mill made at less than the maximum list, yet the mills are satisfied. For example, many of the manufacturers desire to sell f.o.b. point of delivery because rates are figured on long-leaf weights and on the longest freight rate. But there are some mills that seem to be willing to sell f.o.b. mill and let the buyer have the advantage of rates or any other advantages that may accrue, thus sometimes selling at less than other mills.

White pine is on a solid basis and retail buying is large. In view of a probable diminished supply, there is no anxiety but that all the manufacturers can produce will be taken care of. Prices remain firm. A report is now going the rounds that the Railroad Administration is considering the question of limiting lumber shipments this winter most all the spruce manufactured by the larger concerns is going to the Government and an admirable price is being obtained in the east for all that is offered for sale. On the Pacific

Coast, steps are being taken to dispose of the side cuts. It is probable that customers in the East will be securing more from the Pacific Coast than they have been in the habit of obtaining. Crating and box stock sells well in hemlock. The demand from retail sources continues seasonal.

The fir situation is favorable and better transportation facilities are being provided by the mills. In order that complete, detailed information may be available as to timber supply, manufacturing facilities, stocks on hand, comparison of commercial trade now and in normal times, the chief forester of the United States Forest Service has detailed a man to make a complete survey of lumber production and shipments on the Pacific coast, this to be done at the suggestion of the lumber director at Washington. He will have a number of assistants in the work and the survey is to be completed as soon as possible. Already it has been found that there is considerable congestion of stocks, especially at the smaller mills. While fir mills have been notified that they will be expected to furnish a large quantity of material for cantonment construction in the East and South and cads actually have been sent West in solid trains of empties to bring this lumber back, the orders have not yet been released from Washington. Should these orders be released soon the congestion of stocks should be relieved quickly. Mills in the Pacific Northwest are enjoying a rather active demand locally, as much building is in process or in prospect, especially around Seattle and other points where ship building and other war work is going forward. In this connection the Fir Production Board recently has been advised by the director of lumber of the War Industries Board that the price fixing committee has modified its rulings so as to permit mills making retail sales from their yards to charge a reasonable advance over the maximum mill price for retail service in amounts less than car lots of approximately 20,000 feet. An advance of \$6.00 per 1,000 feet has been allowed by the Price Fixing Committee of the War Industries Board on New England merchantable spruce over the old list price.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Very Little Stock Moving at St. John

It is practically useless to talk price or sales of lumber at St. John or in this vicinity for during the past ten days the American market has been practically stagnant with no enquiries whatever. Of course, it has been usual at this time of the year to anticipate dullness caused by the unusual hot season which as a rule takes on the warmest weather in August or the latter part of July. The mills at St. John are sawing and piling up their lumber in the yards and on the wharves with an optimistic feeling that later on it will be wanted, and they will be able to get a price which will give them a fair profit.

One thing is assured and that is that no logs will be produced this winter as cheap as a year ago. All operators are finding that logs cut during last winter were the highest priced ever, besides as a rule being smaller in size. No United Kingdom or Government business has been transacted and no shipments have taken place by water from St. John all summer. Two or three cargoes have been sent by water to New York but these were contracts made same time ago. Just at the moment random 2 and 3 inch short stock is netting about \$28.00 f.o.b. St. John. Boards are scarce and \$30.00 to \$31.00 is being paid for a narrow spruce board.

Low grade stock culls, etc., is bringing \$25.00 to \$28.00 and is scarce. It is really commanding as good a figure as some merchantable. Local business for factories and yards still remains good, despite the high costs. No large building jobs are being carried on, but the work consists of repairs to buildings.

Shingles have been reduced in stocks, but have been used in local markets. No American shipments to amount to any volume have taken place. Laths are slow and \$2.75 is being taken on cars.

The stave business is good and prices remain firm. All cooperage stocks are very low.

Ottawa Looks For Higher Lumber Prices

Little if anything by way of general change as to prices, stocks, or the volume of business done occurred in the Ottawa lumber market during the first ten days of August. Though the period of the usual midsummer lull was prevalent, manufacturers, wholesalers, and retailers in the main did not express their usual optimistic views of an increased fall demand.

There was a certain measure of trading and a transferring of

stocks but orders and enquiries were much behind what they were a few months ago.

Despite the slackened demand, and the none too cheerful outlook toward fall building operations, the market remained firm as to price. Stocks, even dry, in most grades were on the whole not generally short or low. This phase of the situation when summed up seemed to be that if the buyer was willing to pay the price the required stock could somehow be secured.

Local sales as compared with July did not show much change. A comparison in the volume of business done during a corresponding period last year, lumbermen said, was "hard to make." Conditions both local, domestic and international were different. Accordingly a basis permitting comparison was hard to arrive at.

The decline in American business that existed through July continued into the first part of August. Buyers and yards in the United States placed some orders but the volume of the transactions was in American business attributed by some lumbermen effected, to be due to the arrival of U. S. shipments from the Western States to the Eastern and middle states.

Improved railway transportation in the United States was reported by local lumbermen as being the most probable cause for the falling off in Canadian orders. The price of this lumber delivered, it was stated, was so low as to make it impracticable for the Canadian seller to compete in view of his enhanced logging manufacturing and operating costs since 1915. How long this condition will prevail in the United States as effecting Canadian business is hard to determine. Some views are that when the United States grain crop begins to be moved that fewer cars would be available, and that if lumber of a certain grade is needed in hurry the business will come to Canada. Time alone will prove whether this is the correct solution or not.

The introduction of the new freight rate schedule, which as all the trade knows has gone into effect, did not effect the Ottawa market as to the current sale prices as compared with July. It is problematical how long it will take for the increase in rates to be passed on to the consuming public.

For instance there are, it is believed, some long term contracts at delivery prices. Thus the seller to live up to his under taking has to deliver at the contract price. This means he will have to bear the increase in the freight rates.

How long the life of the "delivery" rates would last seemed a question. It was pointed out that buyers who for years had been



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in the habit of purchasing at delivered prices would be loath to depart from this system and enter into contracts, f. o. b. mill.

Whether the contract price be at the mill or point of destination, there does not seem to be anything to warrant a slump in lumber prices even though the demand has fallen off. In all probability prices will increase, and if new contracts are made or entered into, the figures will accordingly be higher than a year or eight months ago.

To meet the expected continued decrease in demand it is highly probable that the woods cut and the log output for the season of 1918-19 will fall considerably below that of a corresponding period of a year ago. One of the first evidences of this in the Ottawa Valley was noted when the Davidson sawmill at Fort Colongue, Que., closed on Aug. 6th with a cut of 7,500,000 feet. Last season this mill cut 9,000,000 ft. This decline in the sawmill cut, in view of the fact that James Davidsons Sons have in the past been fairly liberally supplied with shell box orders, in a sense, generally reflects the feeling of the trade as forecasting the probable outlook.

The labor situation with the woodworking plants did not show any improvement though work on shell box orders was not impeded. Reports were current with the trade that a new inquiry for from one to two hundred thousand cordite boxes had been sent out by the British-American Cordite Compny. The tenders it is understood are to be opened on or about August 15th.

Wholesalers reported the volume of business as being quiet. The retail trade did not show much activity beyond orders for repair and reconstruction work.

The outlook for good fall business did not seem to be particularly bright as judged by early August conditions. Lath and shingle remained about the same as ever.

Big Shipment of Spars from the West

Three shipments of spars recently arrived in Parrsboro, N.S., from the Pacific Coast, and others are coming soon. As many of these spars are ninety feet long, each shipment is made on three cars. The freight on one shipment of twelve spars—all long ones—was a little over thirteen hundred dollars. Several shipments of square timber have also been received, and more have been ordered. This timber is of various lengths and some of the shorter pieces are shipped on a single car, while two cars are required for the longer sticks. The freight on one of the two-car loads was nearly twelve hundred dollars, and freight rates have advanced since that was received.

One of the eastern lumber operators continues to make small shipments of hardwood lumber by rail to towns in the United States and Canada. The shipments are made in box cars, and average about four cars per day.

Two tern schooners are loading spruce lumber—chiefly boards and scantling for the United States, and two others that have been in port at Parrsboro for some time, will commence loading for the same destination as soon as repairs are completed. More lumber would be exported if there were more bottoms to carry it.

The first vessel launched from the Parrsboro, N.S., shore this season was the four-masted schooner Freida E., which was turned off from the shipyard of H. Elderskin & Co., Port Greville, a fortnight ago. The new schooner is a remarkably handsome vessel of 669 tons register, and is classed thirteen years in Bureau Veritas. She has all the latest improvements, and her high classification indicates that she is thoroughly built in every respect. Her cabins are finished in Douglas fir, with hardwood floors, which is something of an innovation in vessels built on this side of the continent.

Must Keep Tally On All Timber Cut

A recent issue of the Canada Gazette contains the following of interest to the lumber industry:

His Excellency the Governor General in Council, on the recommendation of the Minister of the Interior, is pleased to order and it is hereby ordered that Section 27 of the regulations governing the granting of yearly licenses and permits to cut timber on Dominion Lands, established by Order in Council of the 1st July, 1898 and subsequent Orders in Council, be rescinded and the following substituted therefor:—

27. Licenses are required to keep a bush count of all saw logs and other timber cut upon a berth, as well as the number of pieces hauled therefrom, in the form of a book to be furnished for the purpose by the Crown Timber Agent. The books covering operations for twelve months ending the 30th April in each year are to be returned to the said Agent duly completed by the foreman in charge of operations, who shall subscribe to the affidavit therein.

All saw logs and other timber cut upon a licensed or permit berth, or upon unpatented homestead lands within the Railway Belt of the Province of British Columbia, whether merchantable or cull, must be clearly marked with a distinguishing number on scaling end with with crayon, chalk or pencil, at the time of scaling.

Numbering will be necessary even when the logs will be sawn immediately or before being placed in the water. The scale of each log and length will be entered opposite its number in consecutive order in a scale book, cull logs being identified of the letter "C".

Where operations are carried on to such an extent as to require the use of more than one scale book, the books are to be numbered serially with letters of the alphabet in the order in which they are used. These books are to be carefully preserved by the licensee for inspection by the Crown Timber Agent or other officer of the Crown.

No person is authorized to scale timber cut upon Dominion Lands other than those authorized in writing by the Minister or his appointed agent.

The requirements in the next preceding subclause will not apply to timber cut on Dominion Lands within the Railway Belt lying south of a line drawn East and West from the Town of Yale.

All timber cut within said tract, which is subject to Crown dues, shall be scaled by a Dominion Timber Scaler holding a scaler's license from the British Columbia Government, and in accordance with the British Columbia log rule.

The following fees, to which shall be added reasonable expenses, shall be paid for the scaler's services by the licensee or permittee conducting operations:—

For scaling saw logs and spars, 5 cents per thousand feet board measure; for measuring piles and poles, 5 cents for each 200 lineal feet; for measuring railway ties, pulpwood, shingles bolts or cordwood, 5 cents for each cord of 128 cubic feet.

When the fees and reasonable expenses are not paid promptly on completion of the work, the amount due shall be made a lien upon the timber with respect to which the work was done, or upon the berth from which the timber was taken.

In the event of a licensee or permittee disputing the Inspector's scale on application to the Crown Timber Agent for the district, a re-scale of the timber will be made by another Dominion Scaler, and in such case the person requiring his services must pay additional expense or cost as may be occasional thereby.

Provided that if the original scale made be proved in accurate to an extent of five per cent. on the total scale, a second charge for the work shall not be made.

The scaling officer shall deliver a copy of any scale made by him to the owner of the timber scaled, upon demand and upon payment of his fees and expenses.

The Crown Timber Agent, or other duly authorized officer of the Department, shall act as arbiter in any dispute that may arise between a licensee or permittee and the official scaler, as to the measurements of any timber and his award shall be binding upon all parties without appeal.

All diameters of logs shall be measured inside of the bark at the top end of the log.

No timber or saw logs shall be manufactured or sawn until the same have been scaled in accordance with the requirements of these regulations, and any person violating this provision shall be liable to have such timber or product of manufacture therefrom seized and forfeited, wholly or in part, to the Crown; or pay dues thereon at the rate of five dollars per thousand feet board measure, according as the Minister may direct.

Shingle Business Keeps Up Activity

The shingle business in B. C., which is usually quiet at this season is quite alive at present. Orders from Eastern Canada and the United States keep up well, and it is said that 75 per cent of the mills still operating. At the beginning of the month an advance of freight rates of from one to three cents per hundred was scheduled. Earlier in the year when the general increase went into force certain points in B. C. were not effected owing to competition of the American roads. Now that the latter have raised their charges, similar action has followed on the Canadian side. Pacific coast shingle men have received word that the 3 per cent war tax imposed in the United States does not apply on freight charges on shipments moving on a through bill of lading from points in Canada to the United States. After passing the International boundary, the tax, however, applies from the point of reconsignment to the destination.

An experiment in ownership is being tried in the shipyard of H. Elderskin & Co., Port Greville. Immediately after the launching of the Freida E. the keel was laid for a tern schooner of about three hundred tons register, and this vessel is to be exclusively owned by the men employed in its construction. It is not unusual for a shipwright to take a share or shares in the vessel he helps to build, but in this case every workman must be an owner. The experiment will be watched with considerable interest in shipping circles.

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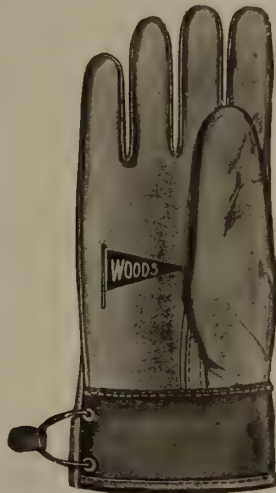
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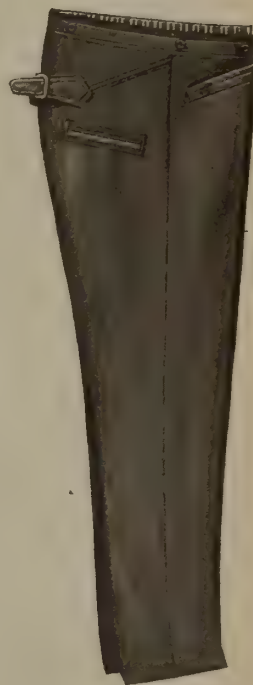


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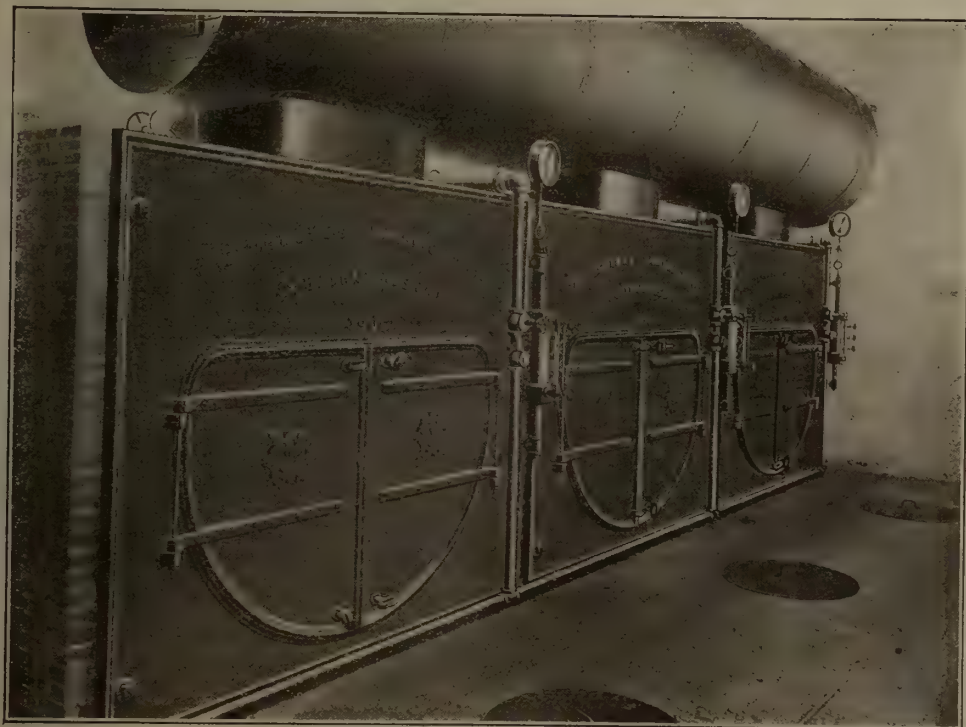
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Shipbuilding News — East and West

The Activity in Operation Continues and War Vessels Are Everywhere Being Rapidly Speeded Up

With the launching of 123 vessels, totalling 631,944 deadweight tons, and the delivery of 41 others of 235,025 deadweight tons, new world ship-buildings records were established in July by American shipyards. The July launchings alone were greater than those of any single year in the past.

Preparations for the laying of a 4th keel in the Pacific Construction Company's yards at Port Coquitlam are being made. The War Sumas was recently launched by the Pacific Construction Company, and the ship has gone to Victoria for installation of engines and boilers. When ready she will load aeroplane timber for Europe.

With a hearty God-speed from the President of the United States and Mrs. Wilson, the cargo carrier Quistconck, the first ship built at the Hog Island plant, was successfully launched lately. The Quistconck is the first of the large cargo-carrying vessels to be launched at the Hog Island yard, and the largest shipyard in America.

The wooden ocean going vessel "War Ottawa" was successfully launched recently in the yards of the Fraser-Brace Shipbuilding Company, Cote St. Paul, Montreal. The ship which was built by the orders of the British Munition Board, is of 3,100 tons dead weight.

The third ship to be launched from the Canadian Vickers' yards at Maisonneuve this season took the water recently in the form of the S. S. "Porsanger," recently delivered by the Canadian Vickers to Furness, Withy and Company, Ltd., of Montreal, who are acting as managers for the British Government, has a length of 380 feet, a breadth of 49 feet, and a depth of 30 feet. Her completion is expected in two or three weeks. The vessel was launched by Captain H. Jonassen, of Bergen, Norway, and—as is usual in war time—there was no ceremony.

Mr. Justice MacLennan, T. E. Robb, Secretary of the Shipping Federation of Canada, and J. M. Walsh, Secretary of the Quebec and Levis Federated Trades and Labor Council, were sworn in recently at the Court House, Montreal, as a Commission appointed by the Government to inquire into the unrest existing between various firms engaged in the shipbuilding industry in Quebec province and their employees occupied in different classes of labor. The inquiry is to have special regard to wages, piecework, working hours, overtime, and other conditions of labor, and the nature and cause of the serious friction which has been represented to the Government to exist. Disputes to be investigated are those arising or arisen between the employees and heads of the following firms: Fraser, Brace & Company of Montreal; Quinlan & Robertson, Limited, Quebec; Davis Shipbuilding & Repair Company, Lauzon, Quebec; the Quebec Shipbuilding Company, Quebec; and in several instances at Three Rivers.

Another fine addition to the Lunenburg Merchants Marine fleet and the first to be built by the R. H. Howes Construction Company at Meteghan River, N.S., was launched recently. The vessel is named after one of the most popular and successful fishing captains of Lunenburg, Richard B. Silver. The dimensions of this fine tern schooner are: 125 ft. keel; 34½ ft. beam; 13 ft. hold; 154 ft. over all; measures 485 tons and registers 400 net. She is classed A 1 at Lloyds for 13 years.

Messrs. McLean and McKay, the well-known Truro N. S. lumbermen, operating on their large timber property at Economy, Colchester Co., have commenced shipbuilding operations. They have a fine three masted 400 ton schooner on the stocks and nearing completion in their ship yard at Central Economy. This vessel is in size, keel 136 feet, depth of hold 12 feet. This enterprising firm have installed up-to-date machinery and other modern methods used in connection with shipbuilding. They include compressed air appliances, also special hand sawing and edging machinery.

Good progress is being made on the new vessels being built at Harvey Bank at the headquarters of the Bay of Fundy, and the residents along the Shepody, will before many weeks pass, have the opportunity of witnessing once more a launching, a common sight in the old days before the steel vessels crowded the wooden ships from the ocean trade. At Alma, shipbuilding is giving the village a great boom. Two vessels are on the stocks and one, it is expected, will be launched this month. The plant at Alma is complete and modern. There is a possibility of a vessel being built at Hamilton Creek, where vessels were constructed years ago. Timber is reasonably near all these places and the facilities good for getting it out. Time was when a fleet of fifteen or twenty three-masters could be seen at Hope-well Cape, either bound up the river for plaster cargoes or bound out loaded. Those were the days when the pilots had something to do. Now the vocation of these guides of the bay and river is practically gone.

Presenting a striking and beautiful picture, in a gala dress of bunting, the tern schooner William Duff left the docks of Ernst's Shipbuild-

ing Co., Mahone Bay, for her home port of Lunenburg, after having been fitted out in every respect ready for sea. The vessel has been under construction for the past six months. Her dimensions are as follows: Length of keel, 127 feet; breadth, 33 feet; depth, 12 feet 7 inches; length over all, 160 feet; net tonnage, 365.

Launching of two fine wooden vessels took place lately at St. John, N.B. The new vessels are the Celina K. Goldman, 477 tons, built at St. Martins, and the Vincent, A. White, 460 tons, launched at Alma.

Canada now holds the record for speed in wooden shipbuilding on the American continent. The feat was accomplished by the Quinlan & Robertson Shipbuilding Company of Quebec in the construction of the War Seneca, a wooden steamer. This vessel was launched on June 13, and a dock steam trial was made—just 48 days later—by turning over the main engine and auxiliaries under steam. This is six days better than the previous best record made in the United States, which is said to have been 54 days. The boat was built for the imperial munitions board.

Increased costs of wooden shipbuilding, and the decreasing toll of submarines are the joint causes of the cessation of the demand for the product of the wooden shipyards of British Columbia. A serious problem is being faced at the coast, since no more orders seem likely to be forthcoming, says a recent despatch from Vancouver. Many thousands of dollars have been invested in building the yards and their abandonment at this stage would cause a very heavy loss. If the plants are allowed to lie idle, or are dismantled, the cost of building the ships actually turned out, would reach an excessively high figure. In connection with the high cost of the first vessels built, one shipbuilding man of Vancouver stated that the production cost was naturally much higher than it would be for subsequent orders. The question of the future of the wooden shipbuilding industry is raised in an article in a Vancouver paper, which suggests that the Government cannot allow these yards to remain idle. In building of another fleet of vessels, the establishment of the yards would be justified. A statement of Mr. R. P. Butchart, director of wooden shipbuilding for British Columbia, contains the following: "So far as the Imperial Munitions Board is concerned, for the past six or seven months everything possible has been done with a view to securing orders to keep the shipyards going." I wish to make this statement to correct the wrong impression that has been in circulation indicating that the board is in some measure responsible for the present languishing state of the industry. "Up to date," said Mr. Butchart, "we have been unsuccessful, and the contractors also, with the exception of the Lyall Shipbuilding Company, who are building on their own account, in securing any new contracts for wooden tonnage."



Logging Camp on Wheels

The office and commissary of a western lumber company who are making extensive use in their woods operations of moveable cars for housing their employees.

Increase Shown in Lumber Shipments

Lumber shipments from British Columbia to offshore points have shown a big increase this year and for the six months ending June 30 the quantity of lumber exported on ships amounts to 24,806,297 feet. The half year is therefore better than for the whole of 1917, when the amount of lumber shipped from Vancouver overseas was 18,083,622 feet. The building of the Robert Dollar Line sawmill on Burrard Inlet has been responsible for part of the increased activity for this mill has shipped 7,700,000 feet of lumber to China since the first of the year. Australia comes next with 5,535,934 feet; then California, with 3,150,000 feet; South Africa with 2,325,523 feet; South America, 1,261,400 feet, and Japan, 500,000 feet.

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EDGINGS

Ontario

C. G. Anderson of the C. G. Anderson Lumber Co., Toronto, is spending a few holidays at Cleveland and other Ohio points.

Isaac Hale, assistant manager of the Forest Mills of British Columbia, Limited, Revelstoke, B.C., was in Toronto recently.

Guy Moulthrop of Bay City, Mich., whose saw mill on John's Island, the Georgian Bay, was burned down this spring, was in Toronto recently on business.

O. R. Bowman of the Fullerton-Powell Hardwood Lumber Co., South Bend, Ind., spent a few days lately in Toronto and other Ontario centres on business.

The Goderich Mfg. Company, Goderich, Ont., are contemplating the erection of a planing mill to cost \$30,000. A by-law will soon be submitted to the ratepayers.

The Port Arthur Pulp & Paper Company, Bare Point, Ont., have awarded the contract for the erection of a slasher mill to cost \$6,000 to J. F. Hewitson, 606 Whalen Bldg., Port Arthur, Ont.

Campbell, Welsh and Paynes, wholesale lumber dealers, Toronto, have removed their offices to Rooms 1504-5 in the Bank of Hamilton Building, where they have much larger and more convenient quarters on the same floor.

The Northern Wood Products Ltd., have been incorporated with head office at Haileybury, Ont., and capital stock of \$40,000 to carry on business as timber merchants, sawmill proprietors, wholesale and retail lumber yard proprietors and timber growers; to export, import and deal in timber, ties and wood of all kinds, etc. The provisional directors are F. A. Day and W. A. Gordon.

The Bathurst Lumber Co. of Bathurst, N.B., have bought the property and assets of the Hought Paper Mills of Camden East, Ont., which have been in liquidation for some months. The sale was effected by G. T. Clarkson, liquidator, Toronto, and the figure paid was \$67,500. The Bathurst Lumber Co. were creditors to the extent of some \$20,000. The Hought mills manufacture wrapping and toilet papers, and have been idle for some time.

W. A. Kyro has been engaged driving 2,600 cords of pulpwood from 20 miles up the Current River to the mill of the Port Arthur Pulp & Paper Company. After this drive is concluded he has another one of 1,260 cords of pulpwood on the McIntyre river. All the wood was purchased from farmers by Mr. Kyro, who is a pulpwood contractor and the price paid was about \$7 a cord, delivered on the river bank. Mr. Kyro says he is prepared to contract with Fort William or Port Arthur for any amount of wood, either tamarac or jackpine. There is an abundance of spruce up the Current and McIntyre rivers.

The Collins Inlet Lumber Co. of Toronto, whose mill at Collin's Inlet, Ont., was burned a few weeks ago, have made arrangements to complete the cutting of all the logs taken out by them last winter. The Little Current Lumber Co. of Little Current, Ont., will do the sawing. The Collins Inlet Co. have sold their limits, which embrace principally white and red pine, and are 125 square miles in extent, to Manley Chew, ex-M.P., of Midland, Ont., who will operate camps on the property during the coming winter. Melville Bertam, president of the Collins' Inlet Lumber Co., will, it is understood, devote his attention in future to the Lincoln Electric Co. of Canada, of which he is president.

Arthur K. Johnson of the firm of J. P. Johnson & Son, wholesale lumber dealers, Toronto, who is widely known to the retail trade, not only in Toronto, but throughout the province, as a successful and enterprising salesman, is the latest member to join the ranks of the benedicts. At St. Paul's Methodist Church, Avenue Road, Toronto, on August 8, Mr. Johnson was united in the bonds of matrimony to Miss Laura Constance Boyd, daughter of Mr. and Mrs. Edward Boyd, Toronto. The ceremony was a very quiet one. After spending a few days in the Muskoka district Mr. Johnston and bride will reside in Toronto, and will be followed by the heartiest well-wishes of a host of friends.

Eastern Canada

Seeley & Stevens, Dunham, P.Q., sash and door factory, have dissolved.

Letourneau & Lambert Limitee, lumbermen, La Sarre, P.Q., have secured a provincial charter.

A party of 125 experienced lumbermen left St. John, N. B., recently, for British Columbia to get spruce for the aeroplanes of the Imperial Munitions Board.

The Drummondville Match Company, Drummondville, P.Q., who are rebuilding their match factory at a cost of \$100,000, are in the market for machinery for packing matches and punches.

The St. Maurice forest protective service has engaged two aviators who, with hydro-planes, will patrol the wilds of Northern Quebec and other forest territories for the discovery and prevention of forest fires.

The St. John Shipbuilding & Dry Dock Company, St. John, N.B., have commenced work on a dry dock. The managing director is D. S. Pratt; chief engineer, A. R. Dufresne, and secretary-treasurer, Col. Thomas A. Duff.

The Kipawa Fibre Co., Montreal, are making good progress on the construction of their new 100 ton sulphite pulp plant at Kipawa. Over 400 men are employed and the pouring of concrete for the new building has begun. About 5,000 horse power of the 20,000 available will be harnessed.

The planing mill of Rhodes, Curry & Company, corner West Yonge and Windsor Streets, Halifax, N.S., was completely destroyed by fire recently. Considerable damage was also done to piles of lumber and shingles surrounding the mill. The explosion of a gasoline tank made the flames more violent.

At a special meeting of the North American Pulp and Paper Companies Lewis Chabel of the International Paper Company, and the direct representative of International Paper, President Phillip T. Dodge, was elected to the board of trustees of the North American Pulp and Paper Companies, who have several pulp and paper mills in the province of Quebec, and also appointed

to the active board of management. This is an important step inasmuch as it assures to the North American Pulp strong practical management, and also places at its disposal to a large extent managing ability available formerly only to the International Paper Company. This means, further, that although the general manager has not yet been named, good practical management is assured. The board of trustees have also decided to consolidate all outstanding bonds and other loans, and intend to put the securities of the company on a more solid basis.

Is a lumber or other company damming a river liable to damages through floods alleged to be caused by said damming. This is the important point of ten actions presently pending in court at Murray Bay against the Baie St. Paul Lumber Company at Quebec. People who suffered through floods recently have filed actions to the aggregate amount of some ten thousand dollars.

The Woodlands Section of the Pulp and Paper Association has decided to have a fall meeting on September 20th, at the Windsor Hotel, Montreal. The tentative programme includes three papers of interest to lumbermen—one on "Scalers," another on "Driving Streams," and a third on "Company Camps." A luncheon will follow, and the afternoon will be taken up with discussions.

The Giard & Caswell Lumber Company has been incorporated with head office at La Prairie, P.Q., and capital stock of \$10,000, to carry on business as sawmill proprietors, and to own or lease, sell or otherwise deal in and with timber lands, and timber limits, standing timber, water powers, etc. Among those interested are J. E. Halle, S. Gobeil of La Patrie, and C. L. Caswell of Sweetsburg.

Since 1867, the date of Confederation, the Government of the Province of Quebec has derived a total revenue from its forests of more than \$42,000,000. During the year ended June 30, 1917, the revenue from this source was \$1,516,157, of which \$347,505 was from ground rent and \$1,115,892 from stumpage dues. The greatest total forest revenue was during 1914-1915, when the amount collected was \$1,736,605. These revenues form an important item in the support of the civil government.

Western Canada

The Nasmyth Lumber Company has purchased the two machine shingle mill known as the Cypress, at West Vancouver.

Plans are in progress for the erection of a box factory by the Lumber Products Ltd., Brunnette St., New Westminster, B.C.

The Morse-Green Lumber Company, South Vancouver, B.C., are starting work on alterations and extensions to their lumber mill.

M. McKenzie, Hope, B. C., will rebuild his sawmill and camp buildings on Kettle Valley Railway, near Hope, at a cost of \$7,500.

The Gibson Mining Co., Ltd., who are erecting a sawmill on the company's property at Kalso, B.C., are in the market for lumber cutting machinery.

The Standard Shipbuilding Company, Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$25,000, to carry on business as shipbuilders, lumber and timber merchants sawmill proprietors, loggers, etc.

The Thurston-Flavelle Lumber Company, Port Moody, B.C., have commenced work on the construction of five dry kilns and sheds to cost \$17,000. The general contractors are the Taylor Engineering Company, Ltd., 850 Hastings Street West, Vancouver, B.C.

The British Timber Corporation Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$1,500,000, to carry on business as timber merchants, sawmill and shingle mill proprietors, lumber operators, and to export and import timber and wood of all kinds.

The Nasmyth Lumber Company, 207 Hastings Street West, Vancouver, B.C., have plans in progress for the erection of a sawmill at West Vancouver, and will erect a flume at Dundarave at a cost of \$7,000. The company also have under contemplation the erection of a box factory at West Vancouver later in the year.

Women have stepped in to do their bit in aeroplane spruce production. The dining service in the three camps of the Northern Pacific Logging Co., operating on Cumsheewa Inlet, Queen Charlotte Islands, are served by women waitresses. This innovation has been in force for some time and is now well past the experimental stage. It has met the full satisfaction of the men and the management.

At a sale by public auction in the Crown Timber Agent's office, New Westminster, conducted by Assistant Crown Timber Agent Walmsley, timber berth No. 574 was sold for \$13,500 to the Maple Ridge Lumber Company. The upset price was \$935. There are some 170 acres in this berth which is located on the west shore of Pitt Lake, adjoining timber berth 419 also owned by the Maple Ridge Lumber Company.

Sealed tenders are being received by the Minister of Lands for B. C., until the 23rd day of August, 1918, for the purchase of License X1391, to cut 1,650,000 feet of spruce, cedar, balsam and hemlock on an area adjoining Lot 730, Mathieson Channel, Range 3, Coast District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

The Miami Lumber Company, an extra-Provincial company, with head office at 200 Lindquist Bldg., Grand Rapids, Mich., U.S.A., has been registered under the Companies Act, and is authorized to carry on business in the province of British Columbia with provincial head office at 1218 Langley Street, Victoria, B.C. Guy S. Brown, lumberman, Victoria, B.C., is attorney for the company. The capital stock is \$300,000.

The Vanstone Logging Company Ltd., has been incorporated with head office at New Westminster, B.C., and capital stock of \$20,000, to carry on business of box makers, woodworkers, timber merchants, lumbermen, loggers, sawmill, shingle mill, pulp mill and paper mill proprietors and manufacturers of all kinds of boxes, receptacles, lumber and wood; to export, import and deal in saw logs, timber, shingles, bolts, piles, etc.

Dempsey-Ewart Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$75,000, to acquire and take over the logging plant purchased by James M. Dempsey as trustee from John K. O'Brien Ltd., and to pay for the same either in money or fully paid up shares of the company. The company will carry on business as lumber and timber merchants sawmill, shingle mill and pulp mill owners, loggers, etc.

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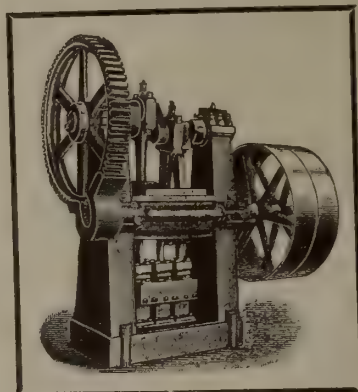
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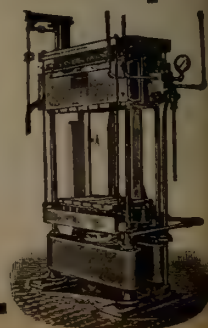
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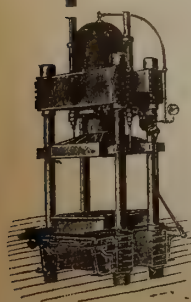


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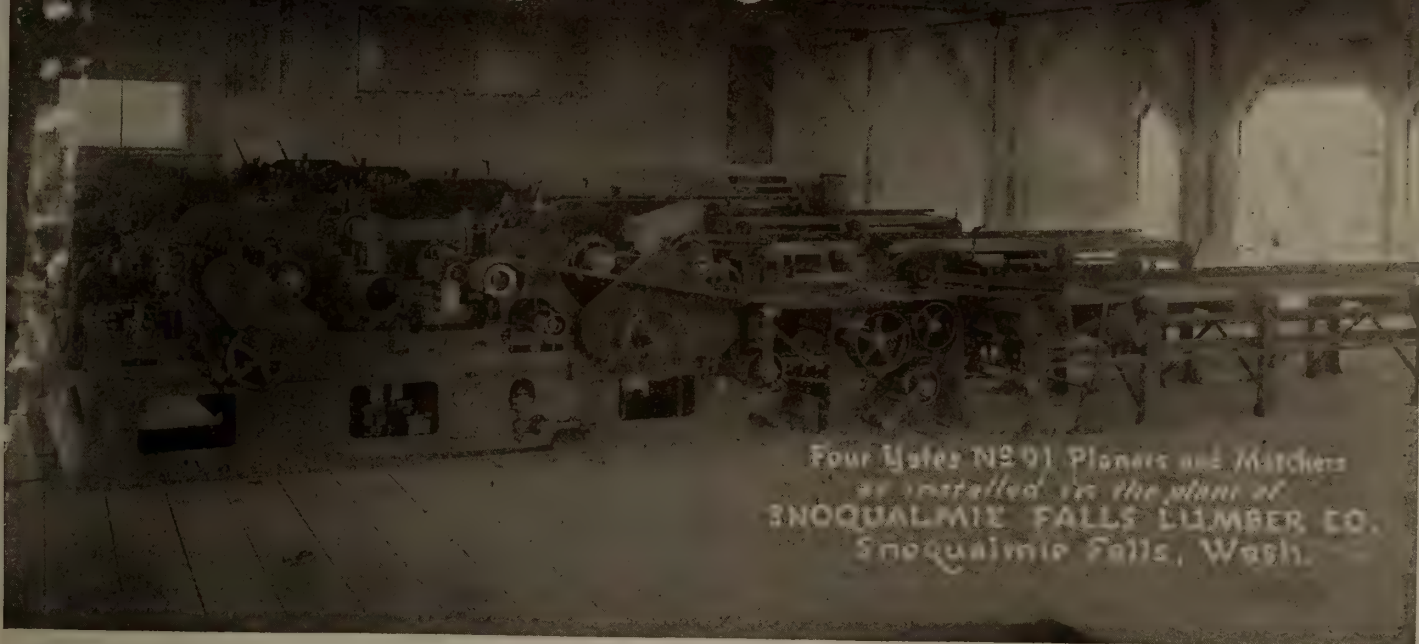
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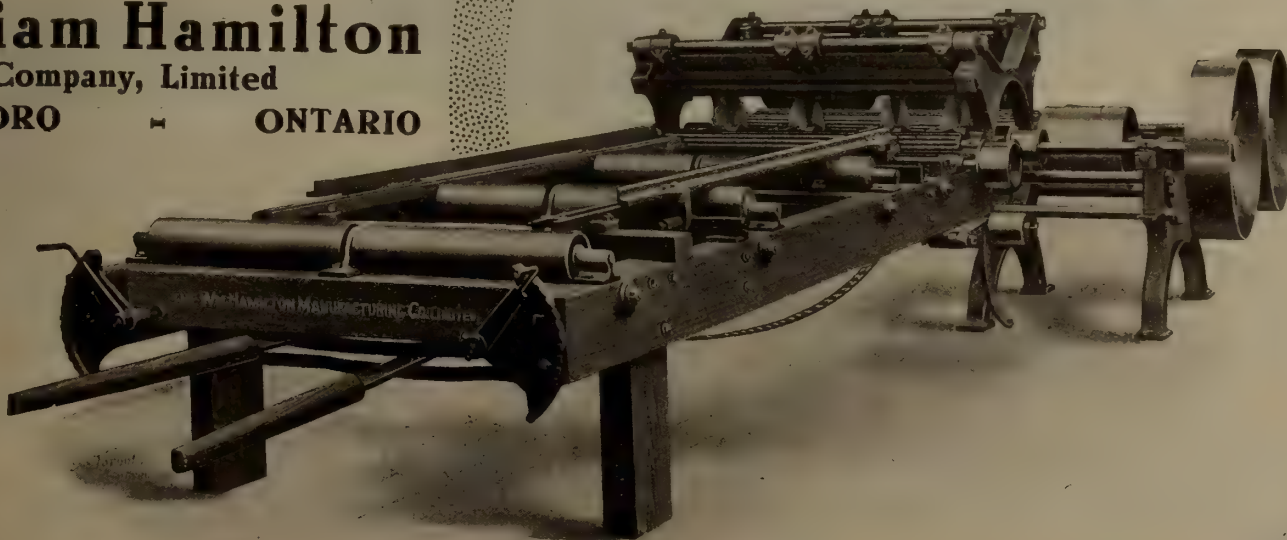
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From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

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Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

"SAWS" ALL OVER THE WORLD



There are more *Disston Saws* made and sold than any other brand. This is a fact, and is the strongest possible evidence of their *Reliability*.

Henry Disston & Sons, Ltd., 2 Fraser Avenue, Toronto, Canada

Relaying Rails

Second Hand Machinery and Equipment

Burners; Lumber Cars; 56 lb. Rails
a Specialty; Scrap and Metals.

WM. FREEDMAN

536 Wellington Street

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DREADNAUGHT
TWO-PIECE
STEEL HAMES

Two pieces of selected steel are forced together in a powerful hydraulic press to make the perfect Dreadnaught truss. Points where greatest strain comes are built of forged overlapping parts for

DOUBLE STRENGTH

Draft studs are forged steel. Rings are electrically welded—will not break, buckle, or bend. Correct in design, fits the collar snugly, anti-rust treated. Guaranteed to give perfect satisfaction.

Write for Descriptive Folder

We can furnish low tops and high tops; light hames and heavy hames in all kinds of finishes.

DEALERS—Write for our dealer proposition and selling helps.

McKINNON INDUSTRIES, LIMITED
Dept. L ST. CATHARINES, Ontario, Can.

PRATT & WHITNEY CO.

OF CANADA, LIMITED

SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills

MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

Head Office and Works, DUNDAS, ONT.

MONTREAL
Drummond Bldg.

SALES OFFICES:
VANCOUVER

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Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

You pay for Chapman bearings whether you buy them or not

Chapman Double Ball Bearing Co., Ltd.

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$50.00	\$62.00
1 1/4 and 1 1/2 x 4/7 Good Strips	63.00	66.00
2 x 4/7 Good Strips	63.00	66.00
1 x 8 and up Good Sides	75.00	77.00
1 1/4 and 1 1/2 x 8 and wider Good	88.00	90.00
Sides	90.00	92.00
2 x 8 and wider Good Sides	90.00	92.00
1 in. No. 1, 2 and 3 Cuts	55.00	58.00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65.00	67.00
2 in. No. 1, 2 and 3 Cuts	70.00	72.00
1 x 4 and 5 Mill Run	47.00	49.00
1 x 6 Mill Run	48.00	51.00
1 x 7, 9 and 11 Mill Run	49.00	50.00
1 x 8 Mill Run	50.00	52.00
1 x 10 Mill Run	53.00	55.00
1 x 12 Mill Run	54.00	57.00
5/4 and 6/4 x 4 Mill Run	47.00	49.00
5/4 and 6/4 x 5 Mill Run	47.00	49.00
2 x 4 Mill Run	48.00	50.00
2 x 6 Mill Run	48.00	50.00
2 x 8 Mill Run	51.00	53.00
2 x 10 Mill Run	53.00	55.00
2 x 12 Mill Run	53.00	55.00
1 in. Mill Run Shorts	39.00	40.00

Red Pine:		
1 x 4 and 5 Mill Run	40.00	42.00
1 x 6 Mill Run	42.00	44.00
1 x 8 Mill Run	44.00	47.00
1 x 10 Mill Run	47.00	50.00
2 x 4 Mill Run	39.00	42.00
2 x 6 Mill Run	43.00	44.00
2 x 8 Mill Run	43.00	44.00
2 x 10 Mill Run	47.00	48.00
1 in. Clear and Clear Face	52.00	54.00
2 in. Clear and Clear Face	52.00	54.00

Spruce:		
1 x 4 Mill Run	39.00	41.00
1 x 6 Mill Run	42.00	44.00
1 x 8 Mill Run	45.00	47.00
1 x 10 Mill Run	47.00	49.00
1 x 12 Mill Run	47.00	49.00
Mill Culls	34.00	36.00

Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	31.00	33.00
1 x 6 in. x 9 to 16 ft.	36.00	37.00
1 x 8 in. x 9 to 16 ft.	37.00	39.00
1 x 10 and 12 in. x 9 to 16 ft.	37.00	39.00
1 x 7, 9 and 11 in. x 9 to 16 ft.	34.00	35.00
2 x 4 to 12, 10 and 16 ft.	34.00	35.00
2 x 4 to 12 ft., 12 and 14 ft.	33.00	34.00
2 x 4 to 12 in., 18 ft.	35.00	36.00
2 x 4 to 12 in., 20 ft.	36.00	37.00
1 in. No. 2, 6 ft. to 16 ft.	27.00	28.00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	27.00	29.00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52.00	
6x10, 8x10, 10x14, 12x14, 14x14	52.50	
6x12, 8x12	53.00	
14x16, 16x16	53.50	
6x14, 8x14, 10x16, 12x16	54.00	
14x18	54.50	
8x16, 10x18, 12x18	55.00	
12x18, 20x20	55.50	
18x20, 24x24	56.00	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain	60.50
Fir flooring, 1 x 4, edge grain	60.50
Fir flooring, 1 x 4, flat grain	43.50
No. 1 and 2, 1-in. clear Fir rough	48.00 64.00

(Depending upon widths).

No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough	57.50 61.50
No. 1 and 2, 2-in. clear Fir rough	50.50 57.50
1 x 5 and 1 x 6 Fir casing	60.50
1 x 8 and 1 x 10 Fir base	62.50

1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping	71.25
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1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping	61.25
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1-in. clear Fir, d. 4 sides	48.00 56.00
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	56.00 58.00

XXX B. C. cedar shingles	3.46
XXX 6 butts to 2 in.	4.30
XXXXX 5 butts to 2 in.	5.12

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$80.00
5/4 & 6/4	80.00	85.00
8/4	110.00	115.00
10/4 & 12/4	130.00	140.00
16/4	140.00	150.00
Ash, Brown		
4/4	70.00	75.00
5/4 & 6/4	75.00	80.00
8/4	78.00	85.00

Birch, dry weight 4000 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	65.00	70.00
5/4 & 6/4	67.00	72.00
8/4	70.00	75.00
10/4 and 12/4	80.00	85.00
16/4	85.00	90.00

Basswood, dry weight 2500 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$70.00	\$75.00
5/4 & 6/4	80.00	85.00
8/4	82.00	87.00

Chestnut, dry weight 2800 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$65.00	\$70.00
5/4 & 6/4	72.00	77.00
8/4	72.00	77.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$63.00
5/4 & 6/4	63.00	68.00
8/4	85.00	90.00

Gum, red, dry weight 3300 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$65.00	\$70.00
5/4 & 6/4	70.00	75.00
8/4	70.00	75.00

Gum, Sap		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$50.00	\$55.00
5/4 & 6/4	54.00	59.00
8/4	55.00	60.00

Hickory, dry weight, 4500 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$80.00
5/4 & 6/4	100.00	105.00
8/4	90.00	95.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$63.00
5/4 & 6/4	63.00	68.00
8/4	95.00	100.00
16/4	105.00	110.00

Soft Maple		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$80.00
5/4 & 6/4	100.00	105.00
8/4	90.00	95.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.		
Mill run grade, No. 3 and better	\$38.00	
No. 2 and better	47.00	

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$85.00	\$90.00
5/4 & 6/4	92.00	97.00
8/4	100.00	105.00
16/4	110.00	115.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$63.00
5/4 & 6/4	63.00	68.00
8/4	85.00	90.00

Gum, red, dry weight 3300 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$65.00	\$70.00
5/4 & 6/4	70.00	75.00
8/4	70.00	75.00

Gum, Sap		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$50.00	\$55.00
5/4 & 6/4	54.00	59.00
8/4	55.00	60.00

Hickory, dry weight, 4500 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$80.00
5/4 & 6/4	100.00	105.00
8/4	90.00	95.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$63.00
5/4 & 6/4	63.00	68.00
8/4	95.00	100.00
16/4	105.00	110.00

Soft Maple		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$80.00
5/4 & 6/4	100.00	105.00
8/4	90.00	95.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.		
Mill run grade, No. 3 and better	\$38.00	
No. 2 and better	47.00	

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$85.00	\$90.00
5/4 & 6/4	92.00	97.00
8/4	100.00	105.00
16/4	110.00	115.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$130.00	\$135.00
5/4 & 6/4	132.00	137.00
8/4	135.00	140.00

Red Oak, quarter cut.		
1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$95.00	\$100.00
5/4 & 6/4	110.00	115.00
8/4	115.00	120.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$80.00	70.00
1 1/2-in. and 1 1/2-in. x 8-in. & up	70.00	75.00
2-in. x 7-in. and up	72.00	78.00
No. 2 cuts 2 x 8-in. and up	45.00	50.00

Pine good strips:		
1-in.	53.00	
1 1/2-in. and 1 1/2-in.	60.00	
2-in.	60.00	

Pine good shorts:		
1-in. x 7-in. and up	50.00	
1-in. x 4-in. to 6-in.	40.00	
1 1/2-in. and 1 1/2-in.	58.00	
2-in.	58.00	
7-in. to 9-in. A sidings	40.00	

Pine, No. 1 dressing sidings		
Pine, No. 1 dressing strips	40.00	45.00
Pine, No. 1 dressing shorts	38.00	40.00
Pine, 1-in. x 4-in. s.c. strips	44.00	
Pine, 1-in. x 5-in. s.c. strips	44.00	
Pine, 1-in. x 6-in. s.c. strips	46.00	
Pine, 1-in. x 7-in. s.c. strips	46.00	
Pine, 1-in. x 8-in. s.c., 12 to 16 ft.	48.00	
Pine, 1-in. x 10-in. M.R.	51.00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47.00	
Pine, s.c. strips 1-in.	42.00	
1 1/2, 1 1/2 and 2-in.	38.00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38.00	
Pine, s.c. and bet., shorts, 1 x 5	40.00	
Pine, s.c. and bet., shorts, 1 x 6	40.00	
Pine, s.c. shorts, 6'-11', 1"x10"	45.00	

Pine box boards:		
1"x4" and up, 6'-11'	38.00	
1"x3", 12'-16'	42.00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up		
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	36.00	
O. culls r. & w p	26.00	

Red Pine, log run:		
mill culls out, 1-in.	32.00	36.00
mill culls out, 1 1/2-in.	38.00	
mill culls out, 1 1/2-in.	38.00	
mill culls out, 2-in.	34.00	41.00
mill culls, white pine, 1"x7" and up	34.00	

Mill run Spruce:		
1"x4" and up, 6'-11'	32.00	33.00
1"x4" and up, 12'-16'	34.00	
1"x9", 10" and up, 12'-16'	40.00	42.00
1 1/2"x7" 8" and up, 12'-16'	40.00	42.00
1 1/2"x10" and up, 12'-16'	46.00	
1 1/2" & 2" x 12" and up, 12'-16'	46.00	

Spruce, 1-in. clear (fine dressing and B)			46 00
Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	35 00	
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	30 00	32 00	

Morgan Machine Company

ROCHESTER, N. Y.

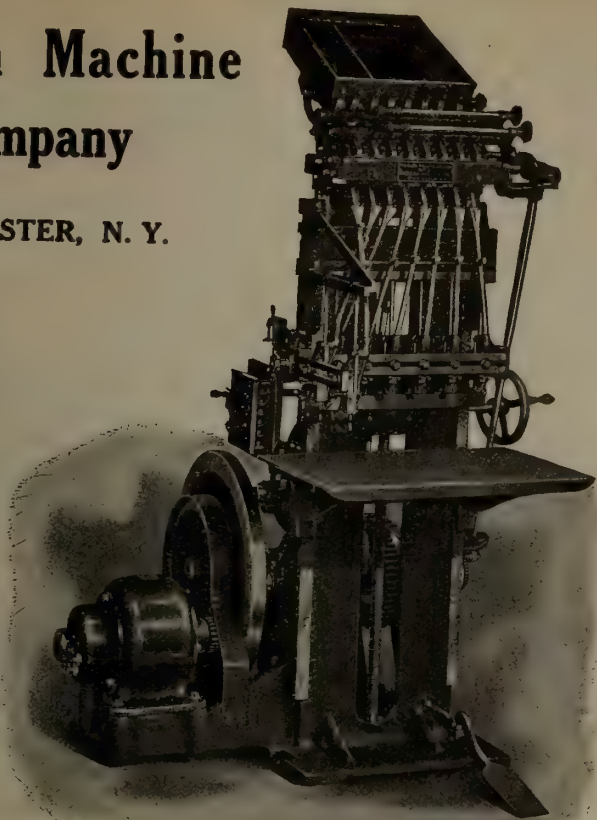
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Nailing
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Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

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OF ALL CLASSES

Our galvanizing plant is the largest of its kind in Canada. All contracts, large and small, for Hot or Electro Galvanizing can be completed promptly. Satisfaction guaranteed.

Ask for quotation

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Ontario Wind Engine and Pump Company, Ltd.

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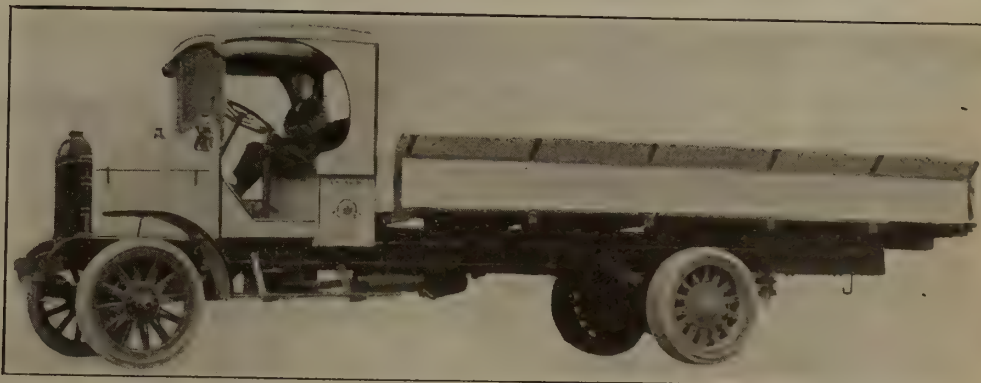
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FOR BIG HAULS

It brings your delivery service to the summit of efficiency. The "Little Giant" also brings a one-year guarantee, backed by a corporation with resources of \$14,000,000.

Capacities from one to five tons



The Better Your Delivery Service
The Bigger Your Business

Use Kerosene

THE DUNTLEY Hydro-Pneumatic Gas Generator is an exclusive feature of Little Giant Motor Trucks. With this device the Little Giant Truck may be operated on kerosene or gasoline, at a saving in fuel cost of over 50 per cent., with a total absence of carbon, smoke or odor.

Canadian Pneumatic Tool Co., Limited

345 CRAIG STREET WEST, MONTREAL
TORONTO BRANCH: 107 Church Street

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.	
Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.	
White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	90 00
12 in. and up	87 00
Fine common, 1 x 8 to 11 in.	100 00
Fine common, 1 1/4 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaky clear	74 00
1 1/4 to 2 in. shaky clear	78 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	90 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	78 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	39 00
No. 2, 1 x 12	68 00	All other random lengths, 7-in.	34 00
No. 2, 1 x 10	65 00	and under, 8 ft. and up	34 00
No. 2, 1 x 8	62 00	5-inch and up merchantable	38 00
No. 3, 1 x 12	62 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	63 00	1 x 2	40 00
No. 3, 1 x 8	53 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1 1/2 in. spruce lath	4 50
1 x 10 in.	52 00	1 1/2 in. spruce lath	4 25
No. 1 1 x 4 to 7 in.	55 00	New Brunswick Cedar Shingles	5 00
No. 1 1 x 8 & 9 in.	56 00	Extras	4 50
No. 1 1 x 10 in.	57 00	Clears	3 85
No. 2 1 x 4 & 5 in.	38 00	Second Clears	3 50
No. 2 1 x 6 & 7 in.	45 00	Clear Whites	2 25
No. 2 1 x 8 & 9 in.	46 00	Extra 1s (Clear whites in)	1 75
No. 2 1 x 10 in.	48 00	Extra 1s (Clear whites out)	1 65
No. 2 1 x 12 in.	52 00	Red Cedar Extras, 16-in. 5 butts	5 05
Spruce, 12 in. dimension	55 00	to 2-in.	5 15
Spruce, 10 in. dimension	53 00	Red Cedar Eureka, 18-inch 5	5 40
Spruce, 9 in. dimension	50 00	butts to 2-in.	6 07
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	4 80
2 x 10 in. random lengths,	44 00	to 2 1/2	
2 ft. and up	45 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths,	48 00	in. extra red cedar	

L. N. GODFREY COMPANY

Wholesale Lumber

We buy extensively to be shipped in car and cargo lots CANADIAN Lumber of all kinds including—

SPRUCE, PINE, HEMLOCK

ALSO HARDWOODS

Douglas Fir and Cedar
—Lumber—

Red and White Cedar Shingles, Laths, Etc.

We handle Canadian and New England SPRUCE in all sizes and grades

We ship from some of the Largest Mills in America
Quantities of

MAPLE, OAK and BIRCH FLOORING

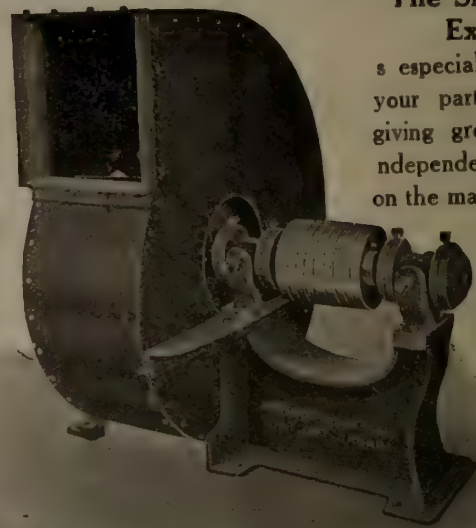
Short and Long Leaf Southern Pine

60 Congress St., BOSTON, MASS.

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Planing Mill Improvements

Every Manufacturer in the Lumber Industry realizes that to be "up-to-date" their Factory should be installed with Shaving Exhaust Fans.

The Sheldon Shaving
Exhaust Fan

is especially designed to suit your particular requirement, giving greater efficiency and independence than any other on the market.

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Buying and selling, financing and all other timberland services, including the reliable

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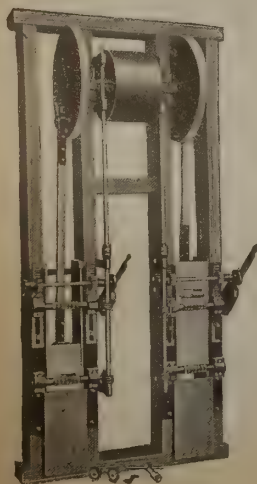
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Elmira, Ont.

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(Continued on Page 58)



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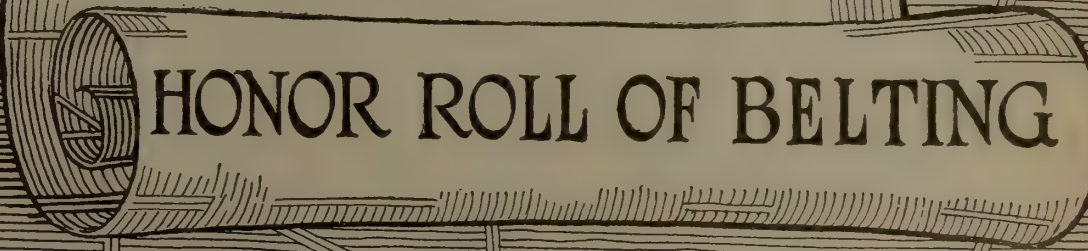
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(Continued on page 60)

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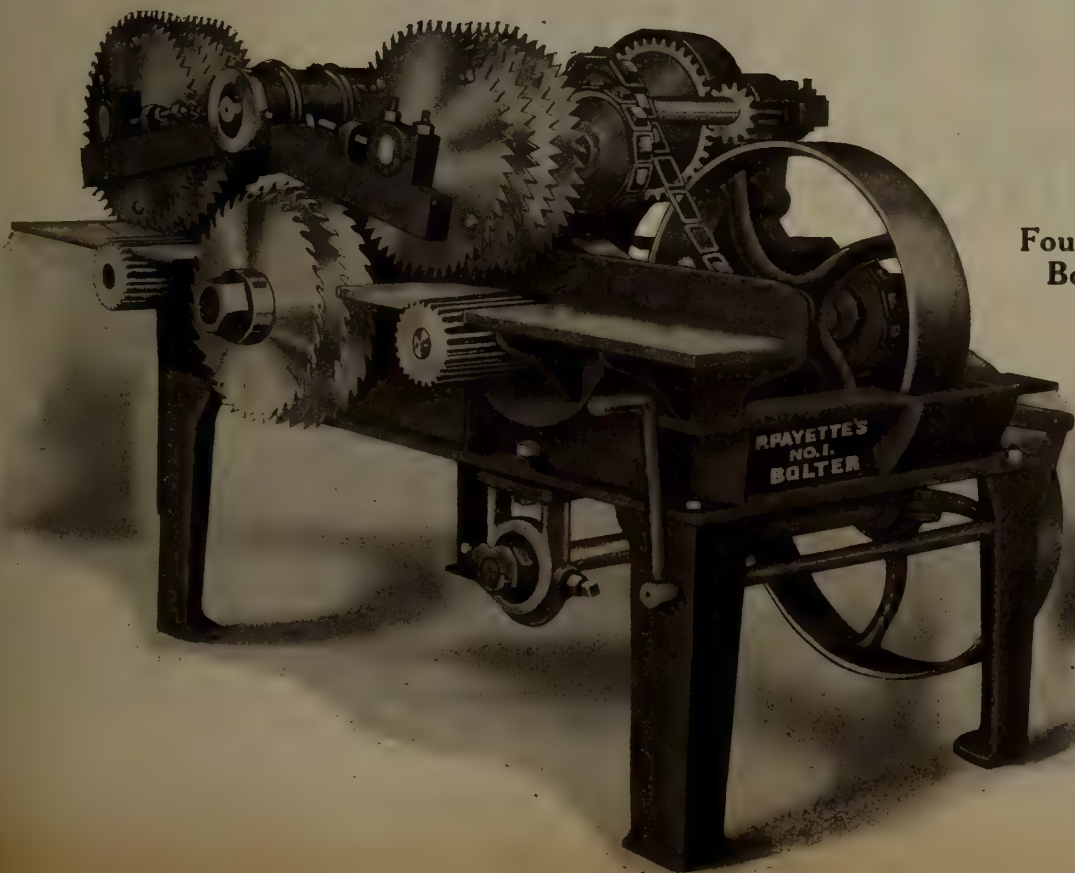
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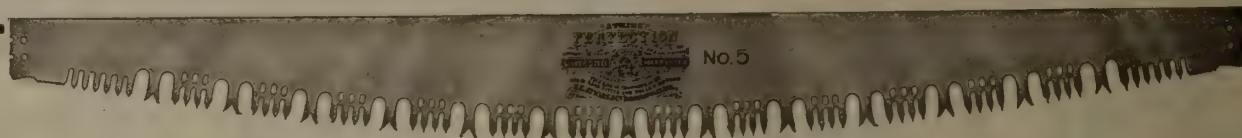
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Our experience puts us in position to give you expert advice as to what
particular type and size of locomotive is best suited to your needs.

Put your locomotive problem up to us.

MONTREAL LOCOMOTIVE WORKS, LIMITED

DOMINION EXPRESS BUILDING,

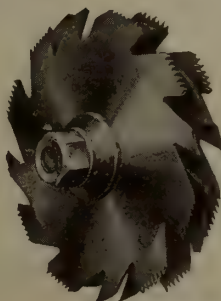
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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD IRON RAILS



A 62-ton
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Designed
Especially for
Heavy
Logging Work.

Climax Locomotives are successfully operated on steep grades and sharp curves. Any
weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."
CLIMAX MANUFACTURING CO., 313 W. Main Street, CORRY, PA.
VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B. C.



Patented Nov. 29 '92; July 19 '10.

Fits Any Saw Mandrel

A Huther Bros. Dado Head
consists of two outside cut-
ters and enough inside cutters
to make the required cut. This
Head will cut perfect grooves,
with or across grain, any width.
It is an easy Head to keep in
perfect condition, has a simple
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enlarged any time after pur-
chase. Sent on approval and
if not satisfactory return at
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MFG. COMPANY, Inc.**

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Grooves cut with Huther Bros. Dado Heads.



Speed and Reliability



Our No. 3 Lath Machine

has a remarkable capacity for output and stands up to the strain of continuous running at full pressure as few other lath machines can do. By its superior strength and great speed it is particularly valuable to mills doing a big volume of work. This fact is established by constant repeat orders from the larger mills. Floor space required, 4 feet by 4 feet 6 ins.; weight 1,600 pounds. Maximum power required, 15 h.p. **Shipped to you immediately from stock.**

Send for catalogue and list of machinery available for shipment.
We make all kinds of equipment for the lumber industry.

The E. Long Manufacturing Co., Limited
ORILLIA, ONTARIO

Waterous

Kendall Nigger

The "WATEROUS KENDALL NIGGER" overcomes the greatest drawback experienced in the ordinary steam nigger—the chance of accident unless operated by an expert.

Where the carriage is of medium weight, unless in the hands of an experienced man, the danger of wrecking the carriage is especially great.

The "WATEROUS KENDALL NIGGER" is practically accident-proof. While it possesses both the speed and power of the ordinary Steam Nigger, it is so designed that a green operator can do quick and effective work without endangering the carriage in any way.

By attaching the Nigger Bar to one cylinder only, one motion of the operating lever turns the log and a quite distinct and separate motion is required to load it.

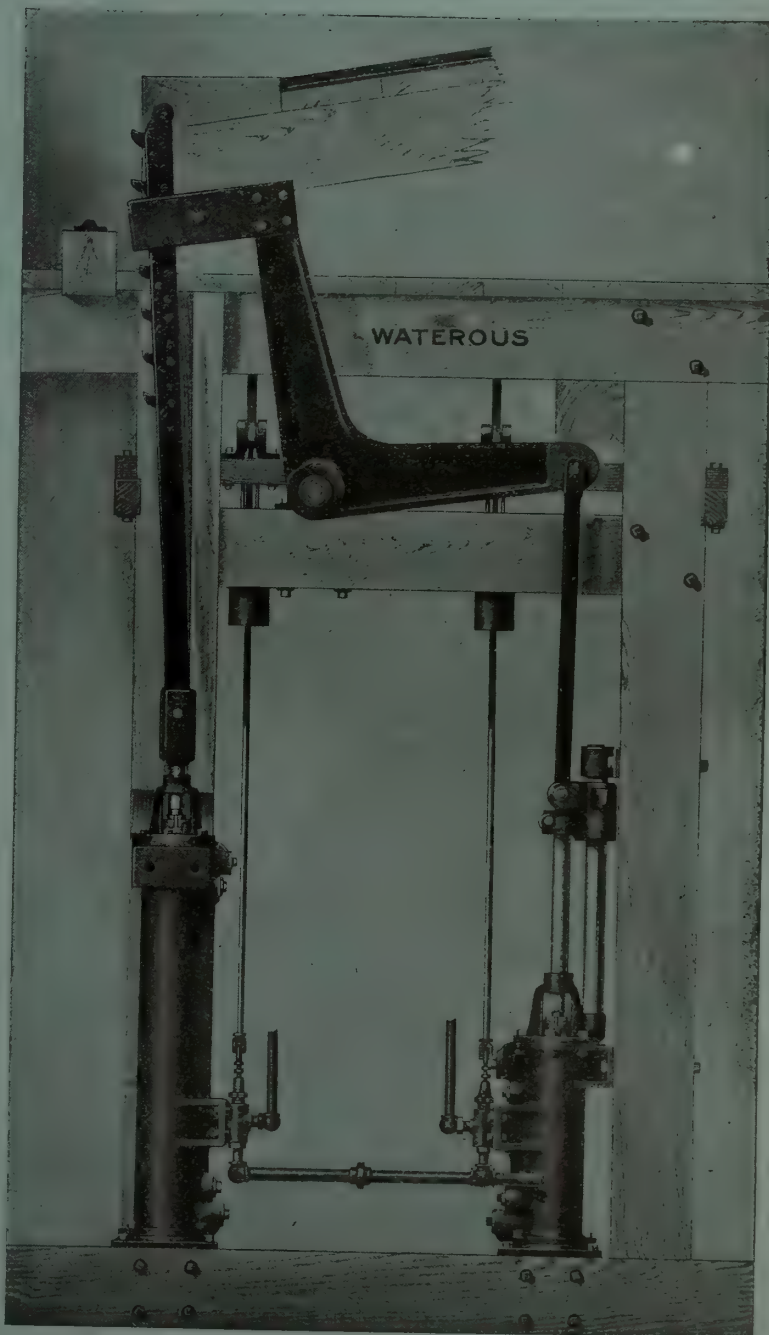
The stroke of the cylinder controlling the loading motion is made very short and thus further precludes the possibility of a serious mishap.

The Kendall Nigger is constructed to be powerful and rapid in action. The cylinders are 10 in. and 8 in. in diameter, pistons are steam cushioned at both ends of stroke, valves are adjustable to permit increase or decrease of operating speed without affecting the power of the machine.

Nigger Bar is of wrought iron, dogs are extra wide, top dog is winged, a steel roller is supplied. No floor plate is necessary. All lever and crank connections are made short and direct, so that the machine gives instant response to the movements of the sawyer's lever.

A great many of the Niggers are already in use in mills, where speed and accuracy on the log deck are essential, but where a medium weight carriage is operated. If your conditions are similar the WATEROUS KENDALL NIGGER will give unequalled satisfaction.

Ask for details and descriptive catalog No. 123



Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 90c per lb.; West of Fort William, \$1.00, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00
worth of mixed metal
sold annually.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

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**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



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The J. C. McLaren Belting Co.

Limited

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The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

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Send for Catalogue and Price List.

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The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

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**MADE IN
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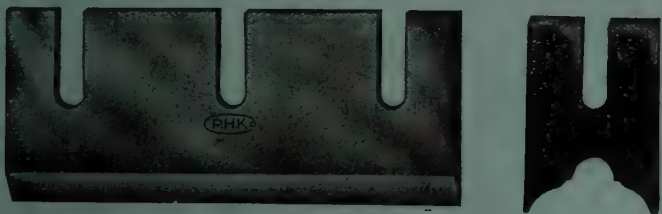


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anyway, you
take it, and
it's the best
Peavey
made.

Canada Lumberman

& Wood Worker

The Peter Hay Knife Co., Limited
GALT, ONTARIO



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Machine Knives, Circular Cutters and
Mortise Chisel

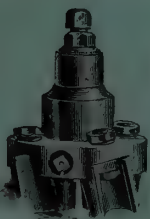
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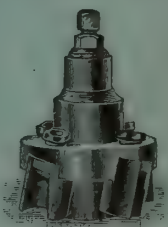
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58 Front St. West, Toronto

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A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.



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Successors to Samuel J. Shimer & Sons

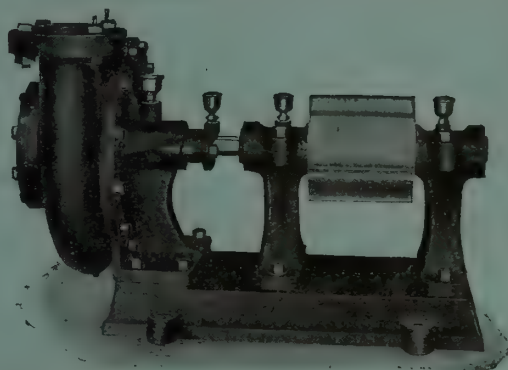
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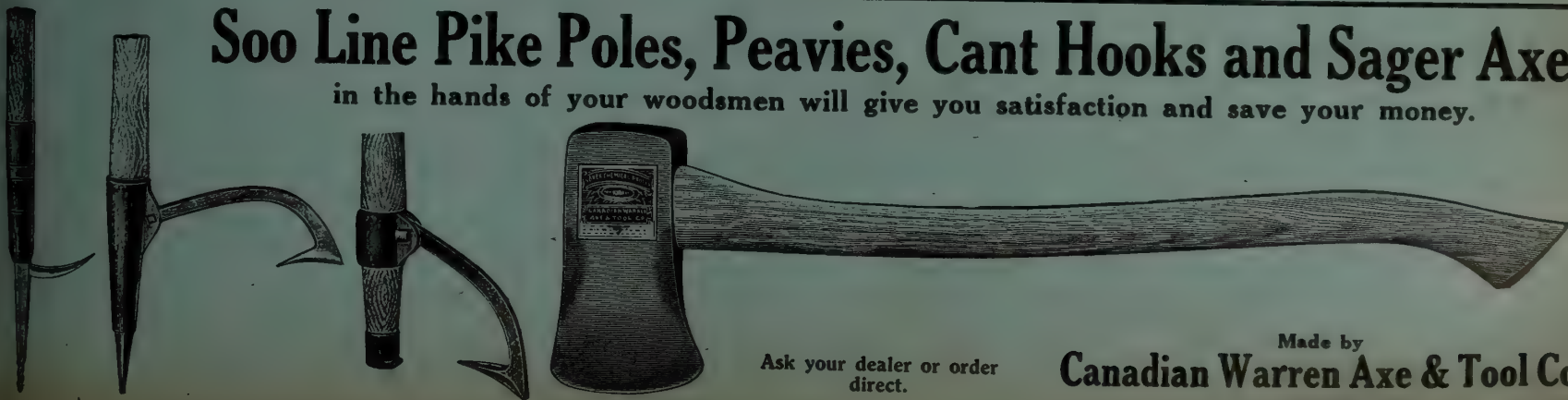
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It is assured when
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Pumps**

THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes
in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
direct.

Made by
Canadian Warren Axe & Tool Co.

ST. CATHARINES, ONT.

Limited

The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co., Limited

PETERBOROUGH, ONT.

Send for Catalogue



Rubber Goods FOR LUMBERMEN

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Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

1918 Sawing

2 x 4 x 10/13	40,800 ft.
2 x 5 x 10/13	67,200 ft.
2 x 6 x 10/13	125,400 ft.
2 x 7 x 10/13	80,400 ft.
2 x 8 x 10/13	54,500 ft.
2 x 9 x 10/13	107,200 ft.
2 x 4 and up x 6/9	9,200 ft.
1 x 4 x 10/13	204,200 ft.
1 x 5 x 10/13	90,600 ft.
1 x 6 x 10/13	164,800 ft.
1 x 7 x 10/13	76,600 ft.
1 x 8 x 10/13	31,200 ft.
1 x 9 x 10/13	2,000 ft.
1 x 4 and up x 6/9	37,200 ft.

1 x 4 and up x 8/16	65,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16	180,000 ft.
2 x 5 x 8/16	100,000 ft.

CULL SPRUCE 1918 Sawing

1 x 4 and up x 6/13	200,000 ft.
2 x 4 and up x 6/13	110,000 ft.

MERCHANTABLE SPRUCE 1918 Sawing

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	675,000 ft.
4 x 5 and up x 8 and up	100,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M
1 x 9 x 10/16 Merchantable	42 M

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

B. C. Fir Lumber and Timbers

Rough and
Dressed

LIST OF CARS IN TRANSIT:

Car	Shipped	1 x 8 No. 1 fir shiplap	Feet	Feet
Car 328173 CP	Shipped July 29th			27,719
Car 94736 CP	Shipped July 29th	1 x 10 No. 1 fir shiplap	26,593	
Car 150206 CP	Shipped July 29th	1 x 8 No. 1 fir shiplap	29,565	
Car 329343 CP	Shipped July 24th	1 x 10 No. 1 fir shiplap	29,917	
Car 74194 CP	Shipped July 27th	1 x 10 No. 1 fir shiplap	28,890	
Car 213230 CP	Shipped August 1st	1 x 8 No. 1 Com. fir shiplap	28,561	
Car 78376 CP	Shipped August 1st	1 x 10 No. 1 fir shiplap	28,005	
Car 57102 CN	Shipped August 6th	1 x 8 No. 1 fir boards	8,895	
		1 x 10 No. 1 fir boards	5,755	
		1 x 8 No. 1 fir boards	12,985	
		1 x 10 No. 1 fir boards	965—28,600	
Car 101254 CP	Shipped August 2nd	1 x 12 No. 1 fir boards S1S	25,914	
Car 202925 CP	Shipped July 27th	1 x 12 No. 2 fir boards S1S	490—26,404	
Car 203103 CP	Shipped August 2nd	1 x 8 No. 1 fir boards S1S1E	30,911	
Car 329859 CP	Shipped July 29th	1 x 12 No. 1 fir boards SIS	22,000	
Car 116172 CP	Shipped August 2nd	1 x 12 No. 2 fir boards S1S	5,500—27,500	
Car 205413 CP	Shipped July 29th	1 x 6 No. 2 cedar shiplap	28,783	
Car 332635 CP	Shipped August 2nd	1 x 10 No. 1 fir boards S1S	20,000	
	Shipped August 2nd	1 x 10 No. 2 fir boards S1S	7,500—27,500	
	Shipped August 2nd	1 x 8 No. 1 fir boards S1S	17,500	
	Shipped August 2nd	1 x 8 No. 2 fir boards S1S	10,000—27,500	
	Shipped July 29th	1 x 8 No. 1 fir boards S1S	8,320	
		1 x 10 No. 1 fir boards S1S	8,575	
		1 x 8 No. 2 fir boards S1S	3,985	
		1 x 10 No. 2 fir boards S1S	15,623—36,503	

Car	Shipped	1 x 8 No. 1 fir boards	Feet	Feet
Car 64087 CN	Shipped July 9th	1 x 8 No. 2 fir boards	7,080	
		1 x 10 No. 1 fir boards	7,140	
		1 x 10 No. 2 fir boards	9,225	
		1 x 8 No. 1 fir boards	7,005—30,450	
Car 41999 CN	Shipped July 18th	1 x 10 No. 1 fir boards	5,579	
		1 x 8 No. 2 fir boards	8,452	
		1 x 10 No. 2 fir boards	3,316	
Car 208380 CP	Shipped July 29th	1 x 10 No. 1 fir boards S1S	10,966—28,313	
Car 144212 CP	Shipped July 31st	1 x 8 No. 1 fir boards S1S	23,987	
Car 209877 CP	Shipped August 13th	1 x 3 E.G. fir flooring No. 3	22,689	
Car 93424 CP	Shipped August 9th	1 x 4 No. 1-2 V Joint	37,068	
		1 x 4 No. 3 V Joint	7,800	
		5/8 x 3 No. 1-2 V Joint	9,370	
		5/8 x 3 No. 3 V Joint	8,073	
		5/8 x 4 No. 1-2 V Joint	6,613	
		5/8 x 4 No. 3 V Joint	4,713	
		5/8 x 4 No. 1-2 fir V Joint	5,688—42,257	
Car 33484 CP	Shipped July 31st	5/8 x 4 No. 3 fir V Joint	26,775	
Car 112406 CP	Shipped July 27th	5/8 x 3 No. 1-2 fir V Joint	14,205—40,980	
		5/8 x 3 No. 3 fir V Joint	8,721	
		5/8 x 4 No. 1-2 fir V Joint	9,201	
		5/8 x 4 No. 3 fir V Joint	15,021	
		1 x 3 No. 3 fir V Joint	13,923	
		5/8 x 3 No. 1-2 VJ Spruce	7,128...53,994	
Car 38772 CP	Shipped August 5th	KD	26,172	
		5/8 x 3 No. 3 Spruce V Joint	7,992	
		KD	7,476	
		5/8 x 4 No. 1-2 Spruce V Joint	4,656—46,296	
		KD		

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**Clear Kiln Dried
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We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

If quality can talk to you — get in touch with us.

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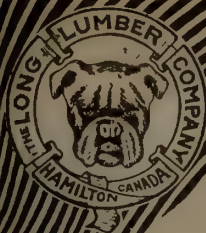
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We have the Stock and can give quick
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3 cars 1 x 4 and up No. 1 Mill Culls White Pine
 20,000 ft. 1 x 7 Merchantable Spruce
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 15,000 ft. 2 x 4, 8/16 Merchantable Spruce.
 35,000 ft. 2 x 6 and up, 8/16 Merchantable Spruce
 15,000 ft. 2 x 6, 8/16 Merchantable Spruce
 15,000 ft. 2 x 8 and up, 8/16 Merchantable Spruce

**We also have a good assortment of Hemlock
 at Madawaska**

Send us your enquiries

The Long Lumber Company
Hamilton
Ontario



The James Shearer Co., Limited

Wholesale and Retail Dealers in Lumber and Timber

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READY FOR SHIPMENT

I x 4
 I x 5
 I x 6
 I x 7
 I x 8
 I x 9
 I x 10
 I x 11 and 12
 13/16 x 8" T. & G.
 thoroughly dry
 2 x 10 10/16 ft. scant thickness
 2 x 10 10/16 ft. full thickness
 2 x 8 scant thickness
 2 x 8 full thickness
 2 x 6 16 ft. scant thickness
 3 x 10 x 12 and 13 ft.

**ALL
 FOURTH
 QUALITY
 AND
 BETTER
 SPRUCE**

With extensive stocks to draw from at different mills throughout the Province of Quebec, we are splendidly situated to supply your requirements in all kinds of lumber and timber —adequately—quickly—and to your complete satisfaction. Among the many kinds of lumber we handle, we have unusually fine stocks of Spruce, and in Timber we specialize in Douglas Fir of all sizes and lengths. With our up-to-date re-saw and planing mill, we can resaw stock to suit any requirements. Send us your enquiries.

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DOUGLAS FIR

READY FOR SHIPMENT

30 Pcs. 12 x 12 x 50 ft.
 50 Pcs. 12 x 12 x 40 ft.
 150,000 ft. 3 x 11 x 15 to 26 ft.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

A Well-Equipped Lumber Plant

Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

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Alberta Lumber Co., Limited

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British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

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Best Stock for Factory and Pattern Lumber

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CHAPLEAU, ONTARIO

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PILING

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Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

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SHINGLES



"T & G STANDARD" BRAND
SHINGLES

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Ready for Immediate Shipment

700,000 Feet 5/8 Merchantable Spruce, dry.
20,000 feet 6/4 Chestnut, Canadian stock, 6,000 feet of 4/4.

IN TRANSIT:

Two cars 5/8 Merchantable Spruce.
Two cars 4/4 No. 1 Common Plain White Oak.
One car 1 x 3 Mill Cull Spruce dressed one side.
One car of 4/4 Sound Wormy West Va. Chestnut.
One car 6/4 and 8/4 No 1 Common and Better American Elm.

PERCY E. HEENEY, Wholesale Lumber
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I HAVE IT

**All Grades in White Pine
Lath A Specialty**

Milling in Connction

E. J. MOORES, Jr.

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LET'S GET TOGETHER

LOUISIANA RED CYPRESS

QUARTERED OAK
POPLAR

PLAIN OAK
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*Yards at—Nashville, Tenn.
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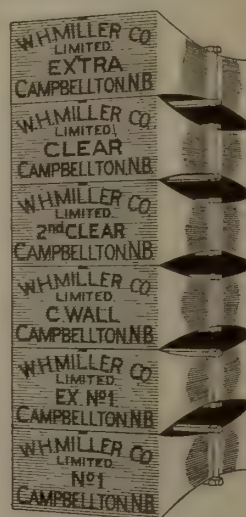
*Mills at—Sumter, S.C.
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We can ship you promptly any of the above Stock, Carefully Inspected

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Real Estate Trust Bldg., Philadelphia, Pa.



We Specialize in—

**New Brunswick
White Cedar Shingles**

We also manufacture
**Spruce and Pine Lumber,
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Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

Watson & Todd Limited OTTAWA

WHITE PINE NORWAY

The Harris Tie & Timber Co. Limited Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

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Phone or wire us for quotations on high grade Hemlock. Our facilities are the best in Ontario for this product, and our drying yards are well stocked. All stock matched or sized, if required.

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Double Band Mill For Sale

Including :

Carriages	Trimmer
Niggers	Edgers
Loaders	Resaws
Sprockets and Chain	
Shafting and Pulleys	
Engine—28" x 62"	
Log Machinery	
All the machinery for a clothes pins mill	
Filing Room Equipment	

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Mills at Victoria Harbor, Ont.

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

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**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

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1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
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Pulleys, gears, heavy line shafting and countershafting with bearings.
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2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

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1—Waterous hand saw grinder for 6 in. saws.
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50M' 1 x 4—8 "
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40M' 1 x 6—8 "
35M' 1 x 4/6"—6 and 7' Mill Run
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150M' 1 x 10 and 12" No. 1 Mill Culls
40% 10" largely 14 to 16'
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145M' 5/4 x 4 and up No. 1 Mill Culls
55M' 6/4 x 4 and up "
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The 5/4, 6/4 and 8/4 No. 1 Mill Culls contain the 10 and 12"

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16" Cowan.
16" Sidney, patternmakers.
14" Sidney.

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36" Sidney, pedestal.
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30" Ideal, pedestal (3)
27" Sidney, pedestal.
20" Crescent, pedestal.

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No. 2 Sidney, variety.
No. 2 Crescent, combination.
No. 4 Sidney, combination.
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Greenlee automatic cut-off.
No. 4 Canadian, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Champion planer and matcher, with moulding attachment.
16" Galt, pedestal, buzz.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash stickler.

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No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

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Humphrey cylinder cutting-off machine.
Humphrey automatic lathes (6).
Humphrey double slotters (4).

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Elliot universal woodworker.
No. 7 Sidney, post boring machine.
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
No. 2 Defiance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
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24" Cochrane-Bly, saw filer.
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		5/8-1 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	...	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com.	...	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,800 ft	300 ft
No. 2 Com.	...		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
		CYPRESS.							
1st and 2nds	...		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects	...		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft
No. 1 Shop	...		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
		HARD MAPLE.							
1st and 2nds	...	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com.	...	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com.	...		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
		SOFT MAPLE.							
1st and 2nds	...	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com.	...	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com.	...		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft	
		PLAIN RED OAK.							
1st and 2nds	...	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com.	...	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com.	...		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
		PLAIN WHITE OAK.							
1st and 2nds	...	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com.	...	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com.	...		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
		IMPLEMENT GRADE WHITE OAK (free of heart)							
50,000 ft. 1 1/2 in.		200,000 ft. 2 in.		70,000 ft. 2 1/2 in.		100,000 ft. 3 in.		45,000 ft. 4 in.	
		SOUND SQUARE EDGED WHITE OAK							
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.									

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1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 3 in.	No. 2 Com. Wh. Ash.
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1 car 1 in.	1 and 2 Pl. Red Gum.
1 car 1 1/2 in.	1 and 2 Pl. Red Gum.
1 car 2 in.	1 and 2 Pl. Red Gum.
1 car 1 in.	1 and 2 Poplar.
1 car 2 1/2 in.	1 and 2 Poplar.
1 car 1 1/2 in.	Sap and Sel. Poplar.
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8,000 ft. 1 x 10—8/16 White Pine Box
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1,600 ft. 3 in. Dead Cull White Pine.

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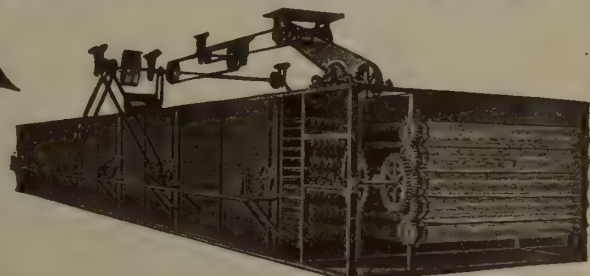
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The Y. M. C. A. helps in the off hours
Get our proposition

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Hardwood Logs

We are ready to enter into agreement with reliable parties to supply from one and a half to three million feet of **Yellow Birch and Oak Logs** now being manufactured in the Upper Ottawa District. The timber is large and of excellent quality.

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PEMBROKE, ONT.

STEEL ROLLER LINK-BELT

For Unusual Strength



Side bars made of selected carbon steel. Bushings of smooth case-hardened steel, and securely held from rotation. Ends of case-hardened steel pin are milled flat, fitted snugly in corresponding hole in side bar and thus held securely from the tendency shown in other types of pins to rock loose, elongate the hole, destroy the pitch and ruin the chain before other parts are worn out.

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Ship Building Material in the Rough

The Genoa Bay Lumber Mills cut lengths up to 80 feet.

We are well equipped for all classes of cargo shipments, and experienced in the requirements of the United Kingdom, South Africa, South America, Australia China and Japan.

Can make rail shipments to all usual points reached by Can. Pac. Ry. or Can. Nor. Ry.

Dealers in Lumber, Lath, Cross-Arms
Mouldings, Doors, Sash, Shingles

Genoa Bay
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Genoa Bay, B. C.

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Lumber, Lath
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Fir Flooring
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**Lumber, Lath
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WANTED TO BUY

2 Cars 1 x 6 10/16 Hemlock No. 1 Dry
1 Car 2 x 8 8/16 Hemlock No. 2 Dry
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Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

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Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

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**British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings**

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
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**Shafting, Hangers, Pillow Blocks
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decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

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If you realized what these savings mean you will agree that

**You pay for Chapman bearings
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**Chapman Double Ball Bearing
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Make This Test in Your Shop

Set two men at an identical job.

Give one man a brand new file. Give the other man a half-worn file.

See how much time it takes for each man to finish his job.

The result will prove that it will pay you to instruct your mechanics to turn in files when they have passed their "efficient" point.

The "Famous Five" files stay hard and sharp because they are accurately cut and properly hardened. Specify them when ordering.

They are:

Kearney & Foot

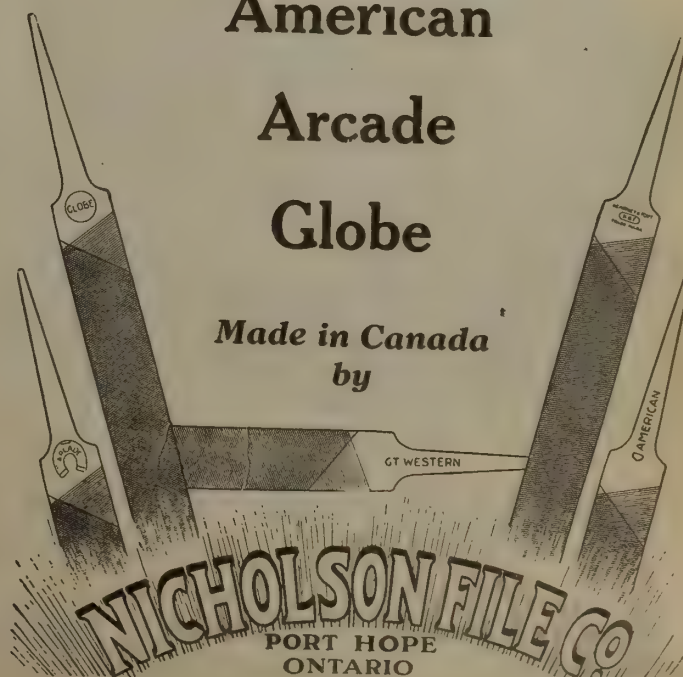
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Arcade

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Made in Canada
by



McClary's Lumber, Mining and Construction Camp Kitchen Equipment



Algoma Steel Ranges

Burn Coal or Wood

Constructed specially for large capacity, rough usage and proper operation.

No.	Size of Oven	Size of Cooking Surface	Length of Fire Box	Shipping Weight
516	16 x 27 x 15½	28 x 46	28½	325
525	24¾ x 27¼ x 16	28 x 54½	28½	462
535	35 x 27 x 15½	28 x 65	28½	565

Illustrating flush Reservoir heated by contact from fire box.

McClary's also manufacture a sturdy line of specially made cook-house utensils, such as Contractor's Boilers, Steamers, Stock Pots, large heavy Bake Pans, Pails, Dish Pans, Fire Buckets, Fire Bucket Tanks, etc.

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"Camp Comfort"

Burns Wood

A powerful heater that will withstand hard knocks. Heavy steel body with cast legs, door and frame.

Nos.	Dia. in Inches	Length in Inches	Shipping Wt.
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42	22	42	212
52	22	52	230

Write us for quotations on your Cook-house requirements for that new camp or replacements at your present one.

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Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

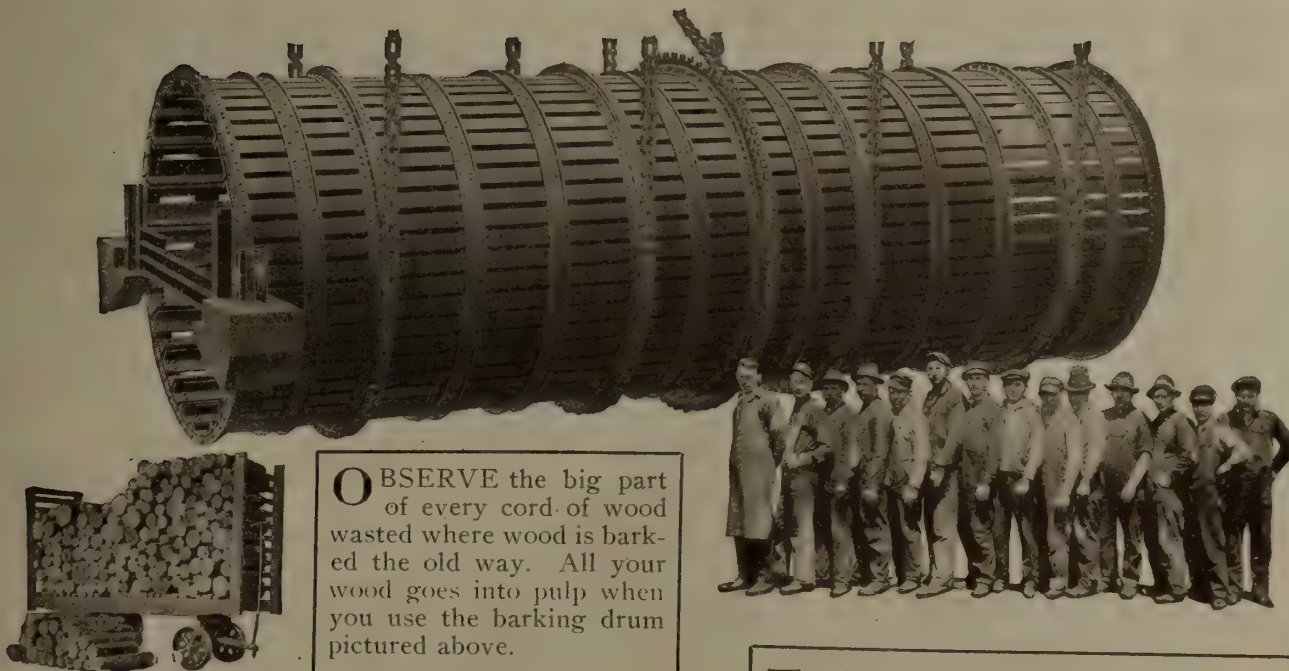
More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

Special Flanged Shanks and Superior Bits Supplied

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America's Oldest Saw Manufacturers

An economy too large to postpone



OBERVE the big part of every cord of wood wasted where wood is barked the old way. All your wood goes into pulp when you use the barking drum pictured above.

Write today for the figures

If your mill barks wood the old-fashioned way, let our engineer tell you the actual saving our method will accomplish in your mill. It will in no way obligate you to get the facts.

TWO of these men and our barking drum will release all the rest for other work. The annual saving reaches an astonishing figure. Labor is scarce. Investigate this short-cut.

American Barking Drum Company, 440 South Dearborn St. **Chicago**



When you want new saws—
economical saws—saws that are
made of edge-holding steel—saws that
stand up to the work, whether it be Band,
Inserted Tooth, Solid, Small Saws for the Planing
Mill, or Mitre Saws for the very finest work, look to
a Simonds Factory to supply you. Catalog sent on
request. Inquiries invited.

Simonds Canada Saw Co., Limited
St. Remi St. and Acorn Ave.
Vancouver, B.C. MONTREAL St. John, N.B.

SIMONDS

Feeding the Camp

IF that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

HUGH C. MACLEAN, LIMITED, Publishers

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OFFICES AND BRANCHES:

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NEW YORK - - Telephone 3108 Beekman - - 1123 Tribune Building
CHICAGO - - Telephone Harrison 5351 - 1413 Great Northern Building
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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

Entered as second-class matter July 18th, 1914, at the Postoffice at Buffalo, N.Y., under the Act of Congress of March 3, 1879.

Vol. 38 Toronto, September 1, 1918 No. 17

Placing Lumber Orders Now Will Help Solve Distribution

The methods of doing business are changing. Radical reforms in procedure have been brought about by the war. Merchandizing modes like the fashions now follow certain seasons and he who steers his course by the chart and compass of the new order of things is the one who is going to reach port first and attain the largest measure of success.

By experience, insight and observation we learn and he who does not profit by these mediums is falling behind in the race. Even the methods of buying and handling lumber are altering to a certain extent. The wise dealer now does not wait until he actually requires certain lines, or has a big bill to fill, but protects himself as far as possible by ordering beforehand. A leading authority on the industry remarked the other day that the dry goods man, the shoe retailer, the men's furnisher and the grocer all bought their stocks ahead. They purchased in the spring largely what was required for fall and in the fall they placed their bookings for what they would need in the spring. The amount of business closed months ahead was from sixty to seventy-five per cent. Of course all requirements were not satisfied, a certain leeway being left for emergencies, new goods—not then being offered—and a reasonable allowance made for contingencies.

The question is asked why cannot the retail lumberman whose stock is more staple and less subject to variations than perhaps any other line of merchandise, learn to follow the custom of his brother businessman. The experience which many a dealer had this spring is recalled with a certain amount of regret and even disgust, when carloads upon carloads of material, which had been held up by the railway congestion for months, were dumped in his yard. He felt he was being swamped and did not care if he never gave another order. He would not go through the same turmoil again yet it would appear as if a number of lumber merchants, who have been holding

aloof from purchasing will have a repetition of the unhappy state of affairs of last spring.

The car situation is now good, but it is not likely to differ this winter from that which prevailed during the last cold season. The various war boards have been urging shippers to get out all material possible now and to get in as heavy supplies as they can, for the transportation companies will have all their equipment taxed to the utmost in carrying munitions, food and men for overseas as well in the shipment of grain. Other business will have to take second place.

Now is the time for the retail lumbermen to survey his stock and take cognizance of his needs. He may buy with safety at present quotations, which, from all indications are likely to ascend. The shortage in the cut, the scarcity of men for camp operations, the higher rate of wages, the augmented cost of distribution and the many new uses to which wood of all kinds is being put, portend that prices will soar—to what extent cannot be foretold. While conditions in certain lines cannot with accuracy be gauged at the present moment, there will in all likelihood be a very active demand for every kind of housebuilding material, for the housing plans are making progress under the schemes being worked out by the various governments and the different municipalities.

After all the volume done by the retailer on stock lines has not varied greatly during the past two years. Good business foresight and judgment will be exercised by those who order at this juncture what they require; for the next few months they are assured of reasonably prompt delivery and protection in prices. This advice is not tendered from a wholesaler's or manufacturer's standpoint or from motives prompted by any outside or selfish influence, but from a careful study of the general situation.

The various associations of the trade as a whole are pointing out the advisability of such a step being taken so that there may be a more equitable distribution of the products of the forest and no violent interruption to business. By the lessons of the past much can be learned and there is no reason to expect any appreciable improvement in the car situation this coming winter and spring from what existed a year ago. Matters may be much worse. This is the time for action and the retail lumber merchant who will take the trouble to size up the problem from every angle, will see the wisdom of buying now so that his immediate or future needs are attended to without further delay.

Fire Prevention Leagues Can Do Most Effective Work

Canada has the largest forest area of any country in the British Empire. When the average Canadian peruses a paragraph like this he is elated over the splendid natural resources of his country. But when one also reads that Canada has the largest per capita fire loss of any land in the world the feeling of pride in the self same resident is not quite so pronounced.

The fire loss in the Dominion is 47 cents greater per capita than it is in the United States, \$2.09 cents greater than it is in England and \$1.99 greater than it is in France, all these countries being vastly more populous than our own. Mr. E. D. Hardy, of Ottawa, who has given special study to the subject of fire protection and insurance, in a thoughtful and timely article in the last issue of the "Canada Lumberman", on "Economic Significance of Our Fire Waste," stated that the cause of the unfavorable showing the land of the Maple Leaf made in comparison with others was no doubt attributable to carelessness, due to a lack of proper sense of individual responsibility which is an important national factor. He issued a vigorous call for active co-operation on the part of every good citizen, and more particularly those connected with the lumber industry to whom he was speaking to adopt defensive measures against the common enemy.

One of the most startling statements made by Mr. Hardy was that "no fewer than 20,700 buildings of frame construction were destroyed by fire in Canada during the last four years, with a total loss of over \$14,000,000.00. Approximately \$8,000,000.00 of lumber

value was burned in buildings of other than frame construction. Lumber yard fires contributed another \$6,500,000.00, and the destruction of wood products in process of manufacture, \$3,725,000.00. These figures merely representing readily ascertainable values are doubtless incomplete. They demonstrate, however, that fire is largely responsible for the depletion of our lumber supply, even apart from forest conflagrations. If it be the duty of the State to promote the public welfare by the prevention of forest waste, the broader application of the principles of conservation should extend to the protection of created values. In the last analysis, the loss by fire of a city dwelling is even more important to the people of Canada than the loss by fire of timber in the public domain. Both the building and the timber are assets of the nation. If they are destroyed, these assets are wiped out. No system of taxation will serve to restore them whether the tax be collected by constituted authorities under the law, or by private interests as premiums on Policies of Insurance. Reforestation costs money, which must be levied through taxation in some form. Replacing buildings destroyed by fire costs money, a large proportion of which, by means of insurance, is assessed against property which has not been burned. In both cases, the cost is borne by the people of Canada, as a whole, and is, therefore, a matter of public concern."

Sir William Hearst, Premier of Ontario has taken the matter up and active steps are under way for the formation of a Provincial Fire Prevention League which will be affiliated with the Provincial Fire Marshall's Department. Representatives of many organizations including the press of the province have been invited to lend their influence and assistance in the worthy object. Much can be done by way of education, agitation and mutual association to eliminate the fire evil which plays such havoc with the expansion, wealth and resources of the Dominion.

It is said that the cost of fire insurance in Canada is five times greater than what is it in Europe and every citizen whether suffering directly from igneous wastage or escaping entirely the visitation of the fire fiend to his home, factory or office, shares proportionately in the payment of the enormous sums that are annually handed over in the shape of premiums or in the adjustment of losses. How? asks someone. In the increased cost of insurance, the taxation levied for the maintenance of municipal fire departments, the undermining of our commercial assets, the impairment of our credit as individuals or a people and in many other ways.

The whole question must be dealt with in an effective, aggressive and comprehensive manner and, by personal and concerted action, plans inaugurated for preventing the origin and spread of fires. The wastage must be checked and the formation of the proposed Provincial Fire Prevention League is deserving of every encouragement and support.

Revealing the Development of Great Canadian Industry

Canada is the second largest pulp and paper producing country in the world. The annual output of the pulp and paper plants in the Dominion is over \$85,000,000, while pulp and paper exports lead all manufacturing concerns with the sole exception of explosives. The industry is so closely co-related with lumber activities by reason of many timber companies carrying on pulp and paper operations and vice versa, that particular interest has been aroused in the splendid and educative exhibit made by the Canadian Pulp and Paper Association at the Canadian National Exhibition now in progress in Toronto.

Not only were numerous lines of paper and pulp presented in the various stages of manufacture, but there was also shown spruce seedlings demonstrating the length of time that it is necessary to grow trees of commercial size, so that they can be used in the manufacture of pulp. An erroneous impression prevails that the forest reproduces itself every thirty years whereas it is now firmly established that over twice this period is required.

In connection with the effective and instructive display a carefully prepared booklet entitled "Some Facts About the Pulp and Paper Industry of Canada," was distributed. In paragraphic form there was

imparted much valuable information, which, bearing specially upon the timber wealth of the Dominion, is worth preserving for reference. Here are a few of them:

Canada's forests embrace 350,000 square miles of pulp-wood timber, estimated to yield 1,033,370,000 cords of pulp-wood.

Canada's pre-eminence as a paper-producing country lies in the possession of hundreds of thousands of acres of pulp-wood forests, and to conveniently located water-powers.

It takes the product of 20,000 acres of pulpwood forests every year to supply Canadian newspapers with white paper.

In the first three months of 1918, Canada's exports of wood-pulp to Japan amounted to 11,394,629 pounds, an increase of 2,777,486 pounds over the corresponding period in 1917, and an amount equal to five times Japan's total imports of pulp from all other countries.

Spruce, balsam fir, hemlock, jack pine, tamarack, poplar and basswood are used in the manufacture of pulp.

Quebec's annual production of pulp-wood exceeds 1,000,000 cords. Ontario comes next with about 800,000 cords.

It takes, approximately 1½ cords of wood to make a ton of paper. Spruce trees, best suited to the production of pulp, require from 100 to 150 years to arrive at maturity.

Reafforestation is practical to a limited extent in some of the provinces.

Forest fires are a source of great loss to the Canadian pulp and paper industry and eat up millions of cords of wood-pulp every year.

Initiative—Its Vital Meaning and Personal Application

Dictionaries define initiative as the ability to start or originate.

It is one of the four ingredients in the prize recipe for success—the other three being imagination, industry and enthusiasm!

Christopher Columbus had initiative plus—and no amount of adversity or opposition can defeat a person thus equipped.

Neither he nor any one ever was born with initiative, however. It is cultivated quality. Of course, inherent ability is a big factor in this, as in everything. But the mainspring is ambition—the man who wants to do a thing will find or make a way to do it.

And the man who has a new or better way of doing a thing is the one to-day most wanted.

Initiative is composed of two parts know, how and one part dare-to. It never roosts in cowards or apologists. It cares nothing for titles, rank or riches.

It made of an unknown Corsican the most famous conqueror in history. Less than a century later a train boy out in Michigan tied up to it—and the result was Edison, master of modern miracles.

Initiative plays no favorites. It would just as soon transform a \$10-a-week messenger into the head of the firm as to increase the general manager's salary \$5,000 a year.

It spells the difference between men we are compelled to hire and men who compel us to hire them.

It never waits for the boss to indicate, suggest, infer or propose. It is the art of doing something on your own hook, even at the risk of making a mistake.

And mistakes, if rightly used, are guide-stakes to increased efficiency—based on experience.

It is the most valuable of all attributes in helping a man to overflow his present position and thus automatically demand a larger measure of responsibility and remuneration.

The world never gets enough of it. The demand to-day is greater than ever. And it is one of the few things that laughs at years.

The possessor of initiative may be as bald as a Hubbard squash, but no one will pull the age limit on him. He may be blind in one eye and bowlegged, but so long as he dares and does things, his bank account never will know the difference.

The moral to all this is, "Initiate initiative;" start something work with your head as well as your hands, and putty up your ears against pessimists who prattle about impossibilities.—From Du Pont Magazine.

How Yardman May Develop New Business

Making Profitable Use of Space in Press and Getting Intimately Acquainted with Varied Needs of Community—Start "Building Right Now" Talks

By G. W. Brock

If there is one class of men in the business community who do not make judicious and effective use of publicity as a means of increasing their business, it is retail lumbermen. A glance through many representative weekly and daily papers in the eastern provinces fails to reveal more than ten or twelve announcements of yardmen and the majority of these are simple statements to the effect that John Jones deals in all kinds of building material, lath, shingles, interior trim, flooring and fence posts; prices right, prompt delivery. The bare announcement when printed in the newspaper may have some beneficial effect, but not any more than a business card or leaflet issued for general distribution. Of course any kind of publicity, or advertising to use the more general term, is better than none at all, but to pay for space for the simple purpose of recording week after week and day after day, the name of the proprietor of a business and the stock lines which he handles seems like so much wasted energy, as well as the useless expenditure of money.

If a yard man can only use a small space he should, at least, have something to say and see that the reading matter is changed frequently. Several of the announcements of dealers look as if they had been placed in type months and months ago and given no more attention than the professional card of a barrister, doctor or dentist. The chief fault with retail lumbermen appears to be that he does not take full advantage of the opportunities presented to him for making known his stock, his service and his facilities generally for supplying anything and everything in the building line. He should also capitalize the future and, by a series of stimulating and instructive talks encourage building operations "Right Now". Most men before they undertake anything must have a vision and they generally spend some time in considering the cost, plans, needs, future development, etc., of their undertaking. Anyone who can come in and supply this data at short notice and furnish helpful suggestions and practical ideas is bound to reap a large increase in business.

The Essentials of Getting Results.

Even the advertising that is done by some retail lumber merchants lacks the timeliness and life that are the essentials to producing good results. To be talking about the same thing in season and out of season is not a very intellectual proceeding. There is a time and an occasion for most things, and this is especially true in regard to building operations on the farm where the uses of lumber are constantly being enlarged by the erection of silos, garages, implement sheds, henneries, pig pens and other outbuildings of the latest and improved type. All this opens a wide field for the retail lumberman who should make a close study of the needs of his community. The trade of the rural community is a logical and legitimate arena for the yard man to exploit. Never were farmers as prosperous as they are to-day; never did they have so much money and they should be encouraged to undertake all new structures at the present time by being shown that building is not nearly as costly as the popular conception would have the people believe.

A great deal is heard about practically prohibitive prices of lumber and other building material and this has caused an almost complete cessation of operations. As a matter of fact statistics prove that in comparison with other materials the advance in lumber has been considerably less. Every indication points that little is to be gained in the way of delay or by not going ahead with any proposed building at the present time. The costs of manufacturing lumber are increasing all the time, while the output is decreasing and the outlay for carriage, cutting, logging, etc., is augmented each succeeding season. The retail lumberman should point these facts out in a few instructive talks and drive the conviction home to his prospective customers that delays are not only dangerous, but expensive. Then a few pertinent and striking facts might be set forth in that it is not only desirable to build at the present time, but anything new in the structural line generally adds to realization of the comforts, conveniences, and satisfaction of life generally. Much more might be said along the line of the economics, that can be made possible by the right use of lumber on the farm.

Some Stunts That are Worth Trying.

These are only a few thoughts thrown out and let me tell the retailer if he will watch the columns of any good magazine or farm paper, he will be afforded many pointers on the way to get up his

announcements and make the proper sort of appeal and arouse timely interest on the part of farmers in his community. In speaking the other day with a wholesale lumber dealer he stated that were he in the retail lumber business again he would try to exercise as much foresight as possible and standardize his material, so that he would always be provided with a good stock and be able to furnish as complete a service as possible on lines that are in general demand and for which the quantities do not vary materially each year.

"I do not know just why it is," he added, "but too often is the vocation of a retail lumberman looked on as a leisurely one. Now this should not be in times like the present when the fashions of doing business change and newer and more aggressive methods have to be adopted. Sitting around and bemoaning kaleidoscopic conditions or waiting—Micawber like—for something to turn up will not answer. The chap who gets the trade to-day is the one who goes after it systematically and scientifically, and one of the best means that I know of to bring results is the timely effective and judicious use of printers' ink.

"Now here is the point which I was thinking about the other day. Most every retail lumberman has an automobile and if not he has a horse and buggy at his disposal. I think it would be good business on his part to drive around the country each season and if he cannot get away during the day time he should make the trips in the evening. He would thus get acquainted more intimately with the farmers and by close observation and conversation would learn their individual requirements. He could not fail to note that Mr. Brown's barn needed shingling or that he required a new implement shed as the old one was tumbling down.

Sizing Up the Community Needs.

"He might also take cognizance of the fact that Mr. Green's fence along the road required renewing and there was a chance of the sale of some cedar posts. Then he could note what farmers had no verandahs on their houses, no proper summer kitchens, in fact dozens of things would come under his scrutiny. Of these he should make a note and get after the prospects with a view to securing business the same as implement men, automobile salesmen, piano firms, tractor representatives, washing machine producers and others secure the names of prospective purchasers, they follow up "the lead" until a machine is sold or the prospect is regarded as absolutely impossible.

"I would send out notices to all persons whom I thought required shingles that on such a day I expected a carload of XXX, 6 butts, 2 in. B. C. cedar shingles and to anyone coming after them and taking the material direct from the car I would allow a reduction of 25c per M. The same stunt might be applied to the matter of fencing, and special inducements given to customers who came in for a supply of cedar posts. I would emphasize that one should no longer delay building that dooryard fence as putting off such matters from season to season was false economy. I would make it worth while for the farmer, stock raiser and gardener to undertake some of these small jobs, knowing that my action would invite favorable comment and get the people talking about my business and my enterprising methods. This would all result in larger sales for the personal element between the farmer and the retail yardman is very strong if properly encouraged. There is no man who likes a little attention and friendliness more than the rural resident. Oh yes, the opportunities for increasing business and stimulating activity in the structural line are more to-day than ever before and I have only given you one or two suggestions which might profitably be followed up.

"Perhaps on another occasion if these pointers fructify I may have something more to say on a subject which I feel, while it is receiving a certain amount of attention from the trade newspapers is sadly neglected by the majority of retail lumbermen. Of course, there are notable exceptions and it is not to these that I speak, but rather to those who have, to use a railroad expression in these days of high cost of transportation—been "asleep at the switch."

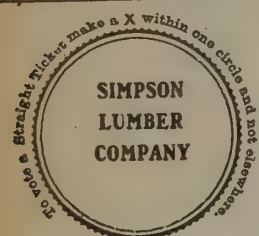
Advertising Plan That Caught On.

A rather unique, timely and effective advertising plan which attracted a great deal of attention owing to its originality and pointedness was carried out lately by the W. M. Simpson Lumber Co. of Washington, Indiana.

Upon the occasion of a municipal election they had ballots print-

ed on pink paper which instead of containing the names of candidates had listed in the first column about twenty of the principal items of building material carried by the concern. "Opposite each was the usual square for the voter's "X," and at the top the regular "party

VOTE A STRAIGHT TICKET — Do All Your Trading at SIMPSON'S



The Big White Yard By the Depot

☐ **HOUSE PLANS**
Furnished complete to our customers free of charge.

☐ **ARCHITECTURAL SERVICE**
Our architect will advise you on your building or remodeling problems without charge.

☐ **LUMBER**
We will advise you as to the best grades to use for what you want.

☐ **LATH AND PLASTER**
Lime, White Finish, Keene's Cement, Fire Clay.

☐ **CEMENT**
Only the best brands. Ask us for books and information on cement work.

☐ **SEWER PIPE AND DRAIN TILE**
Everything from 3 inch to 30 inch diameter.

☐ **ROOFINGS**
The only carload buyers of asphalt roofings and shingles in Washington. Don't buy a mail-order roofing till you see what we have.

☐ **BEAVER BOARD**
Better than lath and plaster.

☐ **PAINTS**
The Capital City line of High Grade Paints for every purpose. Lead, oil, varnishes, brushes.

☐ **SCREENS**
We make them to order. Exclusive agents for Pearl Wire.

☐ **POSTS**
A big stock of Cedar Posts.

☐ **HAY RACKS AND HAY RACK IRONS.**

☐ **HAYING OUTFITS**
Carriers, Forks, Rope, Track and Pulleys.

☐ **HARDWARE**
Nails, locks, hinges, barn door and garage door hangers and all kinds of builders' hardware.

☐ **LADDERS**
Common and extension ladders. Only first class stock.

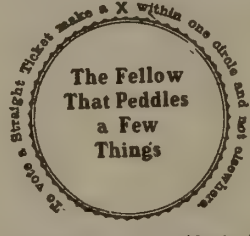
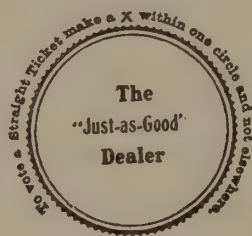
☐ **GLASS**
Plate, window, fancy and plain glass of all kinds.

☐ **HARDWOOD FLOORS**
We figure your rooms floor ed complete, ready to use. No charge for our estimate.

☐ **INTERIOR WOODWORK**
Colonnades, built-in bookcases, buffets, china closets, work tables, or cabinet work of any kind.

☐ **DOORS**
Mirror Doors, French Doors, common and glass doors.

☐ **READY MADE GARAGES**
and other small buildings. Come and see them and let us quote you a price delivered on your own lot, ready to use.



"Somewhere In Washington"

☐ **LUMBER**
Anything so it's cheap. Prefer to sell it "unsight-unseen."

☐ **PLASTER**
Any old brand so it's plaster.

☐ **CEMENT**

☐ **CEMENT**
Any brand that no one else in town happens to be selling. Price depends on competition—we have to sell ours cheaper.

☐ **ROOFING**
Guaranteed to be "just-as-good" as Simpson's, and to last 75 years. (The weaker the goods the stronger the "guarantee.")

☐ **SOME KIND OF WALL-BOARD**
Made to sell.

☐ **PAINT**
Our line has very beautiful labels on the cans, and our color cards are just as nice as anybody's.

Vote for the only party with a full ticket—you can fill ALL your building wants at SIMPSON'S. We've got more planks in our platform than any candidate in the field—and they're all good planks, too.

Across the top of the sheet was the injunction to "Vote a straight ticket—do all your trading at Simpson." It is worthy of note that this company furnishes architectural service to its customers, advising them with regard to their building and remodeling problems, and also supplies complete plans, without charge. This feature is given prominence upon the "ballot." At bottom of the sheet is printed this appeal: "Vote for the only party with a full ticket; you can fill all your building wants at Simpson's. We've more planks in our platform than any other candidate in the field—and they're all good planks, too." The "ballots" were tacked up near the polling places, and were also distributed freely among the voters on election day.

Will Make Advances for Housing

Plans are now being worked out by the Ontario Government and the Provincial Housing Committee to give immediate financial assistance to municipalities desirous of at once taking part of the \$2,000,000 loan, the Prime Minister, Sir William Hearst, said recently. A month ago the intention of the Government to loan this amount of money to assist in the building of houses was announced by Sir William. Before all this money can be made available for the use of municipalities legislation will have to be passed. However, the object of the Government was to announce the loan in time to permit of the municipalities to find a way out of the housing shortage difficulty.

Since the announcement of this loan at 5 per cent., the Government and the Housing Committee have been swamped with applications of private firms and individuals for a portion of the loan to assist in building homes. Sir William yesterday made it quite clear, however, that it is impossible for the Government to make loans direct to private corporations or individuals. The Government will only make the loans to the municipalities, and the local councils can enter into negotiations with the individuals who wish loans. It is pointed out by the Government that if it made loans direct to companies it might unwittingly be assisting some "wild cat" building scheme. It would be impossible for the Government to sit in Queen's Park and judge the needs of the districts in which the individuals wished to build.

The Government's announcement has brought many requests from municipalities for further information. These have been followed by statements from a large number of municipalities that they wish to secure part of the loan at once. Most of the applicants are the smaller industrial towns and cities in the Province. However, the plans which are at present being worked out will, it is hoped, permit of the money being advanced at once to these municipalities who are anxious to take steps in their towns to alleviate the house shortage.

When the program is further worked out the Government may find it necessary to limit the date for the receiving of applications from municipalities to share in the loan. This may be necessary so as to permit of a just apportionment of the \$2,000,000 and the necessity of having full information of the needs so as to prepare legislation to submit to the next session of the Legislature.

Good Demand for Timber Cutting Machinery

Acting Canadian Trade Commissioner J. Forsyth Smith, working from Glasgow, Scotland, to the Department of Trade and Commerce Ottawa, says:

The British timber-cutting operations which have resulted from the effort to replace imported stocks shut out by Government restrictions from home sources of supply have created a considerable demand for various lumbering and wood-cutting tools and machinery which Canadian manufacturers who specialize in these lines should be in a position to supply.

It is estimated that the Canadian Forestry Corps and other bodies working under direct Government control produced about one-third only of the total output of sawn timber in 1917, the remaining two-thirds having been produced by the trade. Apart, then, from purchases of tools and machinery under direct Government authority for timber-cutting purposes, a demand exists to supply the requirements of individual operators. Some Scottish firms are in a position to secure the necessary permits for importations and have placed orders with the United States.

Among the lines called for are machinery for portable saw-mills, saw tools, log frames, felling axes, etc. Log-driving and river handling tools are not in demand.

The firm of Edmund LeBlanc & Co., of Wedgeport, N.S., with a number of other residents of that busy centre, have organized themselves into a company and have commenced operations preparatory to the building of a modern fishing schooner. They have taken a lease of the shipyard at one time owned and operated by J. H. Potthier & Co., at that place.

Support the Ticket that Stands for Better Business Methods in the City of Washington

circle," with the name of the W. M. Simpson Lumber Co. therein. The other two columns were likewise surmounted by circles, with "The 'just-as-good' dealer" and "The fellow who peddles a few things" printed therein. In these columns there were listed only a few items.

New Timber Regulations Have Gone into Effect

The Scale of Rates on New Brunswick Limits Announced—License Holders Must Work Lands for Production Purposes—Speculation Prohibited

The new timber regulations made by the Department of Lands and Mines of the province of New Brunswick have gone into effect. All licenses, whether old or renewed, are subject to these new regulations.

Saw mill licenses extend for a period of twenty years from 1st August, 1913, with a renewal of ten years, upon continued compliance with the Act, with the Order-in-Council dated 10th July, 1913, providing for the payment of the bonus as set forth in Act, and these Regulations.

Pulp and paper licenses extend for a term of thirty years, and subject to an extension of 20 years, upon compliance with the Act, and the Order-in-Council of 19th July, 1913, providing for the payment of bonus as set forth in said Act and these Regulations.

The stumpage payable on all logs timber or other lumber, cut or made upon Crown Lands under Licenses, shall be as follows:

For spruce, pine and hachmatac saw logs, per M. superficial feet \$2.50; hardwood timber, up to an average of 14 inches square, per ton \$1.10; hardwood timber, above 14 inches, additional per inch per ton, 10c; hardwood logs per M. superficial feet, \$1.25; pine timber up to 14 inches square, per ton \$2.00; pine timber, additional per inch, per ton, 50c.; hachmatac timber, per ton \$1.10; spruce timber per ton, \$1.50; cedar logs, per M., \$2.50; railway ties eight feet length, each 12c.; hemlock logs, per M. superficial feet, including bark, \$2.00; white birch for spool wood, per cord, 65c.; white birch logs, for spool wood, per M. superficial feet, \$1.25; fir logs, per M. superficial feet, \$2.00; poplar logs, per M. superficial feet, \$2.00.

And for all other descriptions of lumber not specified above, 15 per cent. of the market value thereof, at the mill, place of shipment, or place of consumption in the province.

Permits issued by the authority of the Minister of Lands and Mines to enable licenses to cut undersized lumber on barren lands or thickets, will pay the same rate of stumpage as stated above, with the addition of twenty-five per M. being the cost of supervision. All the lumber cut under this license shall be scaled or taken account of in the usual or customary method of scaling and taking account of lumber for stumpage by some person or persons to be appointed by the Minister of Lands and Mines to be hereafter termed scalers, who shall return to the Minister of Lands and Mines the quantity cut under this license. The scaler and his assistants are to be boarded and lodged at the expense of the said licensee, and should such licensee refuse to board and lodge such scaler and assistant, he or they to report the same to the Minister of Lands and Mines, who may thereupon take such means as he sees fit to provide the said scaler and his assistants with board and lodgings, and the expense thereof shall be paid by the licensee, and shall, until paid, remain a charge and lieu upon all lumber so cut under this license.

The Exact Locality of the Cutting.

All licensees shall, when required, furnish through themselves their agents and foremen, to such agent or agents as the Minister of Lands and Mines may appoint for that purpose, and at such time and place as such agent or agents may require, satisfactory proof, under oath, as to the exact locality where all the saw logs timber trees and other lumber, as provided by this license, in his or their possession, were cut with the mark or marks thereof giving the number of pieces and description of saw logs, timber, trees and other lumber, cut by themselves and others to their knowledge, upon each of the timber berths held or occupied by him or them respectively designating what quantity, if any has been cut on other lands. All applications for license on vacant Crown Lands shall be made by petition and no petition shall be for more than ten or less than two square miles. One application may be sent in for the same ground.

Until stumpage is paid all logs or any lumber cut within the limits of any license shall remain the property of the Crown which shall have the right to seize and sell the same at public auction for non-payment.

All sums due on stumpage shall be paid to the Provincial Treasurer before the first of August next, after the date on which the cutting is made.

No sound buttressed spruce or pine tree shall be cut down by any Licensee smaller than twelve inches in diameter inside the bark; all trees to be cut down at the swell of the roots, with a maximum height not exceeding sixteen inches from the ground; fir nine inch diameter

on the stump with the same restrictions. All lumber to be taken out of the log up to a six inch top for fir; spruce seam, excepting a heavy bushy top, when seven inches is allowed; pine seven inch top. A penalty of \$7.50 per M. will be charged on all lumber left in the woods cut in contravention to this regulation.

To Guard Against Speculation.

As a protection to the Government against lands being held under License for speculative purposes and not operated on, all Licensees shall make such operation annually on the lands held by them under License as may be deemed reasonable to the Minister of Lands and Mines, and the Minister of Lands and Mines shall have the power to call any Licensee to cut an amount equal to at least ten M. superficial feet of lumber for each square mile of licensed land held by him, and may require that such operation or cut shall be made on such blocks of timber lands held by the Licensee as the Minister of Lands and Mines may determine or direct. Should the Licensee prefer to pay the stumpage that would be due on such quantity of lumber a 10 M. superficial feet per mile, instead of making the required operation of cut, he shall have the right to do so in any year, on his notifying the Minister of Lands and Mines to that effect, and



Hon. E. A. Smith, Fredericton, N.B.
Minister of Lands and Mines

obtaining his consent thereto; and such charge in lieu of stumpage shall be payable on or before the first day of August. On failure of the Licensee to comply with any of the foregoing conditions the Licenses shall be forfeited and the berths held by them shall become vacant, and be open for application by any other person.

If the Licensee has any objection to the scale of the Government Scaler such objection must be made known before the lumber in question leaves the brow or landing, so that the objection may be investigated before the logs or lumber are driven; otherwise no subsequent claim for overcharge of stumpage can be entertained by the Government.

The Right to Annul Renewal.

Licensees who have paid their stumpage dues in full and have fully complied with all the conditions of their licenses, on or before the first day of August in each year, shall be entitled to annual renewals for such parts of the ground held by them as may at the first day of July in each year be vacant and unapplied for, on payment of the mileage thereon at the rate of eight dollars (\$8.00) per square mile, payable on or before the first day of August in each year. That no renewal on licenses shall be received unless all stumpage dues have been fully paid as before provided; also provided, that no license shall be reckoned at less than two square miles.

In cutting sleepers or railway ties, the operator must put some

distinguishing mark on each sleeper or tie, and such marks so used shall be furnished to the Deputy Minister of Lands and Mines in each year, before the operation is commenced, otherwise any sleepers or ties cut by the operator shall be subject to double stumpage.

Any person indebted to the Crown Land Department for any sums as stumpage dues shall be debarred from making any application for a timber license from bidding on the sale of any timber license or from having any timber license issued to him by transfer or otherwise.

The saw will be used in felling trees and in cutting them into log lengths. If any logs are cut down with an axe their length for scaling shall be from point to point of scarf, being the extreme length of the log. Six inches above will be the maximum allowance for trimming, but if exceeded the scaler will include in his scale the next foot above in length. A penalty of \$7.50 per M. will be charged on spruce and pine used as skids in the building of roads, bridges, etc., where other species are available, also all lodged trees left in the woods. The lower limbs of every fallen tree shall be lopped off so that the top will lie flat on the ground to rot.

No portable saw-mill will be set up on Crown Land without first obtaining a license from the Crown Lands Department.

The licensee shall have the right to cut and carry away all merchantable lumber upon lots that may have been surveyed within the

tomers? That is where the practical service proposition comes in. The first question that suggests itself to the lumber merchant is what he must do to place himself in a position to render this type of service to his trade.

A Service Department is the first essential, either a special room, or an office corner suitable for the purpose. What a Service Department should include is described in detail in a pamphlet issued by The National Lumber Manufacturers Association. It shows models of granaries, implement sheds, hog houses, poultry houses, dairy houses, corn cribs, barns and things of that character. A model of a building gives a quicker conception than plans to the average layman; but of course this work should be supplemented by plans and other detailed information, which is covered very comprehensively in specific literature by the very best experts obtainable. All of this information should be available to the public through the retail lumber dealer; it constitutes a real service that people are looking for.

The service idea, however, should not stop here. The right selection of woods for both the interior and exterior of homes is one detail that your Service Department takes care of; but the wood for furnish must be painted or finished.

Lumber for the exterior of all types of buildings should not only be painted as a matter of protection, but painted properly. As an example, take pine and cypress. You have probably known of many instances where first class paint has been used on these woods with most unsatisfactory results. Naturally the same paint used on other woods satisfactorily leads to the conclusion that these particular woods are difficult to paint.

This impression is entirely erroneous. The whole secret of success lies in properly thinning the first coat; therefore it is desirable that such information reach the consumer through you. A simple matter to be sure, but it helps make satisfied customers.

A Splendid Source of Profit.

One of the best sources of profit in the lumber business we are told, is the furnishing of interior trim and doors; and from the standpoint of attracting the property owner, architect and builder, this is a leading feature of the service idea.

We will assume that through specification or otherwise, you deliver a home builder trim and doors of the highest quality—well milled and seasoned and of selected figure. Presumably you have done your full duty in the light of past merchandising; but let us see whether this is true or not.

Mr. Home Builder's house is erected (and being an average citizen he is building his one home in a lifetime), but the wood is spoiled or rendered unattractive in the finishing process. Mr. Home Builder is disappointed. His friends and neighbors who inspect the new home are not likely to express much admiration for the very ordinary appearance of the woodwork. The owner's knowledge of woods and finishing being limited, he is naturally disposed to believe you have furnished him wood that is difficult to finish. However, you know that every good commercial wood can be attractively finished if the right specifications for that wood are followed and ordinary care used.

Right here the question suggests itself; Who should have given Mr. Home Builder service on properly finishing his lumber so that it would have been satisfactory to him in the years to come? Naturally, the lumber dealer.

Now let us contrast this with the same woodwork; beautifully finished Mr. Home Builder would have taken pride in his home, and freely expressed his pleasure to others. He would not think so much of the finish used AS OF THE WOOD ITSELF.

What Department Should Include.

A Service Department should therefore include panels of house trim and model doors in all the latest architectural finishes, representing the particular kinds of wood you handle. Thus when you sell a bill of trim and doors you are able to show your customer just how it will look on completed work; give him the proper service on finishing and, as many lumber dealers do, supply the finishing material at an additional profit.

Remember this, that if through co-operation and the service idea you have seen that a more satisfied consumer of wood can be obtained, then you are helping to build up lumber sales and a more profitable business at the same time. In brief, this all works along the line of higher salesmanship that we are hearing so much about in these days and gets away from the price competition idea. The progressive lumber dealer who takes up the service idea is working along the lines of least resistance and for the good will of all concerned.

The handsome fishing schooner Grace & Ruby, which has just been completed for Mr. W. D. Sweeney, in his yard at South End, N. S., was launched recently. The Grace & Ruby is 114 feet over all; 25 beam, 11.2 deep and registers 93 tons. She will be towed to Shelburne to be rigged and fitted with powerful gasoline motor to be ready for the early fall fisheries.



J. W. Brankley

Member of Executive of New Brunswick Lumbermen's Association



James Robinson

Member of Executive of New Brunswick Lumbermen's Association.

boundaries of the license, and that have been applied for under the Labor Act, for the space of one logging season immediately after such application has been "approved" in the Royal Gazette, and should such lot or lots be "approved after the first of December, the licensee shall have one year from the first of August next following to remove such merchantable lumber.

Where the Service Dept. Helps Out

The Progressive Retail Lumber Merchant Who Takes Up the Idea is Working in the Right Direction

Modern merchandising is so fast becoming linked with the word, service, that no dealer can hope for the success which might otherwise be his, unless prepared to give service to his trade. And the man who sells lumber to-day is something more than a mere dealer; he is a merchant. To sell just so much lumber at a price and let it go at that is not the foundation on which a prosperous and profitable business can be built, because competition is too strong a factor in every territory, says D. T. Breinig.

Good lines, well milled and seasoned, and prompt and courteous treatment are expected in every transaction, but the satisfaction which lumber gives an ultimate possessor is what loses or retains the customer's good-will and secures his future business. A practical service on properly finishing the lumber you sell is the final detail to a pleased customer, as good lumber (trim and doors) unless attractively finished, cannot give the same degree of satisfaction they would otherwise. And there is a great deal of fine wood in these days which fails to satisfy simply and solely because it is "butchered" in the finishing process.

The Practical Service Proposition.

Isn't it natural to assume that the man who sells lumber is the one who should see that it meets EVERY requirement of his cus-

Is Ready Roofing Displacing Shingles?

How Production of the Latter is Being Standardized and the Service Extended— Live Business Methods will be Inaugurated

By J. S. Williams, Secretary, Shingle Branch, West Coast Lumbermen's Association

The best answer to the question "Is Ready Roofing Making Progress Against Shingles?" would be the statistics showing the production, by years, of prepared roofing, and of wooden shingles. Unfortunately complete figures are not available for each year, so that finely drawn conclusions are impossible.

However, it is a fact quite well known that there has been a marked growth in the production and consumption of patent or prepared roofing the past ten years, during which time the number of factories producing prepared products has increased over 500 per cent. The actual production has probably increased in that time at a quite similar ratio. The output of shingles during the past ten-year period has fluctuated materially, but the year 1909 was evidently one of the greatest production in the history of the industry. The shingle production in the Province of British Columbia is increasing annually, every year largely increasing the number of mills. The production in Washington is slightly decreasing, apparently because almost all the readily available cedar timber has been logged off; the percentage of cedar found at the highest altitude being less than along the river bottoms and lowlands. The production in the State of Oregon has not changed materially for the past several years.

Millions of Shingles.

	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908
British Columbia . . .	2278	1900	1895	1060	643	778	900	967	866	725
Oregon	464	472	336			271	393	320	294	
Washington . . .	6753	6739	6313			7996	7745	8333	8879	
Balance of United States . . .		3210	1810			3770	3795	4323	5734	
Grand total	12321	10354				12815	13013	13943	15773	

While shingles are also made from Cypress, White Cedar, Redwood and Yellow Pine, their production comparatively is so small as to demand no individual consideration. Shingle production for British Columbia, Washington, and Oregon, represents approximately 85 per cent. of the total shingle production.

The trade enjoyed by the manufacturers of prepared roofings has been justly earned, because their product has been properly merchandized and extensively advertised. It is said that the advertising appropriation of one prepared roofing company alone ranks among the highest single company appropriations for this purpose. They have put up their product in such a manner that it appeals to the user. They have told him just how to lay it; they have given him in the same package with the roofing, nails and cement necessary for proper application.

Assisting and Working with Retailer.

The patent and prepared roofing manufacturers have from the first realized the importance of assisting and working with the retailer in the sale of their product. All types of approved dealer helps have been supplied—backed up by local advertising and offers of liberal profit. They have maintained an interest in their product until it was properly applied on the roof, and some few companies have given liberal written guarantees.

Even backed up by a but fairly good roofing material, such advertising and such merchandizing are bound to produce a largely increased consumption of their patent roofings—especially since they have met with but little opposition on the part of the manufacturer of wooded shingles.

There has been in the past a general inclination to the belief on the part of shingle manufacturers, that because of the superiority of their wooden shingle product over those of the "Rag Roofing" type, that the popularity of the latter would be of but short duration. This belief, however, has been shown to be poorly grounded because of the disregard of the possibility of improving both the form and quality of their prepared product, adding to its worth and service.

Need of Alertness in Marketing Methods.

If the manufacturers of wooden shingles had been one-half as alert in developing and improving their marketing methods—stabilizing their grades—and backing these activities up by a comprehensive ocean to ocean advertising campaign, one-half the patent roofing factories would never have been built. If advertising and merchandizing

efforts are equal in points of cleverness, the better product is bound to have the greater sale. Even the layman knows that the oldest roofs in Canada and the United States are those covered with shingles.

Inherently, long life, serviceability, protection, and beauty, in roofing materials, are to be found most fully in shingles, and when shingles have not given satisfaction it can be traced to some error on the part of man—either in the manufacture, seasoning, or laying of the shingles—rather than to a natural inadaptability of the wood for a shingle roofing product.

There are many places where a shingle should not be used. They are not satisfactory on a flat roof; they should not be used in the congested, commercial district. And no manufacturer or distributor who has the interests of the shingle industry at heart will promote their use in such locations. The consumption of patent roofing used in this manner should not be considered a displacement of wooden shingles, because wooden shingles should not be so employed. The judgment of those who have made an impartial study of roofing materials, how-

B. C. Shingle Output will be the Greatest Ever

By Frank L. Nash, Secretary Shingle Agency of B. C.



Frank L. Nash, Vancouver

While we do not know that prepared roofings are not making some progress against red cedar shingles, we do know that the output of red cedar shingles is increasing annually, and that manufacturers find ready sale for all that they can produce.

The production of British Columbia red cedar shingles in 1916 was 1,900,000 M. In 1917 the production was 2,278,205 M., and we believe that if the manufacturers are able to get sufficient help during the balance of 1918 that the output this year will exceed even that of 1917.

The Shingle Agency of British Columbia have entered upon a very extensive publicity campaign, which no doubt will produce a larger demand for red cedar shingles. This advertising will be carried on in all of the leading farm and other journals of both Eastern and Western

Canada, and will be in the way of an effective educational campaign.

ever, must be that no other material so satisfactorily fills the requirements of roofing for a home, a farm building, a storage shed, or many other familiar types of buildings, as do wooden shingles.

Shingles Can be Prevented from Warping.

Scientific studies, experiments, and investigations have revealed to man a method of making shingles highly fire-resisting. With intelligent care in manufacture, and treatment with certain stains or paints, shingles can be almost completely prevented from warping or curling.

Rust-proof nails will eliminate perhaps the greatest factor against the long life of the shingle roof; because they will hold a shingle securely in place until that shingle's mechanical life is run, fifty years or so hence.

As has been suggested earlier in this article, shingles have not been properly manufactured—have not been properly advertised, but the signs are hopeful; in fact, there is every indication that this trait of the shingle manufacturer that has lain so long dormant will be developed and energized to such an extent that he will soon take his place alongside the manufacturers who have long since found out that not only honesty of manufacture is necessary, but an intensive interest in their product at all times.

The Single Branch, West Coast Lumbermen's Association, has developed a plan that is working out admirably, whereby the shingle production of their members is standardized and inspected. The use of their trademark is granted by the Association to the mill whose

products are found to comply completely with the standard. The Association then nationally advertises the trademark, together with Red Cedar Shingles, as opposed to other types or roofing, gives the dealer a comprehensive selling service, and puts the sale of these trademarked shingles on a sound merchandizing basis.

Extending Co-operation and Sales Assistance.

The results are: First, a product of known quality that will give better service; second, the advertising creates a desire to build with Red Cedar Shingles, greatly increasing their consumption; and third, the retailer is given by the Association their co-operation and sales assistance.

Patent roofing has extensively displaced the wooden shingle—statistics make this self-evident. Whether this displacement will continue is directly up to the stumpage owner, the logger, and manufacturer of red cedar shingles. They hold the solution of this question in their power. It is their problem exclusively, and the amount of displacement will be directly proportionate to their efforts toward an intelligent merchandizing of their product in the fullest meaning of the phrase. Upon whether their effort will be commensurate with the worth of their roofing product lies the entire solution.

Hoo Hoo Annual Meeting Postponed for Year

After consulting the members of the Supreme Nine and House of Ancients regarding the 1918 annual, Snark of the Universe, W. A. Priddie has instructed Secretary-Treasurer, E. D. Tennant to announce that it is the unanimous opinion of the executive boards of the Order that, for patriotic reasons, the 1918 Annual Meeting be postponed, to take place in Chicago Sept. 9-10, 1919.

The reasons that induced the Supreme Nine and House of Ancients to come to this decision were principally that, owing to a large proportion of the members being engaged in the manufacture of lumber, which is an essential win-the-war industry, they should not be asked to take time from their work to attend an annual meeting; also, that the fourth Liberty Loan is due Sept. 28th.

The cost of attending an annual this year would be almost double any previous year and, as the members of the Order of Hoo-Hoo are determined to do their utmost helping the government win the war, they felt it was the patriotic duty of the members to forego the pleasure of meeting their fellow Hoo-Hoo at an annual conclave.

Contained Something of Value to All

"The Canada Lumberman and Woodworker, Toronto, has made its August 1st issue an Annual Number for 1918. The Editor and Publishers are certainly to be congratulated on the attractiveness of the issue and the quantity of interesting and valuable information which it contains. Many annual numbers of trade journals are simply a collection of write-ups of manufacturers catering to some particular trade or reports of a trade convention. This number of the Canada Lumberman, outside of its large advertising section, has a collection of contributed articles among which everyone connected with the lumber industry will find something of value. The cover carries one of the nicest reproductions of a forest view that we have seen in a long time."—The Pulp and Paper Magazine of Canada.

Practical Education in Forest Protection

A Travelling Exhibition Car has been equipped and started on its rounds from Ottawa to Nova Scotia by the Canadian Forestry Association. This car, which forms a unique enterprise in forest protection propaganda, will be equipped with French and English lecturers, motion picture machines, a comfortable lecture room and a series of forestry exhibits, including wireless and telephone sets in operation, model airplane, model nursery and other objects illustrating the same subject. Large banners cover the outside of the coach with strings of flags and a wireless aerial adorns the roof. The car will be hauled from Ottawa to Mattawa, Kipawa and North Bay, and will complete its journey at Halifax, N. S. The Forestry Association is advertising the coming of the car liberally in advance, and it is expected that thousands of visitors, particularly in the smaller settlements and railroad towns in forested areas, will pay it a visit during the next two months.

Rafting Swedish Lumber Across North Sea

According to the British Timber Trades Journal the Rafanüt Aktiebolaget has been formed in Stockholm to exploit new methods of shipping wood, in view of the anticipated shortage of tonnage after the war. The plan is to raft the lumber across the North Sea, and it is to be specially noted that the company's idea is to facilitate the shipment of sawn goods. Some previous experiments in floating large masses of logs have been successful, but it is thought that no previous attempts have been made to float sawn logs long distances at sea.

Canada's Timber Exports After War

More Old Country Firms Have Something to Say on Vital Question of the Overseas Demand

Regarding the outlook for the lumber trade from Canada to the United Kingdom after the war Londarco, Limited, of London, Eng., say:—

"It seems to us that all conditions are in such a state of uncertainty that it is hopeless to formulate any opinions. In the first place we do not know when the Government control of the trade will be given up, nor what their policy will be meantime. Next, we have no idea what the position in Russia will be. It turns chiefly on that and government control. If Russian shipments of lumber were to come into this market in anything like the pre-war volume, we do not see why the trade with Canada should increase in volume to any great extent; but even then we suppose some increase is probable. This refers to pine and spruce, hardwoods ought in any case to show a marked increase in quantity over pre-war days. What will happen in the case of furniture (bentwood chairs, dowels, etc.; washboards and so on depends on the Government policy as to protecting home industries, but the protection seems impending and must diminish imports, even from the beginning. What will certainly be wanted in large quantities from Canada is Plywood, especially birch and maple. We have a special department for that and are making arrangements to buy as soon as it is possible. Shall be glad to hear from plywood factories in your country"

What Colonial Preference Will Do.

Edmiston & Mitchells, of Glasgow, have the following opinion on the prospects:

"To intelligently anticipate what is likely to happen as a result of the war or how the situation in relation to imports of timber from Canada may be affected is next to impossible until many things at present obscure are cleared up. What must prove an important factor is the attitude this Country will adopt in relation to imports, whether, in fact, the old conditions are to continue or a scheme of protection evolved. Free trade has for a so long been identified with this Country that it is no easy matter to disturb the conviction of those—and they are many—who believe the great prosperity we have enjoyed since its inception is due to it and it alone: but there is a growing belief that this may possibly be a popular fallacy. Apart from whether it is or not, there can be no question one result of the war will be that the views of those advocating the necessity of adopting a Colonial preference policy will meet with sympathetic consideration, even from those who, a few years ago, would have unhesitatingly condemned any form of protection.

"The feeling we should say in the timber import trade is pretty well unanimous in favor of Canada receiving preferential treatment enabling them to compete on more favorable terms than they can at present (owing to higher transportation charges) with the North of Europe Countries, hitherto the chief sources of supply to this Country. If nothing is done in this direction, then Canada must once more face the old opposition from Sweden and adjacent Countries so far at all events as Spruce and Norway Pine are concerned. In the case of White Pine, Canada has to meet the competition of Siberia which is the only Country to seriously challenge the supremacy of that popular Colonial product, but in this case the transportation charges are at least as heavy. You ask what we might suggest in the direction of fostering Imperial relations and you will gather our view is, that it is largely a political question and that Colonial preference is of vital importance towards the development of Canadian exports to this Country. Nothing your Government can do towards the accomplishment of this object should be lost sight of, as on its success largely depends the great expansion in trading between your Country and ours which would as a consequence inevitably follow."

Are Installing Kendall Gang Circulars

The William Hamilton Company, Ltd., Peterboro, Ont., for over sixty years manufacturers of High Grade Saw Mill, Pulp Mill and Hydraulic Machinery, report business very good, being especially busy at the present time. While the call for new Sawmill Machinery is not so brisk as before the war, nevertheless a good deal of business is still offering. They have just shipped one of the latest designs of Kendall Gang Circulars to take 12 inch cants, up to Messrs. Lauder, Spears & Howland at Pakesley, Ont., and are at present working on another of these machines to take 36 inch Saws for The Davison Lumber & Manufacturing Company at Bridgewater, N. S. Both these machines are the last word in Kendall Gang Construction, and as the firm have been manufacturing these machines for over thirteen years now, they are most enthusiastic over what they can do and will do.

SAWDUST As an Emergency Raw Material for Papermaking

By James Strachan, Chemist to the Donside Paper Co., Ltd., Aberdeen, Scotland.

Sawdust and wood shavings, as paper-making materials, were first used in this country in the year 1801 by Matthias Koops, at Neckinger Mill, Bermondsey. This paper was the first sheet made from wood and contained none other fibrous material. The pulp was prepared by digestion of the wood in weak alkaline liquors, heated at atmospheric pressure only, followed by the old-fashioned methods of slow disintegration in the stamp-mill and hollander. This was the first successful attempt, on a practical scale, to isolate the cellulose from wood or papermaking purposes. The resulting paper was yellow in colour, but even after 117 years a sample of the same compares very creditably with many of the freak productions displayed by discoverers of new raw materials in modern times. A microscopic examination of this paper made by Koops shows that more than one-half of the wood pulp was in the form of fairly pure cellulose, and the remainder of more or less lignified tissues, so that, under the microscope, it presents the appearance of a mixture of mechanical wood with bleached soda-pulp.

In the early days of mechanical pulp, considerable quantities of "wood-meal" were imported for papermaking purposes from Norway, but the grinding of wood-waste into "meal" and "flour" soon gave way to Voelter's process of wet-grinding logs against a revolving grindstone, whereby greater length of fibre was retained and increased production. Voelter's first patent was taken out in 1858, but it was some ten years later before the wet-grinding process began to attract the attention of the papermaker in this country.

The First Cellulose from Wood.

The first attempt to make a pure cellulose from wood in England was carried out by Burgess in 1851. He made good pulp by boiling the wood with caustic soda and bleaching the soda-pulp, but failed to win the favor of the English papermaker. Burgess took his patent to America in 1854, from which date commenced the successful manufacture of soda-pulp in that continent. About sixteen years later the manufacture of cellulose from wood by the soda process was commenced on a practical scale in this country by Sinclair's process. In 1871 William Clapperton described this process, including experiments done with sawdust and wood-shavings. The latter materials were rejected in favor of wood-chips; the sawdust yielded too short a fibre and the shavings were too bulky for filling the boiler.

Since the successful introduction of mechanical wood and wood cellulose during the last quarter of the nineteenth century in this country the utilization of small wood-waste as a papermaking material has been proved to be an unprofitable proceeding.

A limited amount of sawdust was ground up into "flour" and "meal," which are in reality finer sawdust, for the manufacture of linoleum and absorbents. The bulk of the wood flour used for these purposes was, however, imported from the Continent, where the old-fashioned stone mills had been largely displaced by specially-designed steel roller mills yielding a large output of a non-fibrous nature. The main object in the production of an absorbent flour from wood is the chopping up of the fibre bundles as much as possible; exactly the reverse of that required for papermaking purposes.

Within recent years sawdust has been used in Germany for paper-making purposes, but only to a very limited extent. The chief use of this material in that direction was as an addition to the furnish in the manufacture of strawboards for the purpose of opening out or "freeing" the wet stock. In this case the sawdust was boiled with very dilute alkaline liquors and disintegrated mechanically.

The Possibilities of Wood Waste.

With this knowledge of the history of sawdust as a papermaking material before us, the question arose as to the possibility of using wood waste as an emergency material for eking out the limited supplies of fibrous stock in war time. Experiments in the laboratory soon demonstrated that the coarse sawdust from our home saw-mills could be made to yield a valuable product which was more than a mere filler. The grains of sawdust measure from 1 to 6 millimetres in length, the latter being about twice the length of the average wood tracheid or fibre. A photo-micrograph of such sawdust looks like so much firewood, so much so in fact, that a child of four years, before whom the photograph was placed, described it aptly as a picture of "sticks."

The experiments of Koops were easily repeated in the laboratory, and paper made on a scale from sawdust alone, but the economical production of fibrous material in large quantities from sawdust was another question. Koops' days were the days of hand-made paper, when a ton of material went a long way, but our problem was to

produce the material in sufficient quantity to help the production of modern fast-running news machines.

In this matter Mr. F. E. R. Becker's wide knowledge of practical methods in pulp manufacture enabled him to decide, and under his personal direction practical experiments on a large scale were carried out in the Donside Paper Mills with a considerable degree of success.

The experiments have been conducted on these lines:—

1. The disintegration of sawdust in stone mills, formerly used for the manufacture of wood flour.
2. Wet grinding of sawdust in stone-filled refiners, as used in mechanical mills for reducing chips and screenings.
3. The production of brown pulp by boiling the sawdust in dilute alkali under pressure, followed by mechanical disintegration.

In the first method the best results were attained by grinding the "green" sawdust as received from the saw mills on sandstone. The sawdust in this condition contains about 30 per cent. of moisture, and produces "saw pulp" composed of fibres and fibre bundles 1 to 2 millimetres in length. During the grinding a portion of the moisture is driven off as steam, and there is no dust as in wood flour grinding. The ground saw pulp is finally sieved to remove coarse particles of wood.

How the Process Works Out.

In the second process the sawdust is sieved through a coarse mesh to remove large pieces of wood and bark, mixed with warm water to about 1 per cent. consistency, and run by gravity through a stone-filled refiner. The refiners used were constructed by Boving and Co., of London, and are exactly the same in construction as those supplied by that firm to wood pulp mills. This method of grinding is best adapted to the disintegration of soft white-wood sawdust, yielding a finer product. The pulp is finally passed through a system of strainers where the coarse particles are removed, and thence to a concentrator. The coarse pulp retained by the strainers is returned to the refining system for re-grinding.

In the third method, for the production of brown pulp suitable for the manufacture of coarse brown paper and boards, inferior grades of sawdust from resinous woods are boiled at 40 lbs. per square inch steam pressure with liquid containing 10 per cent. of lime and 1 to 2 per cent. of soda ash calculated on the weight of the sawdust. The boiled sawdust is then easily reduced in the edge-runner to a fibrous pulp suitable for the purposes indicated above. The time of boiling depends upon the circulation of liquor in the boiler. Good results have been obtained in a stationary boiler fitted with external means of circulation on Boving's system, but the rotary boiler would probably be found more convenient in most cases.

The sawdust from the home saw-mills is very much mixed in character, containing both non-resinous white woods and resinous woods. The saw-mills find it impossible to separate spruce and white-woods from more resinous species. This is the chief difficulty in producing white saw pulp suitable for a "news" furnish, but by careful selection of the sawdust from localities where the white woods predominate good results have been obtained.

Saw Pulp Worked Very Free.

During a trial run superintended by Mr. Becker, and at which Mr. G. R. Hall Caine, Deputy Paper Controller, was present, "news" paper was made from a furnish containing 30 per cent. sulphite, 35 per cent. waste paper, and 35 per cent. saw pulp, which ran well on the machine and was not inferior in strength to "news" made without the latter material. The saw pulp worked very free, and on this account it is advisable to work waste papers into the furnish.

We do not claim that it is possible even at the present time to make paper from sawdust alone as Koops did, nor that it produces a superior paper. We are convinced, however, that as an emergency raw material the use of saw pulp will effect an important saving in National economy at the present time. In America, where larger quantities of white-wood sawdust are available, there should be no difficulty in commencing the production of saw pulp on a large scale. Meanwhile we are steadily increasing our output of this material, and continuing experiments on a large scale towards overcoming the various difficulties presented by the mixed woods of our home woodlands and discovering the most economical methods of dealing with them.

Portable Houses for Railway Laborers

The Michigan Central Railway Company are making arrangements for the erection of a number of movable dwellings on their property in St. Thomas, Ont., for the use of their laborers, who have previously been housed in freight and passenger cars. Permits for the new buildings were issued by City Engineer Ferguson recently. It is estimated that the structures, which will be one-storey affairs, will cost about \$300 each, and about one dozen will be built to start with.

"The Best Ever" was Bathurst Picnic

The big picnic of the employees of the Bathurst Lumber Co., of Bathurst, N. B., was held on Saturday, August 10, and was attended by more than five thousand happy people all of whom joined heartily in the festivities. The various athletic events were closely contested and aroused lively interest while the proceedings of the day were characterized with unity, happiness and sociability that will long be remembered.

For several weeks large and energetic committees of the Company's employees had been laying plans and making preparations, and as the day approached all interested were hoping for favorable weather. In the early morning the prospects of the fine day were none too bright; dark, heavy clouds obscured the sky and the picnickers felt rain in the air. The plans already made did not hesitate for that, however, and the ideal weather conditions which later in the day attended the picnic justified the optimism of the workers and contributed to the success of their efforts.

The extremely thorough and complete organization of every part of the day's occurrences was the wonder and the admiration of all. From eight o'clock in the morning when the first boats left the West Bathurst and Pulp Mill wharves, until the last dance long after dark every detail moved at just the time and in just the way it had been designed to do. There was no rush or excitement either, but everything was conducted or seemed to conduct itself in a most orderly, methodical manner.

The two Company tug boats the Betty D and the Nepisiguit were gay with flags and decorations, and transported the bulk of the employees to the picnic grounds. The Betty D. with large scows



Part of the crowd on the way to the picnic grounds

on either side on which seats and railings had been constructed, carried the people who gathered at the pulp mill wharf, while the Nepisiguit, similarly equipped, accommodated the people from West Bathurst.

The boats landed their loads of excursionists at Alston Pt., where a large lighter had been beached to serve as a pier. Gangways led from it to the sandy beach and it was the work of only a few minutes for them to disembark their hundreds of passengers, so perfect were the arrangements. At the picnic grounds nothing seemed to have been forgotten in the way of completeness of detail. Large signs erected here and there directed the crowds to the different points of interest. Even the places where horses were to be tied automobiles parked and the roads leading in and out of the grounds bore huge placards directing the way, and the result was that no confusion or accident marred the day's proceedings.

The ladies of the Red Cross had been provided with a number of booths near the centre of the grounds, bearing the title "Red Cross Alley." Here in becoming costume the ladies held forth all day with such attractions as "Swat the Kaiser," Cane Toss, Fish Ponds, Wheel of Fortune and Fortune telling, cigarette and tobacco booths. These attractions were rushed all day until late in the afternoon when most of their supplies were exhausted and realized for the Red Cross the handsome sum of \$785.00. All their supplies were given to them by the Bathurst Lumber Co., and even their booths were constructed by the same agency.

Mr. and Mrs. Angus McLean headed the Reception committee, which consisted of many of the most prominent employees of the company and their wives, and throughout the day they did their work well, making the great crowds feel at home and keeping the picnic spirit going all the time. The active management of the details of the picnic was in charge of Mr. J. H. Thickens and too much cannot be said in praise of the thorough manner in which he performed his arduous and exacting duties.

The standing of the different mills in the athletic contests resulted as follows, Pulp Mill, 192 pts.; Saw Mills, 132 pts.; Town Office, 39½ pts.

The winner of the largest family prize recorded a family of 17,

nearly all of whom attended the picnic. The winner of the prize for most boys at the front had the proud record of five sons serving the colors.

Just What "Log Run" Means

For the information of members, the July bulletin of the Hardwood Manufacturers' Association of the United States designates what is meant by the term "log run" in the various hardwoods. The bulletin says:

"Log run" means the full run of the log, with all boards included that will cut 50 per cent or better into sound cuttings, walnut and cherry excepted, which woods will allow a minimum of 33 1-3 per cent sound cuttings.

There is no such legal term as "log run, mill culls out." The words "cull" and "mill culls" are out of existence.

Woods.

What Log Run Means.

Ash	No. 3	Common and Better
Basswood	No. 3	Common and Better
Beech	No. 3	Common and Better
Birch	No. 3	Common and Better
Buckeye	No. 3	Common and Better
Butternut	No. 3	Common and Better
Cherry	No. 3	Common and Better
Chestnut	No. 2	Common and Better
Cottonwood	No. 2	Common and Better
Elm—Soft	No. 2	Common and Better
Elm—Rock	No. 2	Common and Better
Gum	No. 2	Common and Better
Hickory and Pecan	No. 3	Common and Better
Maple	No. 2	Common and Better
Maple—Soft	No. 2	Common and Better
Oak—Plain	No. 3	Common and Better
Oak—Quartered	No. 3	Common and Better
Poplar	No. 3	Common and Better
Sycamore—Plain	No. 2	Common and Better
Sycamore—Quartered	No. 3	Common and Better
Walnut	No. 5	Common and Better

"Buy Lumber Now" is Sound Advice

Heed the lesson of last winter's railway congestion, buy your lumber now, and then, above all else, see that it is shipped promptly to its destination. This is the warning to lumber dealers and consumers issued by the National Lumber Manufacturers' Association of Chicago. It is announced that a serious situation threatens if the warning is not promptly taken cognizance of. With the demands that the heavy crops shortly will make upon the railroads of the country, a car shortage is looming in the near future.

In a comparison of the lumber situation of the nation as a whole with that of fuel requirements, it is pointed out that lumber is just as essential to the welfare of communities as the fuel with which homes are heated, or factories operated. Adequate housing requirements make it necessary that dealers shall have upon call sufficiently large stocks of lumber to fill the needs of their respective communities.

At the present time plenty of cars are available. A few weeks hence, it is pointed out, the shortage will be upon the country. The roads will be overburdened with the work of moving the national crops and lumber and other commodities will have little chance.

In this connection the association states that it is just as important that consumers of lumber obtain their supplies as it is that the dealers do this. In fact, according to the statement, it is more important, for the reason if the dealer is short he alone is at a loss financially, while if the consumer is short he is not only at a loss financially, but his condition creates a more serious situation for the community at large.

The association calls attention to the fact that dealers by buying now, when the railroads are clear and transportation is reasonably quick, can replenish stocks in minimum time and with a minimum of cost, with the result that a possible lumber famine will be averted. Because of government price-fixing and also because of the freight rates lumbermen have kept off the market.

Now that the new freight rates have gone into effect, says the association, and more particularly because the intent of the government on price-fixing is fairly well known, there is no good reason why buyers should not come into the market, particularly when the car situation is taken into consideration.

The prettiest launching yet held on the St. Mary's Bay shore since the inauguration of the present shipbuilding boom, took place lately from the yards of the Comeau Shipbuilding Co., at Comeauville, Digby Co. N. S. This splendidly built vessel has not yet been named. She is 446 gross tons.



Model Camp for One Hundred Men

Steam Heating Advocated in Place of Stoves and Ample Accommodation for Wives and Families of Lumberjacks

By Alfred Fitzpatrick, Superintendent of the Reading Camp Association, Toronto

In an article that you were kind enough to publish in your issue of March 1st the writer advocated reform in the housing of frontier laborers. A separate room was urged for single and a cottage or suite for married men. This was attacked by several lumbermen as Utopian and the author of the scheme as a day dreamer.

That the reform is needed, lumbermen themselves admit. In fact the worst criticism of lumber camps that I have heard came from the lips of a lumberman: "They, (the camps) are no fit place for women." It is self evident that any place on land or sea that is unfit for women is equally unfit for men, either from a moral or sanitary point of view.

It is high time that woman should be introduced to all camps and works. A few are there already. There are many occupations in which they can engage such as laundry, clerical and culinary tasks and last, but not least, social and educational duties. The writer knows a lumber company who employs a woman to take charge of the laundry at each of its camps. These positions are so popular that they are contracted for a year ahead.

There is little doubt but that the absence of woman from camp life is the greatest of its evils. After a month or two in camp, and especially after several months men with whom you get well acquainted will confess to a certain indescribable vacuum which for want of a better name they term "bush feeling." Anyone who has lived on the frontier knows exactly what the navy, logger and fisherman mean by the expression "bush feeling." Without reflection on the splendid organization known as the Y.M.C.A., the writer once asked a camp school inspector why he did not stop at the "Y" instead of the hotel when he came to town. He replied: "Too much like the bunk-house. I like to see a woman once in a while."

To remedy this evil the frontiersmen should be encouraged to take their wives and children with them and a teacher should be provided. With very little extra expense a pathoscope could be used and an ideal education easily be given. In small camps the same instructor could teach the children during the day and the grown-ups evenings. What a perfect laboratory of forest and mineral wealth is at hand: Forestry, botany, geology, minerology, agriculture, carpentry, blacksmithing, etc.

Take Whole Family Into the Camp.

It would be vastly more sensible, humane and economical for a lumberman to take the whole family than to take the husband only, leaving the wife to care for a baby, shovel snow and cut ice in the river to water the cow. The cow and wife and baby are all needed at camp, quite as much as the man. Only through the presence of the women and children can the single man as well as the husband be taught the way of life. No amount of preaching or teaching will take their place.

Steam heating should take the place of stoves for several reasons:

1. To lessen the danger from fire. The average bunkhouse is a death trap heated as it is with a red hot stove with all kinds of clothes overhanging and lighted with the aid of the ever present coal oil can.
2. To provide hot water for laundry and bathing facilities. Should the expense be greater than the margin of profit would warrant then let the consumer pay more for the lumber and the country bigger figures to the contractors for limit holders. Better this than that our young men should be demoralized, moral and physical diseases engendered and spread broadcast, and asylums, prisons and poor-houses filled. Not a few mining companies have abolished the bunkhouse, and have introduced steam heating. Why not lumber companies, too?

Lumbermen reply that the temporary nature of the camps does not warrant the expense.

The answer to this is that very many lumber camps are not temporary and warrant a great deal more expense put on them than has been spent in the past. Men should be given a chance to live and work in decency for even one season. One season of eight or nine

months is a comparatively long period in the working life of a man. There are at least 2,000 lumber camps in operation in Canada that last for two or more years. It would be a God-send for even the lumberjacks, who work at these camps, approximately 150,000 men, if they were as decently housed and cared for socially and educationally as they are well fed.

"We Do Not Ask for Palaces, But —"

Lumbermen and contractors have long realized the benefit of wholesome food, and have made commendable efforts in recent years to furnish it in abundance. They have not paid proportionate attention to the housing of their men nor to their education and social uplift. Consequently camps of all kinds have been little more than wayside inns. Jumping has been the rule rather than the exception. The time has come for a change for the better. We do not ask for palaces, but we ask for the Canadian navy, lumberjack, miner and fisherman as good accommodation at least as for the engineers on railway construction. Those who have walked along the right-of-way of a new railway for the first time have often been delighted after battling with muskeg, mud, mosquitoes and black-flies to look up suddenly and see a set of log buildings on high ground with an air of spick and spanness, overlooking ocean, lake or river. A considerable area was cleared about the buildings, a few shade trees were left here and there, and a well planted flag pole with the Union Jack joyfully fluttering to the breeze capped the climax of artistic arrangement.

Your first impression was that the president of the road, the prime minister or other magnate has his fishing lodge here. On enquiry it was a further surprise and pleasure to be told that this was fittingly provided for no one higher up than for the divisional engineer of the road.

There was one building with nearly a dozen sliding windows provided with screens and screen doors. That was the workshop of the divisional engineer and his assistants; over there was a neat little shack with peeled logs containing two rooms, one a large room, a dining and sitting room in one; and a bedroom; also a lean-to, which served the purpose of a kitchen and all this was for one of the engineers and his young wife.

Wouldn't the sun shine a whole lot brighter and Canada be brought a great deal nearer the conditions of the Kingdom of God, and wouldn't the great clash looming up between capital and labor begin to be driven indefinitely back into oblivion if as much were done for the frontier toiler.

The Average Life of Lumber Camp.

One lumberman replied to the writer's appeal for better housing conditions for lumberjacks to the effect that lumbering operations were in the nature of emergency work such as war, and that the men in the advanced posts could not expect good housing. The cases are by no means parallel. There is no such feverish haste to destroy our beautiful forests as to demolish the German army. Besides, steam heat is usually provided for military training camps, which are much less permanent than lumber camps. The average life of a lumber camp is 2½ years. Few if any lumber camps exist for less than one season. In the case of military camps of even two or three months' duration, if the whole camp is not heated with steam they are, at least, provided with jacket heaters and running hot and cold water for washing and shower baths. There is no reason under the sun why every lumber, mining, construction and fishing camp in Canada should not be fitted up with a jacket heater and running hot and cold water. A large tank can be built at little expense in the upstairs or attic of an inexpensive log building. In middle and eastern Canada where ice roads are used for hauling logs, a tank can be filled once a week by the water wagon, or oftener if necessary, without extra expense or inconvenience. The jacket heater will save buying a stove for that particular building, the other end of which could be used for a dining room or for reading and entertainment. Jacket heaters with showers, taps, etc. can be had from \$175.00 to \$200.00, according to the size required. The former would be sufficient for a camp of 100 men. The cost is the merest fraction of the output.

Walking through the Yellow Head Pass I have seen station men

on the right-of-way wheeling their barrows of gravel, clay and muskeg at 3 o'clock in the morning and at 11 o'clock at night to build railroads paralleling each other. Within the short space of seven years I have seen one of these roads in the Pass abandoned and its steel lifted and taken where it would serve a real purpose.

Why Such a Rush to Cut Pine?

Why all the mad haste to cut our beautiful pine? Is it needed? Certainly not, except in the mind of some ambitious lumbermen. One of the biggest operators in New Brunswick three months ago told me that there was pulp wood enough lying along the C. G. R. to keep that railway busy for the next two years.

The reader may think it unbelievable, but it is nevertheless true that not one marketable pine tree can be seen from a train window from ocean to ocean on any of the railways except when passing through the Temagami and Algonquin Park reserves and these are

fits to be derived from the training of the army will be the utilization of this sanitary sense in family and communal-life. Public health and sanitation will be improved and loss of life in battle will be made up by increased vitality and added longevity of those who eventually return to civilian life. I think that among the greatest and most glorious victories of this war you will find numbered the conquest of disease and dirt."

The Efficacy of Frequent Baths.

The soldier who for long, weary hours has patrolled the kitchen and latrine, as well as the sleeping quarters, has learned in a hard school the deadly danger of filth in proximity to humans and their food, when both are exposed to the myriad visits of the house-fly, mosquito and other pests. He has learned, too, the necessity for the isolation of contagious diseases. Reform will begin in the cities, but it will not end there, as the returned soldier will re-enter every walk of life and engage in every occupation known to the frontier as well

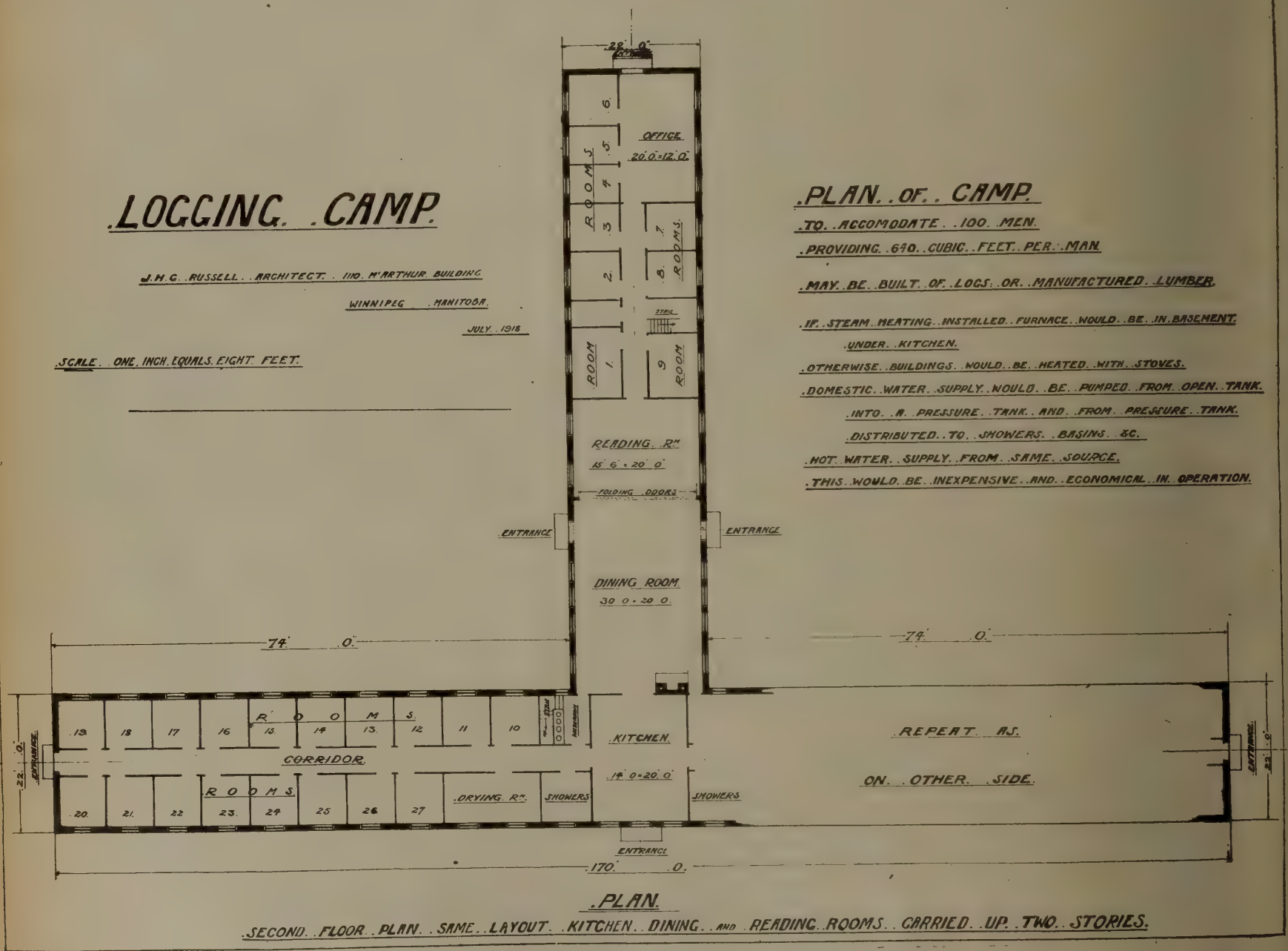
LOGGING CAMP.

J. H. C. RUSSELL, ARCHITECT, 110, M'ARTHUR BUILDING,

WINNIPEG, MANITOBA.

JULY, 1918.

SCALE ONE INCH EQUALS EIGHT FEET.



also being cut and with very little attention to the preservation of the young trees.

The lumbermen referred to who compared the life of a lumberjack to that of a soldier as a reason for neglecting the housing and cleanliness of the men, overlooked the fact that the soldier of the Allies, at least, is a clean man. Our army commanders know the value of the daily bath to the soldier. Every soldier has an opportunity to bathe except when in action. The Belgian army has a travelling bath caravan which was presented by the Wounded Allies Relief Committee. Capt. Abbott, in the May '18 issue of the American Journal of Clinical Medicine writes: "The cleanest man in the world is the well-trained, fully disciplined American soldier." The same may be said of the Canadian soldier, and depend upon it the soldier whose sanitary sense has been developed by the war and who will return to resume navvy work here is not going to submit meekly to the old way of living. In fact, Dr. Abbott emphasizes this point: "One of the bene-

fits to be derived from the training of the army will be the utilization of this sanitary sense in family and communal-life. Public health and sanitation will be improved and loss of life in battle will be made up by increased vitality and added longevity of those who eventually return to civilian life. I think that among the greatest and most glorious victories of this war you will find numbered the conquest of disease and dirt."

as to the city. Now is the time to anticipate the returned soldier, and leave no room for his criticism which he will not be slow to utter if the slightest opportunity is afforded. Moreover, it is good business for an employer to see that his men bathe frequently—once a day if possible. As stated above, employers of frontier labor have in recent years endeavored to furnish their camps with abundance of wholesome food. Few lumbermen, however, asked themselves the equally vital question: "Do these men make the maximum use of this food?" Since a very large percentage of food is excreted through the pores of the body it will be seen at a glance that the ability of men to do their work for any length of time, their peace of mind and consequent steadiness depend to a great extent upon the condition of these pores. Contentment, relief from fatigue, self-respect, health and happiness are promoted by means of baths. Shower baths are the cheaper and are more sanitary unless tub baths are followed with a shower.

The value of bathing in keeping the pores of the skin open may

be illustrated by the following true stories: A woman who was devoted to her dog which, by the way, had very long hair, the kind of a dog that looks like an animated door mat, realizing that the animal had accumulated dirt galore in its woolly folds was told on enquiry that it would take cold if she bathed it. To prevent this she shook corn meal over it and added a little flour in defiance of the food controller. The dog soon after rolled in the snow in search of relief from the unusual sensation. He then went into the house and lay down near the stove. Soon he got up and began panting and moaning in great distress. The owner then sent for the veterinary surgeon who told her that the pores of the dog's skin had been closed by the paste formed by the flour and that the only way she could save the dog would be by shaving it, and doing it quickly. No doubt your readers have heard of the smart Alex students who, wishing to play a practical joke on a farmer, varnished his cow from the tip of her nose to the end of her tail. The poor animal died with little delay.

Employers of frontier labor deserve credit for reform in provisioning camps. They are all reasonable men and jolly good fellows. Food first; now let it be education of an entertaining character; and above all, let this include sanitation.

A motto of the Reading Camp Association has long been: "Close the bar, open the school, moderate the day's labor." The bar is closed. Let us anticipate the unrest of the frontier toiler and attend to the other two.

The Heating and Plumbing Cost.

A reliable firm has furnished the following estimate for the heating and plumbing material for the building for a logging camp, a plan of which is presented in this article.

Heating material complete	\$3,280.00
Labor for installing	700.00
Range Boiler Shower Heads Comp....	160.00
Jacket Heater 100 Gal.	200.00

Splendid Work of Canadian Forestry Corps

In recent months the Canadian Forestry Corps has greatly extended its co-operation in behalf of the Imperial, French and American forces. Practical appreciation of this assistance has been expressed in several letters received from Higher Command of allied forces. In a letter to Sir Edward Kemp, Canadian Overseas Minister, the Right Hon. Lord Weir, Secretary of States for the Royal Air Force, asks for further assistance from the Canadian Forestry Corps in the construction of airdromes in France and England for the R.A.F. He states in his letter that the men of the Canadian Forestry Corps are so well fitted and equipped for this class of work that a great economy of labor is effected by their employment. One company of them, it has been estimated (approximately 170 strong), is equivalent to at least 600 of the ordinary labor obtained in England.

Sir John Hunter, Administrator of Works and Buildings for the Royal Air Force, has written along similar lines to the Officer Commanding the Canadian Forestry Corps. Testimony to the value of the work being done has also been received from the French army commanders, and also from the Comité Inter allie des Bois de Guerre.

Death of Mr. Thos. J. Rutherford

The passing of Thomas Jackson Rutherford, president of Wm. Rutherford & Sons Co., Ltd., Montreal, will be regretted by very many friends in the lumber trade. He had not been feeling well for some weeks, but the state of his health was not viewed with alarm. It was thought that a short rest at his summer home at Trout Lake near Ste. Agathe, P. Q., would result in restoration to this pristine vigor. The end came quite unexpectedly and he expired on August 14th at his summer home from heart failure. A native of Montreal, during the 59 years of his life, the late Mr. Rutherford spent most of his time in Westmount, where his father, the late William Rutherford, moved in the early sixties. Mr. Rutherford attended the Montreal High School. His business career commenced in 1874, with a junior clerkship with Holmes, Rutherford and Co., the lumber firm, which his father established in 1852. Later he became a partner in the firm, now William Rutherford and Sons Co., Ltd., and some twelve years ago, when his father died became president.

From 1878-1888 Mr. Rutherford served in the Victoria Rifles. He was fond of winter sports, and in his younger days, was known as a good snowshoe runner. He played on the old Montreal lacross team, and was also devoted to curling and fishing.

Mr. Rutherford was a member of the Presbyterian Church, and was actively interested in the hospitals of Montreal.

For many years Mr. Rutherford was a member of the Montreal Board of Trade. In 1894, the deceased was married to Amelia Maud Bowman, of Hamilton. He leaves, besides his wife, three sons and one daughter. Two sons, Lieut. Archibald B. Rutherford, M.M., and Sergt. W. K. Rutherford, are at the front. Both sons left their studies at McGill University, when war was declared, to enlist. The

third son, Forest Rutherford, and the only daughter, Gladys Rutherford, are at home.

Mrs. William Rutherford, of Rosemount ave., Westmount, is the mother of Mr. Rutherford. The brothers are: William Andrew and Stewart Rutherford, of Westmount; Forest Rutherford of New York, and Gordon Rutherford, of Amherstburg, Ontario.

Mr. Henry Wise Passes Suddenly

Henry Wise, of St. Catharines, one of the most prominent and progressive retail lumbermen in Ontario died rather suddenly on August 24th, in Rochester, Minn.; where he had gone for special treatment. Mr. Wise had not been in good health for some months but the news of his sudden demise came as a great shock to his many friends in the trade. The deceased who was sixty-three years of age was well liked and well thought of by his associates in the lumber business. He was the owner of some extensive northern timber limits. Of a quiet, retiring disposition, Mr. Wise nevertheless made many warm friends by his kindly manner, sterling worth and high ideals. He always took a deep interest in the development and welfare of St. Catharines and his departure makes a break in the business life of that city.

Two sons and two daughters survive: They are Rev. Andrew Wise, of Toronto; O. Whitney, St. Catharines; Mrs. Charles Edwards, Toronto, and Miss Olive N., of St. Catharines.

Brompton Co. Makes Fine Showing

Net profits of Brompton Pulp and Paper Company, Limited, after payment of all administration charges and bond interest, amounted to \$511,734 in the half-year ended April 30 last. These figures compare with \$986,496 in the full 12 months ended Oct. 31, 1917, with this difference, that in the case of the 1917 figures provision had been made for the business profits tax. The half-year's report represents about a parity with the last statement for a full year. From the \$511,734 net profit for the six months, \$70,000 is charged off for two quarterly dividend payments on the preferred stock. That would leave a net surplus of \$441,734 available for the common stock, or earnings at the rate of 12.6 per cent. on the common.

Try This on Your Competitor

Do you know what is the biggest thing you can do:

For your Town?

For your Customer?

For your Association?

For your Family?

For Yourself?

It is simply to preach and practice the agreeable policy of CO-OPERATION.

Because:

Because if you do your town will grow and flourish.

If you do your customer will cease to expect long and unsound credits and will cease to have to pay for the dead-beats on your books.

If you do your Association will be strengthened in its chief mission and function.

If you do your family will be more adequately provided for and will have a less grouchy, worried, irritable head.

If you do you will be a bigger asset to your community, more popular with your fellow-men and a happier and more prosperous citizen.

Start preaching the gospel of co-operation by calling on your competitor to-day. Show him this magazine. Tell him that you realize that he is your business partner; that the prices he makes and the practices he adopts affect your business just as much as if he dictated them say our business partner.

Tell him: That competition as you have both understood it in the past is destructive; co-operation is constructive. That the only lumber dealers in the country to-day who are making money are those who are CO-OPERATING.

Making Provisions to Haul Wood

Negotiations have been completed by Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines, for Ontario, with the G.T.R. whereby arrangements will be made to haul wood from Algonquin Park which has been cut by the Government and municipalities. The railway company will take immediate steps to put in the sidings at the park.

It is estimated that it will require 3,500 cars to haul the wood. It is expected that the first shipments, which will be for Government order, will reach public institutions of the Province about the middle of September.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wanted—Slabs and Edgings

Three to five cars. Apply Box 764, Canada Lumberman, Toronto, Ont. 15-13

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Ties Wanted

Cedar, Oak or Maple. Two to five cars. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Sawdust Wanted

Four or five cars of ordinary Sawmill Sawdust. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Cedar Wanted

Good Eastern Cedar, suitable for boat building. Peterborough Canoe Company, Ltd., Peterborough, Ontario. 15-2

Wanted

Two or more cars 1 in. Cull Basswood, also Mill Run Basswood. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Wanted

100,000 ft. 1 in. and 2 in. Cull Lumber, White or Red Pine, Spruce and Hemlock. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Birch Wanted

Wanted to purchase 100,000 feet first class Birch, 1 in. x 8 in. in lengths 6, 8 and 9 feet or multiples thereof. Please give full particulars in first letter. Box 775, Canada Lumberman, Toronto, Ont. 16-19

BIRCH AND BASSWOOD WANTED

We will buy large quantities of 1½ and up, No. 2 Common and Better, log run Birch, with none of the best lumber removed. Also No. 2 C. and B. Basswood. Terms cash. P. O. Box No. 1595, Montreal. 14-17

For Sale-Lumber

Railway Ties

Large quantities first class ties.

JOHN J. GARTSHORE,

17-17 Toronto, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11¼ sq. miles.
Berth No. 6 McCraney, 15 sq. miles.
Berth No. 2 Butt, 13¼ sq. miles.

For further particulars apply

BANK OF MONTREAL,

16-19 Hamilton, Ont.

For Sale

Few cars Cedar Poles, 25 to 35 feet.
Car lot Rock Elm Piling, 20 to 40 ft.
Car lot Cedar Squares, 8 x 8 to 12 x 12—8 to 14 ft.

LYNCH & RYAN LUMBER CO.,

14-17 Marmora, Ont.

For Sale-Machinery

Boiler For Sale

With valves and other fittings. Goldie & McCulloch make, 60 in. x 14 ft. Government test gives 115 pounds working pressure.

GUELPH LUMBER COMPANY,

17-17 Guelph, Ont.

Machinery For Sale

Economist Light Planer and Matcher.
24 in. Eclipse Pony Planer.
Jointer, Band Saw.
12 in. 4 side Moulder.
Variety Trim Saw.
Power Feed Rip Saw.
Chain Mortising Machine.
48 in. Invincible 3 Drum Sander.

A. J. LINDSAY,

14-17 90 Pembroke Street, Toronto.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

POSITION AS WOODS FOREMAN for licensed log scaler. 15 years' experience and best of references. Address A. W. Grundy, 40 Brock Crescent, Toronto. 17-18

Position Wanted

By a young married man, 33 years of age, of good address and appearance. Fifteen years' experience as an inspector, wishes to make a change. Best of references. Box 760, Canada Lumberman, Toronto, Ont. 14-18

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

Band Sawyer

Single cut—for mill operating the year round. Prefer one accustomed to both hard and soft woods. Apply, giving references, to Box 781, Canada Lumberman, Toronto, Ont. 17-17

Experienced Woodsman

Position open for experienced man in woods operations, capable of taking full charge of assistants. Must have good judgment in buying. Only those capable of showing results need apply. State full experience and salary wanted. Box 780, Canada Lumberman, 119 Board of Trade, Montreal. 17-17

Mill Foreman

to take charge of mill in Retail Lumber Yard in large city in Central Ontario. Must have a knowledge of woodworking machinery and capable of pricing all classes of mill work. Preference will be given to man having previous experience in similar capacity. Apply, giving references, to Box 782, Canada Lumberman, Toronto, Ont. 17-17

A Well Established Concern

wants a man with knowledge of timber and pulpwood to take charge of extensive lumbering operations in Canada, including several mills. Must be a strong executive who can successfully handle men. Capacity to analyze figures and conditions is essential, as well as ability to form and carry out plans. Mechanical knowledge or experience is desirable. Must be satisfied to live in small town. If you have the knowledge, ability and confidence to handle this job we want to hear from you. Reply in strict confidence, giving full details of qualifications and experience. Apply Box 778, Canada Lumberman, Toronto, Ont.

Business Chances

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc. If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Planing Mill and Sash Factory For Sale

Fully equipped and in a thriving Village. Power driven from an oil burning engine. Must be sold to close up an estate. For particulars apply to McCullough & Button, Barristers, etc., Stouffville, Ont. 17-t.f.

Agency Wanted

Canadian Hardwood lumber firm would take agency to sell American or any other lumber on a commission basis or other. Now doing wholesale and retail business in the east and Montreal, and having good connection with big buyers, also having large yard and proper shed near railways, can give securities. Apply Box 779, Canada Lumberman, Toronto, Ont. 17-17

Jack Pine—Cut to Order

Will contract and cut to order 500 M ft. or more green Jack Pine for shipment this winter. Make offer; 22c rate to Toronto. Box 784, Canada Lumberman, Toronto, Ont. 17-17

FOR SALE—Planing Mill and Retail Lumber Yard, doing \$225,000 annual business. Complete line of machinery. Established 1 years. Customers all A-1. Owner retiring, ill health. This is a bargain for a good business. Write P. O. Box 596, Buffalo, N.Y. 15-18

Wanted

Timber and Pulpwood Lands; any size tracts in Quebec and the Maritime Provinces.

R. R. BRADLEY, Timber Broker.

Box 5, Ottawa, Ont.

Box 1384, St. John, N.B. 16-19

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

P. O. Box 2624,

8-t.f. Montreal, Que.

The Probable Market for Spruce Turpentine.

The turpentine of spruce differs considerably from the ordinary commercial pine turpentine and is not suited to all the same commercial uses. It has been developed, however, that toluol, which is much needed now for the manufacture of explosives, can be readily manufactured from spruce turpentine by subjecting it to the combined action of benzol and aluminum chloride. The other product of this reaction, cumol, may also be used to produce benzoic acid, which has hitherto been produced from toluol. This process was reported by French chemists a year or two ago, and has been checked up through experiments by A. S. Wheeler of the University of North Carolina. The experiments are being carried further in an endeavor to improve the commercial yield. If successful they will probably create an active market for spruce turpentine.

Every Precaution to Check Fires

So far this year there have been few forest fires in the province of Ontario, and those that have occurred have been of a very trifling nature. However, the Department of Lands, Forests and Mines, has taken good care to be prepared. For the purpose of coping with any fires that might break out in the bush country, the department has purchased this year 65 canoes, 100 tents, five portable fire pumps and five boats.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH

138 York St. - Toronto, Ont.

FOR SALE

No. 1 Mill Cull Spruce Cull Jack Pine
 100 M. ft. 1 x 3 200 M. ft. 1 x 4
 100 M. ft. 1 x 4 25 M. ft. 1 x 5 and up
 26 M. ft. 1 x 5 No. 2 Mill Cull W.P.
 100 M. ft. 1 x 6 45 M. ft. 1 x 4 and up
 45 M. ft. 1 x 7 16 M. ft. 1 x 10 and
 10 M. ft. 1 x 9 up
 7 M. ft. 1 x 10 Crating Spruce
 26 M. ft. 1 x 4 and 100 M. ft. 1 x 4 and
 up x 6/9 up

Also Pine and Hemlock Lumber. Crating
 Lumber a Specialty.

JAMES R. SUMMERS

95 King St. East TORONTO

Tea that is all genuine leaf and produces the
 greatest quantity of flavoury satisfying infusion

"SALADA"

Send for samples and prices.
 SALADA TEA CO. TORONTO

Manufacturers of

WIRE For TYING, BUNDLING
 and many other purposes.
 NAILS, etc.

LIDLAW BALE-TIE CO., Ltd.
 HAMILTON, ONT.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
 PRESTON ONT.
 FINE BANK OFFICE, COURT HOUSE & JUDICIAL STORE FITTINGS.
 OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.
 SEND FOR CATALOGUE.

DR. BELL'S**Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free
 to horsemen who give the Wonder a fair
 trial. Guaranteed for Colic, Inflammation
 of the Lungs, Bowels, Kidneys,
 Fevers, Distemper, etc. Send 25c for
 Mailing Package, etc. Agents wanted.
 Write your address plainly. DR. BELL,
 V S., Kingston, Ont.

**CUT YOUR
 SELLING
 COSTS**

Use MacLean
 Daily Reports
 and know where
 the projects are that offer the most profitable
 business. Reduce the percentage
 of wasted time and lost orders by
 concentrating on the most likely opportunities.

Rates and Samples on Request.

MacLEAN DAILY REPORTS, Ltd.
 345 Adelaide Street West, TORONTO

**We offer for Summer
 delivery—**

100 M. 1 in. Basswood, No. 2 & B.
 100 M. 1 in. Soft Elm, No. 2 & B.
 400 M. 1 in. Birch & Maple, No. 2 & B.
 50 M. 5x5, 5x6, and 6x6 Hearts.
 500 M. 2 in. Merchantable Hemlock.
 200 M. Hemlock Squares, 8, 10 and 12,
 10 to 16 ft. long.
 200 M. 1 in. and 2 in. Crating.

**PEDWELL HARDWOOD
 LUMBER CO.**

79 Spadina Ave - TORONTO

**COAL CREEK
 LUMBER CO.**

Port Alberni, B. C.

**FIR TIMBERS
 LUMBER**

We dress from one to four sides up
 to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

R. R. BRADLEY

Forest Engineer
 and Mem. Can. Soc. F. E.

Consulting Forester to The New
 Brunswick Railway Co. Timber
 and Pulpwood Estimates. Forest
 Maps. Advice on the Man-
 agement of Wood Lands. Tim-
 ber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

Also OTTAWA, ONT., P.O. Box No. 5

HORSES**UNION STOCK YARDS
 OF TORONTO, Limited**

'Canada's Greatest Live Stock Market'
 Capital, \$1,500,000. Two Hundred
 Acres. Dundas St. cars to Keele St.,
 West Toronto. Auction Sales every
 Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Union Lumber Co.

Limited

**White Pine
 Jack Pine
 Red Pine
 Spruce**

Spruce, Red and White Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building
 TORONTO, CANADA

PRATT & WHITNEY CO

OF CANADA, LIMITED

SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills
 MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

Head Office and Works, DUNDAS, ONT.

MONTREAL
 Drummond Bldg.

SALES OFFICES:
VANCOUVER

WINNIPEG
 Bank of Hamilton Bldg.

**Spruce, Hemlock, Pine
 and Hardwoods**

Deals, Boards, Timber and Dimension material
 of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have
 every facility for shipping either by rail or water,
 making prompt shipments.

MUSGRAVE & CO., LIMITED

HALIFAX, Nova Scotia

Railway and Track Supplies

For Lumber and Contractors'
 requirements

**Rails, Locomotives, Accessories,
 Cars, Lion Brand Babbitt Metal**

Correspondence solicited

Sessenwein Bros., Montreal

Review of Current Trade Conditions

Ontario

There has during the past month been little change in the lumber situation with the exception that building has picked up considerably in most of the larger centres and certain lines of stock are moving a little more freely with dealers than they have for some time past. The house erecting campaign is being taken up seriously by the several municipalities and is supported by the Ontario Government in the way of loans. Building contractors as well as cities and towns are thus looking forward to renewed activity.

One thing noticeable in the trade is that there has been a softening in western prices. This has been brought about by the rather dull condition of the prairie lumber market and the rather unsatisfactory crop reports in various parts of Manitoba, Alberta and Saskatchewan. Naturally the B. C. mills began to look in large measure for more business in the east and on all No. 1 and 2 common, boards, and shiplap, there has been a considerable drop in quotations. The figures for all clear grades such as is suitable for airplane stock are well maintained. B. C. timber in stock sizes is in pretty fair demand and base prices which formerly were \$29 have dropped to \$24. Not only are prices off, so far as the eastern market is concerned, but it is also reported that there is considerable bidding of one firm against the other in the west. Then to add to the interest of the situation a number of Mountain mills have been nosing around down east hoping that by reason of having a more favorable freight rate, to the extent of some ten cents per hundred, they might be able to cut in on the regular business of the coast firms.

Another feature is that regarding the freight situation. The rate from Vancouver to Toronto last spring was 67c per hundred. This was advanced in March to 71.7 and on the 25th of July by order-in-council to 74c. The latest addition of 5c per hundred makes the prevailing charge 79c. The increases in the last few months total 12c per hundred which, on the average will mean an advance of about \$3 on each thousand feet of lumber shipped. Western firms who have offices in the east, have been doing a record business during the past few weeks, more care loads having been sold than for a long while. How long the present competition in boards and timber will continue is problematic, and just at present the east appears the only outlook for B. C. stocks. Prices, however, have not dropped to such an extent as might be supposed, the reduced figure on some lines being about \$3.

The hardwood market continues firm and there is still a scarcity on certain lines of birch and maple. Implement firms and others are buying heavily and having the timber shipped in green as it is believed that even with the increased cost of carriage, money will be saved by this method as everything portends higher values for hardwoods. In regard to hemlock it looks as if the figure will be \$35 a thousand feet before many months elapse and there is not much stock available. There is a steady demand for hemlock and spruce in retail yards. In spruce crating an active requisition has existed for some time, the figure in western Ontario being from \$33 to \$35. About 50 per cent. of the crating that will be required for the next year has been covered. Most firms have taken precautions which they have never done before as it is felt on all sides that many lines of lumber will be scarce in the spring and by reason of the shortage of supply higher prices will prevail. There is a big demand for slabs owing to the acute coal situation—in fact, mill wood of any and every kind is bringing the very highest figure.

The labor situation has not improved and the recent harvesters' trips to the prairie provinces have carried a number of the floating element who looked after the rough work. This has left a dearth of men in many mill yards. Some plants will finish their season's cut this week and others will not run very far into the fall. The outlook for securing help for the camps is not rosy and the camps will be smaller in number and with fewer men to each than they have been. Many large lumber companies, owing to the conditions governing production, operation and distribution will take out only limited supplies of timber this winter. The cut it is predicted will be from 10 to 25 per cent. less than during the winter of 1917-18 when it is estimated that the showing for that period was not more than 75 per cent. of the previous season. While prices are stiffening and likely to advance, those who are in a position to know declare that they will not go as high as some seem to think. Others take a different view of values owing to the real dearth that is bound to exist in certain woods before this time next year. The statement is made and has not

been refuted that there is less lumber in the mill yards of Ontario to-day—manufacture, woodworking industries and retailers—than there has been at any time since the outbreak of the war.

United States

That the lumber industry will enjoy great prosperity for many years after peace is declared is the opinion recently expressed by a leading authority in the United States who goes on to say:—The total standing timber of the United States is 2,600 billion feet, of which 50 per cent, will only become available at much higher prices because of the difficulty of logging due to adverse location. Probably 20 per cent, will never become available. It is too scattered or located in inaccessible place. The average lumber production of the United States is only 30 billion feet annually—our productive capacity 45 billion feet. The discrepancy is caused by labor shortage and manufacturing conditions. It is improbable that our annual production will increase. Every lumbering district, save that west of the Rocky Mountains, has either reached or passed the peak of production.

Despite reports to the contrary, 1918 will show a falling off in production of at least 5 billion feet. At the same time the necessities of war have caused 10 billion feet to be diverted from normal uses—thus creating a total deficiency of 15 billion feet, or half our annual average production. Given three years of war, we face a deficiency of not less than 45 billion feet. Yet, our population increases and the need for new construction and for repairs to old construction is increasing every day. It is obvious that, if we are to return to normal progress again, this deficiency must be overcome during the post-war period.

There is an active requisition for eastern spruce and the outlook is good. Stocks, especially of boards, are very small and the difficulties in obtaining replenishments caused the dealers to maintain a firm stand and to hold out for higher prices. True, receipts are of good sizes, but almost all is for Government uses. Many shippers are still busy on large orders for South Brooklyn construction work, and there are rumors of other large contracts pending one already having been placed for dormitory construction at Quincy, Mass. New England reports indicate that Canadian spruce producers are shipping all the material possible across the border, this having had the effect at some points of under-mining the Government prices. This competition has not, however, extended farther south or to interior points, as the Canadian mills, as well as those in the Adirondacks, are beset with labor and transportation troubles that prevent them from placing much stock in markets where it is needed.

In the hardwood arena the Government and its contractors continue to absorb most of the higher grade stocks and the railroads are buying whatever of them is left. Strictly commercial business is not so brisk, excepting that the calls from vehicle and furniture manufacturers are larger. Altho the box makers as a general rule are well supplied, having stocked up to capacity earlier in the season in expectation of scarcity or transportation troubles, at some points they continue to absorb the common stocks and at others to buy for future delivery. There is a heavy call especially for timbers and for poplar and a fair demand for oak boards. Prices are firm all around, cars none too plentiful, according to most reports and the labor supply is fair for the time being—until cotton picking season starts, in the case of the southern mills. "Firm as a rock" describes the market at eastern distributing centers. Here plenty of business is in sight, but several large orders from the Government and the Allies have taken so much stock from the market that ability to fill commercial requirements is problematical. Shipments have come along faster lately and orders that were outstanding have been filled whenever possible before new business was taken on. Industrial consumers in the East, including box makers, are well stocked, but are eating into their supplies swiftly as a result of record production, and it is evident that they will be in the market as eager buyers before long. As a rule, there is a good run of business from retailers.

In white pine eastern centers hold small stocks and there are plenty of takers from whatever is offered. Prices adhere strongly to lists and some advances are reported. Business at middle western points is no better than can be expected at this time of year, but indications are that fall trade will be large, all crops, excepting corn, in the northern States looking good and beyond danger, and distributors look for a big demand from farmers for rough lumber for shed and other farm construction if crop expectations are realized. But while retail sales are small at present there is a relatively good



View of Mills in Sarnia.

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commercial demand, low grades being sold and shipped as fast as produced, according to some reports.

The general market in hemlock is dull, restrictions on building etc., having their effects, but these are in keeping with stocks, those offered for commercial use being extremely limited, and some centres expect no increase during the fall. Eastern business has dropped off somewhat, suburban yards in New York, for example, having a supply commensurate with their needs, which are small and below normal. Pittsburgh reports, however, that demand is sufficient to absorb all the hemlock that is likely to come on the market for some time. Generally, factory demand is better than the retail, and in view of the short supplies prices retain a strong tone.

Great Britain

The situation of the Imported Hardwood market shows no signs of any improvement. The arrivals of oak, red gum, sap gum, and poplar for private consumption is practically nil. The great difficulty of obtaining licenses, owing to the scarcity of freight accommodation, is the chief cause of the serious decline in shipments. There is no possible chance of any relief from the present situation until affairs become settled. Meanwhile, values continue high, with an ever-increasing tendency owing to the paucity of supplies.

With regard to the Home-Grown Timber market more progress is now being made with regard to felling and transporting the logs from the country to saw mills. Large tracts of woods and coppices have been felled during the past month, and the home-grown timber trade, especially in pit-props, is very busy.

Awaiting the result of the deliberations of the Controller and the committee of the trade that are assisting him with their practical knowledge, the position of matters generally continues unaltered, but with a waiting expectancy in regard to foreshadowed future conditions.

The published statistics in regard to the import of hardwoods during the last few weeks disclose that a steady declining amount of shipments is coming forward, but whether, now imports are in the hands of the Controller, the same publicity in the arrivals is given as heretofore, is a matter of uncertainty. The only item of importance that has figured in recent lists has been plywood from the States, and this material, presumably for Service work, has been landed in fairly large quantities.

With the import side of the trade under the Controller's com-

mand, the business that is possible is confined to transactions in existing stocks, and is necessarily of restricted character. The value of these remaining supplies still advances, and, more than ever holders are disinclined to part with the same, even at the rates that are current. The problem as to how these stocks, limited as they are, will be dealt with in any rationing scheme that may be evolved is a question that closely interests the trade. So negligible are the stocks, however, that there is a possibility perhaps that they may be entirely ignored in any pending arrangement.

Writing to the "Timber Trades Journal" on "home grown timber" a correspondent who signs himself "Amazed" says: It is always easy to criticize management, but going about the country one cannot fail to be struck with the wasteful methods adopted in forcing up production, and however desirable or necessary this may be, some little regard should be paid to the utility of the output, and, in these days of pressure, also to the avoidance of long railway transit.

I have seen many truckloads of stuff which cannot be called timber—small, crooked material, not large enough for pitprops, but might make peggy sticks or clothes props; but why haul such material to large urban centres, with expensive sawing, congesting of railways, to say nothing of the waste of labour?

Of course if a tree is cut, one must take the little with the big wood, but surely it is a waste of energy to pile up charges against mere brushwood, merely to make telling figures. To the practical mind it would appear the undersized portion should be manipulated. It may be smart to have cut so many millions cubic feet of timber, but some regard should be paid to the use for and the cost of the article produced.

I have been through the famous—woods, where there are Canadian fellers and a German internment camp. It is a sight to make angels weep to see the ruthless destruction and clearing of all growing trees, a large proportion of which will not yield even pitprops. The wickedness and folly is past finding words to express. But the question arises, Who is responsible for such waste of energy? A lot is said as to the scarcity of labour, and the need of men for the Army.

Unless the writer's observations have been singularly unfortunate, it would appear that it would be an advantage to stop such cutting and liberate the men for more useful work, or at any rate there should be more efficient management in selecting trees for cutting—trees that will make merchantable timber, or at least pitprops, as even the best selection of trees will yield a quantity of undersized material hardly suitable for cratewood.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Conditions Are Still Quiet at St. John

Trade in long lumber at St. John during the two weeks just past has been of a very meagre nature. The only material moving to the United States has been portable cut stock which will admit selling at a lower price as it is taken from a poorer class of logs than those sawn by city mills. The prices offered by the American brokers will only leave about \$26.00 on cars St. John, Boston rate. The demand for high priced city cut stock is dead and the outlook none too good. The government orders are not heavy and American mills are able to supply all sizes.

The manufacturers at St. John are making preparation to go back to the woods for logs for the coming year. The question of cost is not talked of, as no one can tell what it will be. The only thing known is that it will be more than a year ago.

Hay, oats, groceries, wages, footwear, dry goods are all higher. Labor is scarcer and more inefficient than before, therefore, there can be only one outcome—higher priced material. It is certainly a serious undertaking but the operator must have faith in the future, which is really all he has to work upon, as present quotations do not warrant going back.

Local business in small petty jobs remains unchanged, and no doubt this repair work will continue until fall when it will cease for the winter season. Lath, shingles, etc., best stocks are selling fairly well on the local market but on the foreign markets are very dead, and cannot be disposed of at profitable prices.

Gratifying Increase in Lumber Trade

Abbreviated in form, and with the usual literary features eliminated, the report of the British Columbia forest department for the year 1917 has just been issued from the office of the minister, Hon. T. D. Pattullo. A note by Chief Forester M. A. Granger explains that the abbreviated form of the report and the absence of the

literary features is due to heavy enlistment among the staff, and the pressure of current work, especially in connection with the speeding up of aeroplane spruce production.

The charts and tables embodied in the report, however, show a very satisfactory increase in the extent and value of the lumber industry. The total quantity of timber scaled in 1917 came to 1,647,275,000 feet board measure, as against a production of 1,161,750,000 in the previous year. The value, including transportation within the province, came to \$48,300,469, as compared with \$35,528,000 in 1916, and \$29,150,000 in 1915. An increase of roughly 40 per cent. in the extent and value of the lumber trade is thus shown.

The total revenue from the forests collected in 1917 was \$2,338,333, being an increase of 332,398 over the revenue for 1916.

Damage from forest fires was considerably heavier in 1917 than in 1916, the total loss in 1917 being \$291,457, as compared with \$75,875 in 1916. However, 1917 did not nearly touch the loss of some previous years, notably in 1914, when the loss was valued at \$436,532, or 1912, when it totalled \$313,273.

The railways are listed as being the most frequent causes of forest fires, no fewer than 335 fires being traced to that cause last year. Campers are the next known prolific cause of fires, 209 outbreaks having been traced to that source. In all there were 986 forest fires reported in 1917, most of them being extinguished before any great damage resulted. A sum of \$88,243 was spent in fighting fires of which \$52,906 was spent in the Nelson district. Of the \$291,458 damage caused by forest fires last year, only \$129,124 was damage to forests. The remainder was damage to forest products in course of manufacture, to buildings, railway and camp equipment.

Eastern Outlook for Labor Not Good.

Eastern Maine lumbermen are considerably concerned over the labor situation for the coming season, especially those who are not engaged in war contracts or sub-contracts. The United States em-



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ST. JOHN, N. B.

ployment service, which is taking over the labor supply of the country, is looking out for war industries first, and it looks now as if industries not directly connected with the war will be very short of workers during the coming winter. For this reason, the lumbermen are considering sending a delegation to Washington and putting up to the authorities the needs of the lumber industry in this state. They will say, among other things, that the state of Maine, is largely dependent upon the lumber industry for prosperity and unless this industry has sufficient workers, Maine will lag behind in its taxes, purchases of Liberty bonds and subscriptions to all war work.

Private employment agencies can no longer be depended on for labor, as the government has indicated that their work is to be taken over by Federal agencies. The lumberman cannot go to Boston himself to recruit labor without securing the permission of the Boston representative of the U. S. Employment service, who may refuse permission if war industries are seeking men in Boston at the same time. So there seems to be nothing for the lumbermen to do but to appeal to Washington to change conditions.

The Pulpwood Resources of the Dominion.

The following is the latest semi-official estimate of the pulpwood resources of Canada, but it should be remembered that a considerable portion of the quantities named are so far removed from transportation as not to represent commercial possibilities at present:

	Cords	
Nova Scotia	30,000,000	spruce and balsam.
New Brunswick	33,000,000	spruce and balsam.
Quebec	300,000,000	spruce and balsam.
Ontario	200,000,000	spruce and balsam.
<hr/>		
Total for Eastern Canada	563,000,000	cords.
Prairie provinces	85,000,000	spruce and balsam.
Prairie provinces	100,000,000	poplar.
British Columbia	285,370,000	Sitka spruce western hemlock, balsam, cottonwood.

Total for Western Canada 470,370,000 cords.

Total for all Canada 1,033,370,000 cords.

Seeking New Outlets For Lumber Trade

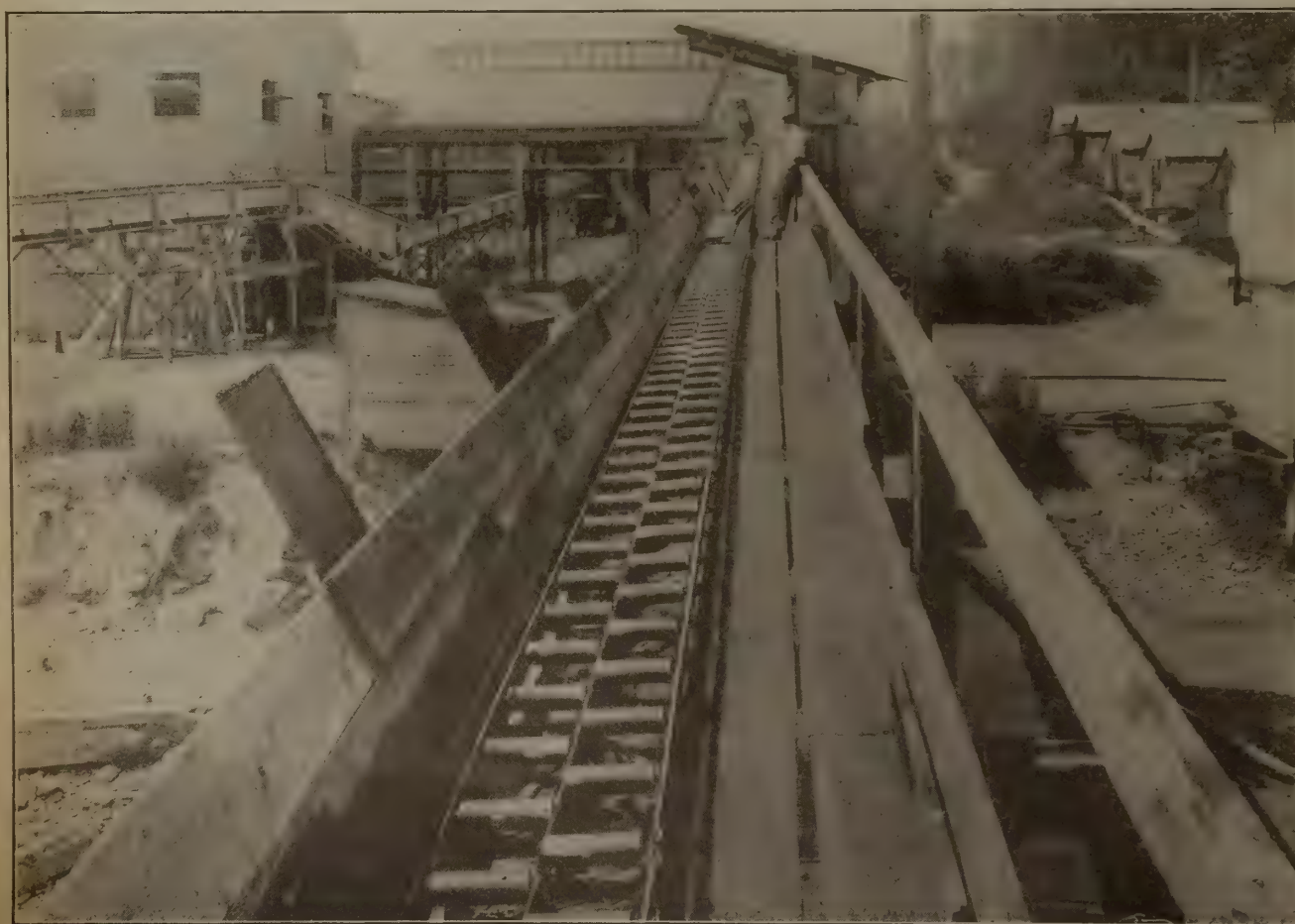
The closing of the European markets has naturally led the lumber operators in this vicinity of Parrsboro, N.S., to seek new outlets for their trade. One cargo was recently shipped from this port for the Canary Islands, another cargo goes to the Cape Verde Islands and several vessels have loaded in this vicinity for South Africa. These cargoes have all consisted of spruce with in some cases, a small quantity of hemlock. A few cargoes of spruce and hemlock lumber are being exported to the United States, with an occasional small schooner load of hardwood. Some hardwood is still being shipped by rail. Two more cargoes of spruce from the Pacific Coast have just arrived here. The spans that are brought here by rail are distributed by water to the various shipyards along the Nova Scotia coast, except, of course, such as are required here.

The Housing Problem Will Be Studied

It is practically certain that some attention will shortly be given by the Reconstruction Committee of the Dominion Cabinet to the housing problem in Canada. The steady and continuous growth in the cost of building material and labor has to a large extent stopped the construction of dwellings by private owners, and in the cities and communities where large numbers of people are engaged in the making of munitions the shortage of houses is becoming a serious matter.

In considering this question attention is also likely to be given to the problem as it affects agricultural production. The inability of farmers to secure labor is often due to the lack of housing facilities for laboring men and their families. In Great Britain a Government organization provides plans of standard types of houses for dwellers both in the cities and the country, and it is altogether likely that some plan of this kind will have to be undertaken in Canada.

Some time ago the Commission of Conservation recommended co-operation between the Federal and Provincial Governments and the municipalities in dealing with the housing problem. More recently the Ontario Government has announced its intention of loaning two million dollars through the municipalities to people who desire to construct small dwellings, and the plan has been well received. It is believed here that the other Provinces are likely to take similar action and that the Dominion Government will in some way lend its assistance.



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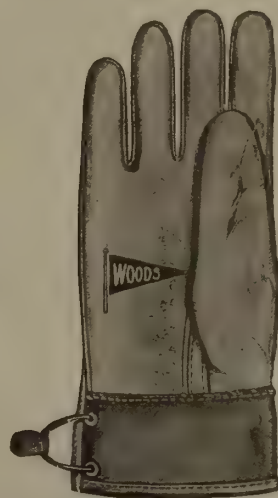
Black and Fancy Pure Wool Mackinaw Coats, with high seven-inch collar, close fitting, with tab at throat. Sizes 36 to 46.

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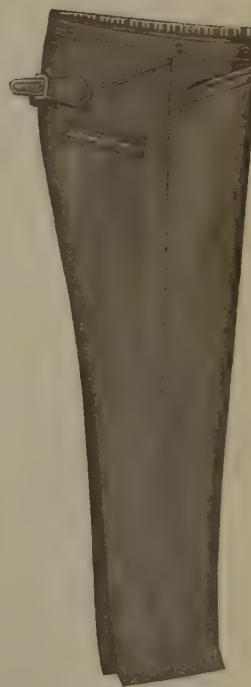


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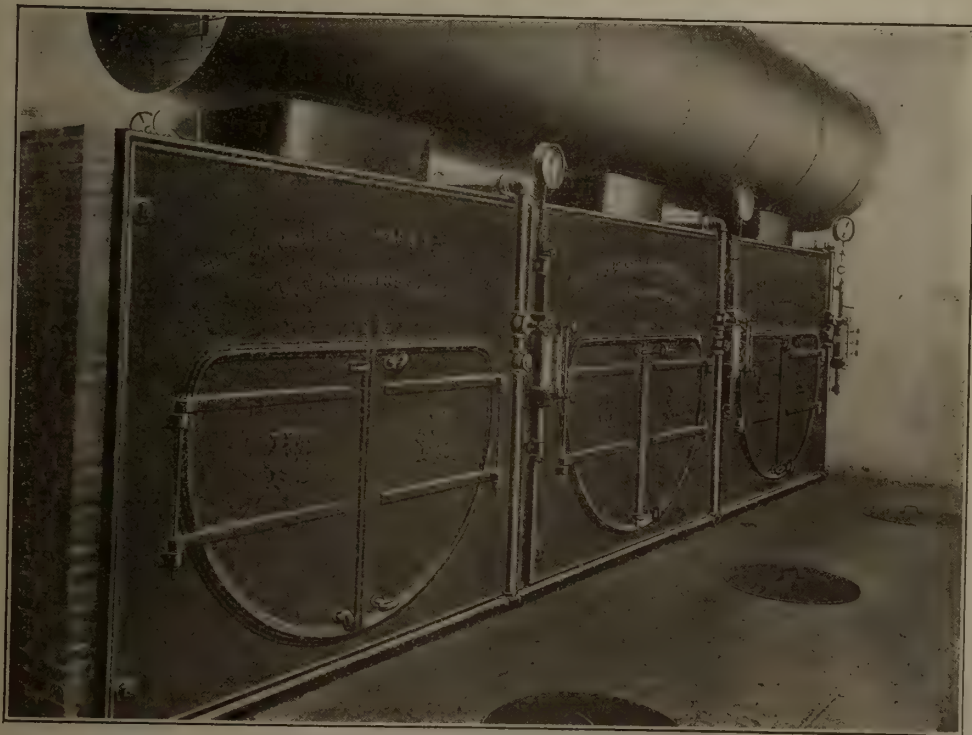
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New Machine for Track Laying

A large percentage of the cost of laying new track "end on"—that is, where there is not an adjacent parallel track—is incurred in getting the ties and rails up ahead for laying down. The sole purpose of a tracklaying machine is to facilitate the handling of these materials, or to constantly bring them by mechanical means to a point within convenient reach of the men who assemble the parts; for each pair of rails laid removes the repetition of that operation a length farther on from any stationary source of supply in rear. The idea in machine work, therefore, is to carry the materials along as the work advances and keep a stream of ties and rails moving ahead to the end of the last rail laid. Likewise, in taking up and loading a single track, it is equally advantageous if some means can be employed to load the materials as fast as the rails are lifted, panel by panel, from the ties.

In extensive lumbering operations these days railroads are the usual means of transporting the logs to the mill, rather than by floating them down streams or by rafting and tugging them with steamboats, as was done so largely a generation ago. In lumber manufacture, therefore, a large mileage of railroad is all the while being built, to be again pulled up as soon as the woods become logged off. As the track forces on these logging railroads are usually small, the machine laying of track is peculiarly economical and expeditious.

We here illustrate and describe a tracklaying machine devised by Mr. W. R. Bell that is being used extensively on logging railroads



The live conveyor chains for delivery of ties.

in the South, for laying or taking up track, either main, spur or side track. It is manufactured and marketed by the Bell Railway Construction Car Co., of Georgiana, Ala., and is adaptable to the work of laying standard common-carrier railroad track as well as that of logging roads.

In taking up and loading track the reverse operation is worked with the machine. The rails on each side are pulled up by drum and cable, guided by one man to pass over a roller to place on the bunks—there is no hand lifting. The ties are lifted up to the droop and sent ahead over the chain roll to be stacked on the machine by two men.

In laying track the spiking crew works behind the locomotive,

bridle gauges being applied to hold the rails in place as the engine and machine go over them. The car rounds curves by the flexible joints in each of the five sections, making, as it were, 5 flat cars rounding a curve.

The company has discontinued making these cars of steel, it being now too expensive, in the first place, and not necessary. An oak and pine-built car will last practically as long as a steel car. The three sizes above named cover any condition in laying track, or taking up track. In a mountainous country the 3-section machine is used; in a hilly country the 4-section, but in level lands the large capacity is most desirable. The three-section car, made of wood, weighs 11 tons; the four section car, 13 tons, and the five-section car, 15 tons.

As to speed of operation, 20 men have laid track at the rate of over a mile per day; or 15 men, a size of crew that is worked by many mill companies, usually take up 100 rail lengths of track and lay the same down again, doing all of the spiking, in a day of 10 hours.

One View of One Price for All

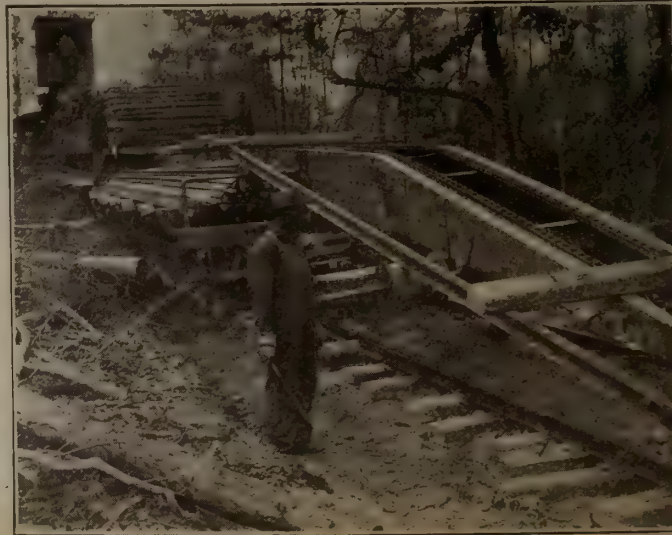
AN occasional contributor has presented the following for consideration. Of course, they are matters of personal opinion, representing the ideas and conclusions of an individual only and in which he may or may not be in error, there being at least some uncertainty manifest at the moment just what the latest announcements as to price fixing mean and compass or include; but the subject is so far-reaching and comprehensive that they are well worth conspicuous presentation, and are therefore given here succinctly but in their entirety as follows:

"As to Government price fixing and its bearing on the wholesaler and the replenishment of stocks in retail yards, I think that should the promulgation of one price on Yellow Pine lumber by the mill man to all have to any extent the effect of eliminating the wholesaler the result would not doubt in due time be felt by the retailer virtually to the full extent for the reason that 90 per cent. of his purchases in this eastern territory at least are made through the wholesaler. This is based on the fact that the wholesaler has sources of supply other than those manufacturers composing the Southern Pine Emergency Bureau, the Georgia-Florida Emergency Bureau, and the North Carolina Pine Emergency Bureau, which amount to millions of feet in a year, and if the small mill stands out for the Government mill price to the wholesaler (and in my opinion no doubt he will) it will ultimately mean his (the small mill's) elimination and with it the source of supply of wholesalers and consequently at least a great source of the eastern retailers, for the manufacturers of the emergency bureaus will be unable to supply the Government and make replacements to the retailers.

"If this should take place it would be very disastrous, both to the retailer and the wholesaler and to the Government as well, for the Government and its contractors and sub-contractors are dependent on the retailer for emergency requirements of lumber at a moment's notice. If this maximum price fixing by the Government has the effect as above indicated the retailer in that event would in the nature of things no longer be able to furnish emergency requirements the Government would be delayed in its work, factories working on war munitions which require lumber in small quantities from day to day would be unable to obtain same, and the whole theory of one price on all mill shipments would thus fall down."—The Lumber Trade Journal.



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EDGINGS

Ontario

The Dominion Shipbuilding Company Ltd., Bathurst St., Toronto, are making additions to their shipbuilding plant to cost \$70,000.

W. J. Hickey, Welland, Ont., recently lost his planing mill and contents by fire. The building was owned by A. X. Griffiths, and the loss is estimated at \$25,000. The owner has not yet decided when he will rebuild.

Ex-Ald. Walter Alford died recently at the age of 74 years at his home in Belleville, after a short illness. He was a well-known contractor and builder and was born in Devonshire, England. He came to Canada in 1870.

The Wm. Conklin Planing Mills, Kingsville, Ont., will start work shortly on a lumber warehouse to cost \$3,000 at Blenheim, Ont. The building will be one storey, 30 x 200, frame construction, concrete foundation, composition roofing.

The Sudbury Housing Association, Limited, has been incorporated with head office at Sudbury, Ont., and a capital stock of \$100,000, to carry on business as builders, contractors, merchants, manufacturers, etc. The provisional directors are L. O'Connor, D. L. Brown, J. N. Morin, W. Dickie and J. A. Mulligan, all of Sudbury.

The Parry Sound Iron Company Ltd., has been incorporated with head office at Owen Sound, Ont., and capital stock of \$2,000,000, to carry on business among other things as manufacturers of lumber, and to deal in timber limits and timber lands. Among those interested are L. G. Day, A. M. James, I. L. Day, E. M. Harrison and M. I. Wright.

J. K. Benner, of the firm of Phillips and Benner, surveyors, of Port Arthur, left recently for the Black Sturgeon limits, taking fifteen men with him, to make a complete survey of the nine hundred miles of pulpwood territory, acting on instructions from the Ontario government. This is the first step, apparently, towards the completion of preliminaries for the erection of the Carrick pulp and paper mills at Port Arthur.

Frank Hillock Ltd., has been incorporated with head office at Toronto, Ont., and capital stock of \$100,000, to carry on business as manufacturers of and dealers in timber, lumber and wood of all kinds, and to manufacture articles in the making of which timber or wood is required or can be utilized, and to take over the business recently carried on by the late Frank Hillock. The incorporators are W. H. Hillock, F. S. Hillock, G. S. Hillock, J. F. Hillock and C. W. Hillock.

Indications at present are that next year there will be a greater shortage of lumber in Ontario than there has been this summer. This is the opinion of the Minister of Lands, Forests and Mines, Hon. G. Howard Ferguson. He states that reports reaching him are that there will be a great shortage of lumbermen at work in the woods next winter. Last winter, he said, gangs which formerly were composed of 100 men only had 60 or 70 men at work. Next winter the number will likely be even lower.

Hon. G. H. Ferguson, Minister of Forests and Mines for Ontario, is calling for tenders which will be received up to Sept. 20, to cut timber on the north and south halves of the township of Penhorwood and north and south halves of the township of Wigle. Tenderers must state the price they are prepared to pay for pine and other timber in addition to the Crown dues of \$2 per thousand feet, b.m.; the amount per tie in addition to the Crown dues of 5c each; the rate per cord for spruce pulpwood in addition to the Crown dues of 40c per cord; the rate for balsam and other pulpwood in addition to the Crown due of 20c; the rate per post for cedar posts in addition to the Crown dues of 1c and the rate for cedar poles in addition to certain Crown dues.

The Shepard & Morse Lumber Company, a corporate company of the State of Maine, have disposed of the business previously operated by them in Gaspé, Quebec, and in Ottawa to the Shepard and Morse Lumber Company, (Canada), which was recently incorporated with head office at Ottawa, and a capital stock of \$2,000,000. The new Canadian organization will conduct operations in Ottawa and Gaspé, fulfilling all the obligations of the Maine company. For many years Shepard & Morse have operated in Canada, and have developed a large business. The officers of the Canadian organization are H. B. Shepard, president, T. H. Shepard, treasurer, and P. C. Walker secretary. Mr. Walker, who is a member of the executive of the Canadian Lumbermen's Association, is widely known to the trade, having been prominently identified with Shepard & Morse Lumber Company for many years.

Eastern Canada

Work has started on the erection of a shingle mill by Ernest Skaling, Kempt, N. S.

Lumber piles in the yards of J. and W. Duncan, Ltd., lumber dealers, Ontario Street East, Montreal, were severely damaged by fire on August 19.

In connection with an item which appeared in these columns recently, stating that the sawmill belonging to D. J. Buckley, Newcastle, N. B., was

destroyed by fire, we are pleased to state that only a portion of the carrier to the waste burner was damaged and the mill escaped.

An old saw mill at Marysville, N.B., belonging to the Nashwaak Pulp and Paper Co., was burned recently. It had been unused for years. The Nashwaak Co. also lost a quantity of driving supplies.

La Manufacture de Boites de St. Evariste, Ltd., has been formed with a capital stock of \$20,000, to carry on the business of box makers, dealers in lumber, and the manufacture of any objects in wood.

The Miramichi Lumber Co., Chatham, N.B., ceased to ship rossed wood on July 26, due to transportation troubles. The mill will continue to run as usual, there being plenty of room for a large amount of blocks on the wharf.

The Makamic Pulp & Lumber Co., Ltd., has been formed, to manufacture lumber and its products. The capital is \$99,000, and the principal place of business is Quebec. Messrs. J. E. Tobin of Montreal and William H. Mitchell of Lyster Station, P.Q., are interested.

The Empire Paper Box Company Ltd., has been incorporated with head office at Montreal, P.Q., and capital stock of \$20,000, to carry on business as manufacturers and dealers in wood and lumber of all kinds, to manufacture boxes, barrels and cases made from wood.

A federal charter has been granted to the Eastern Pulp Company of Canada Ltd., with capital stock of \$500,000 and head office at Montreal. The company is empowered to import, export, manufacture and deal in pulp, paper, cardboard and wood products of all kinds. The incorporators include G. A. Coughlin, R. G. Bush, G. R. Drennan, M. J. O'Brien and C. A. Laurendeau, all of Montreal.

At Fredericton and Newcastle out of the one hundred and forty candidates who stood the examinations only about thirty qualified. Between thirty and forty forest rangers are needed, and it will not be possible to supply these from the number of successful candidates, as some of those who passed the examinations do not wish to devote the whole twelve months of the year to the work. In order to get the required number of qualified men it has been decided by the board to raise the age limit from fifty to fifty-five years and to hold another examination in the near future, probably at Campbellton.

Western Canada

Cooke & Cox, lumbermen, Moose Jaw, Sask., have been registered.

The Imperial Elevator & Lumber Company Ltd., have sold their plant at Rosenfeld, Man., to A. A. Thiessen.

The Miami Lumber Co., incorporated in the State of Michigan, is now registered to do business in British Columbia, capital \$300,000, head office Victoria.

The Foundation Co. Ltd., Victoria, B.C., with head office at New York, N.Y., have plans in progress for extension to their shipyards. The yards will be extended from Point Hope to Point Ellice.

M. J. O'Brien, the well-known railroad and lumber man has been elected to the Board of Directors of the Whalen Pulp & Paper Co. of Vancouver. One of the principal markets of the Whalen mills is Japan, where a shortage of pulp exists, according to the Canadian Trade Commissioner.

Sealed tenders are being received by the Minister of Lands for B. C., until the 12th day of September, 1918, for the purchase of License X1375, to cut 2,479,000 feet of cedar and spruce on the Fractional N. W., ¼ of Lot 5954, near Urling, Cariboo District. Three years will be allowed for the removal of the timber.

The U. G. G. Sawmills Ltd., have been incorporated with head office at Hutton, B. C., and capital stock of \$1,000,000, to carry on business as lumber merchants, sawmill proprietors, timber growers, and to import, export and deal in timber and wood of all kinds and to take over certain timber licenses and timber limits owned by the United Grain Growers' Limited in the province of British Columbia.

Sealed tenders are being received by the Minister of Lands for B. C. until the 4th day of October, 1918, for the purchase of License X1347, to cut 12,936,000 feet of fir, cedar, hemlock and white pine on area situated on Haslam Lake, New Westminster District. Five years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B. C.

Mrs. J. A. Christie, wife of J. A. Christie, lumberman, Vancouver, passed away recently. She was married in 1870 to Mr. Christie, who was at that time engaged in lumbering activities in the Ottawa Valley. With her husband she pioneered in the West, moving to Brandon in the early days and later to Vancouver. Mr. Christie joined in the early rush to the Klondike and upon his return to Vancouver moved his family to Winnipeg, where they remained for a number of years.

Owing to the partial crop failure on the prairies the Mountain Lumber Manufacturers' Association, in conference lately in Calgary, decided they must plan to increase their business in Eastern Canada and the Eastern States. One difficulty which confronts them in competing with eastern firms is the increased freight rates. No airplane lumber is now being manufactured in the mountains, but the government is being asked to investigate to see whether there is not lumber that they could utilize for government work. The labor situation has also become acute. Logging has been stopped and the mills are employed in sawing up the cut.

DRY Spruce, Pine, Birch, Maple

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In All Thicknesses and Widths

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"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

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about the

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"I think it would be worth several times the price." (Signed) M. J. Olson, The Lumber Manufacturers Yards, Edgeley, Sask.

"The Course is excellent and will greatly assist lumbermen in rendering service to their customers." (Signed) Chas. E. Walker, Manning-Sutherland Lumber Co., Round Hill, Alta.

"I consider your papers are fine and contain a great amount of useful information along our line of work and worth many times the price you are asking." (Signed) Wm. J. Mitchell, Hayward Lumber Co., Vegreville, Alta.

"I may say that I am highly pleased with your Training Course; it is something that will be helpful to one at any occupation." (Signed) E. Brown, Maguire Lumber Co., Earl Grey, Sask.

"Only a person of wide experience and knowledge has the information contained in the Retail Lumbermen's Training Course and no lumberman should miss the chance of taking it." (Signed) Geo. F. Twiss, Galvin Lumber Yards, Admiral, Sask.

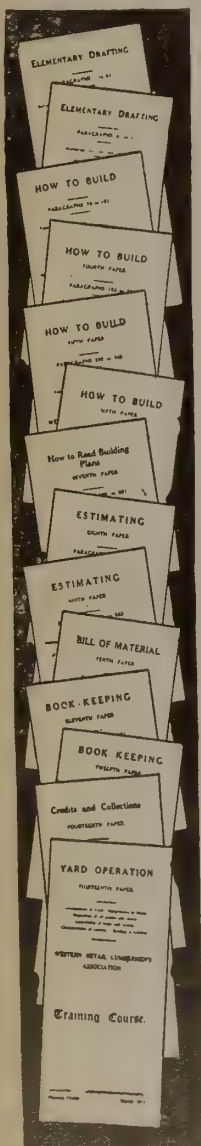
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"Permit us to say that we think the instruction that you are giving in this Course is excellent stuff, and the results to the lumber business will be unbounded." (Signed) Julius Seidel, Julius Seidel Lumber Co., St. Louis, Mo.

"I want to say that I think this is a great thing to develop the ability of lumbermen and make them more useful to their trade and the community in general. I am well satisfied and think every retail lumberman and agent, especially men at the business, would do well to take it." (Signed) Geo. A. Zea, Bertram-Wright Lumber Co., Plummer, Minn.

"I feel I have gotten a great deal of good so far from the papers I have received." (Signed) H. M. Kramer, Walla Walla, Wash.

"I am sure this is a great thing for the Yard Manager." (Signed) Lloyd E. Brandt, Ireland's Lumber Yard, Eldred, Minn.



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Western Retail Lumbermen's Association

WINNIPEG - CANADA

N. G. Neill, Sec.-Treas.

Selling Value of Lumber Not High

The Southern Pine Association has issued a timely and instructive booklet entitled "Is Lumber High or Money Cheap?" which is divided into four sections showing: (1) That there has been no profiteering in the Southern pine industry; (2) comparison of costs and realization of lumber from April, 1917, to April, 1918, shown in their percentage relation; (3) that stumpage values have not been favorably affected by war conditions; and (4) comparison of lumber values with those of other commodities for the periods comprised by the years 1913 and 1917 and the first three months of 1918.

The first effort of the booklet is a refutation of the Federal Trade Commission's statement that Southern pine manufacturers had been getting an unfairly high profit, this refutation being accomplished very thoroughly and conclusively by means of an actual analysis of the costs and profits of twenty companies manufacturing two and one-half billion feet of lumber annually. This analysis brings to light, among

Know Your Business

To succeed in any line a man must know all about the Merchandise he is selling and be able to tell his customers what material is best suited to their needs.

The average lumber dealer has not been able to do this and the result is a steady decline in the use of lumber and an increase in the use of substitutes.

Do you know your line? If you do, give your customers the benefit of your knowledge, if you do not get busy and find out about it.

other things, the fact that the cost of production increased from \$15.574 in April, 1917, to \$23.588 in April, 1918, an increase of more than fifty per cent without a corresponding increase in the realization value.

Another fact developed in the booklet is that stumpage values, in comparison with other commodities, have declined thirty-three and one-third per cent since 1913, since the purchasing power of stumpage, measured in commodity values, is only sixty-six and two-thirds per cent of what it was then.

A similar fact is disclosed with reference to lumber itself, emphasized by a comparison between the value of lumber and that of a number of other representative commodities. For instance, in 1913 one thousand feet of lumber purchased 23.4 bushels of wheat as against 12.4 bushels in 1917; 35 bushels of corn in 1913 as against 16.3 bushels in 1917; 3,136 pounds of pig iron in 1913 against 1,613 pounds in 1917; 190 pounds of cotton in 1913 against 133 pounds in 1917; and numerous other similar instances. The thought intended to be conveyed is that lumber is not high in price, and that there has been no profiteering. The selling value of lumber as expressed in money, it is true, shows an increase of thirty-nine per cent; but expressed in terms of its true value, its exchange value with other commodities, it has really declined 43.7 per cent.

British Timber Controller Visits West

Col. Beckett, timber controller for Great Britain, with Lieut. Jean Hollande of the French army, who said his country is interested in the securing of all kinds of timber, are in Vancouver, having spent a few days on Vancouver Island.

The British controller, who has been investigating the United States timber situation, preferred not to be interviewed. He has business in Vancouver with Major Taylor of the Imperial Munition Board.

Lieut. Hollande, who like Col. Beckett is a war veteran bearing the wounded stripe, registered from "Paris and New York." He is gathering data on available timber supplies on the western coast.

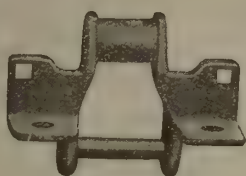
The Busy Man's Creed

"I believe in the stuff I'm handing out, in the firm I'm working for and in my ability to get results. I believe that honest stuff can be passed out to honest men by honest methods. I believe in working not weeping; in boosting not knocking; and in the pleasure of my job. I believe a man gets what he goes after, and that one deed done to day is worth two deeds to-morrow and that no man is down and out till he has lost faith in himself. I believe there is something doing somewhere for every man ready to do it. I believe I am ready—RIGHT NOW!"



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

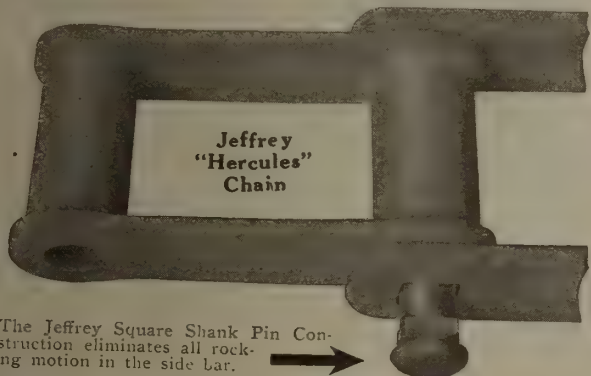
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.

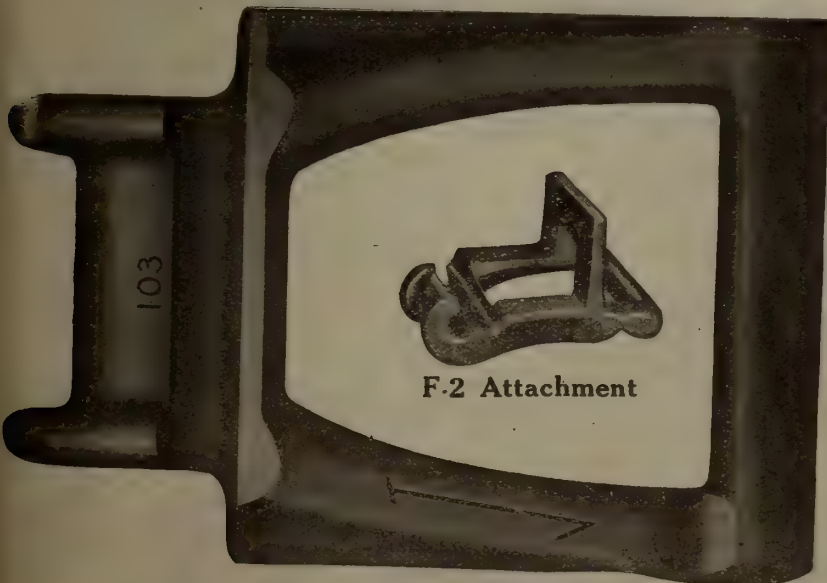


Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

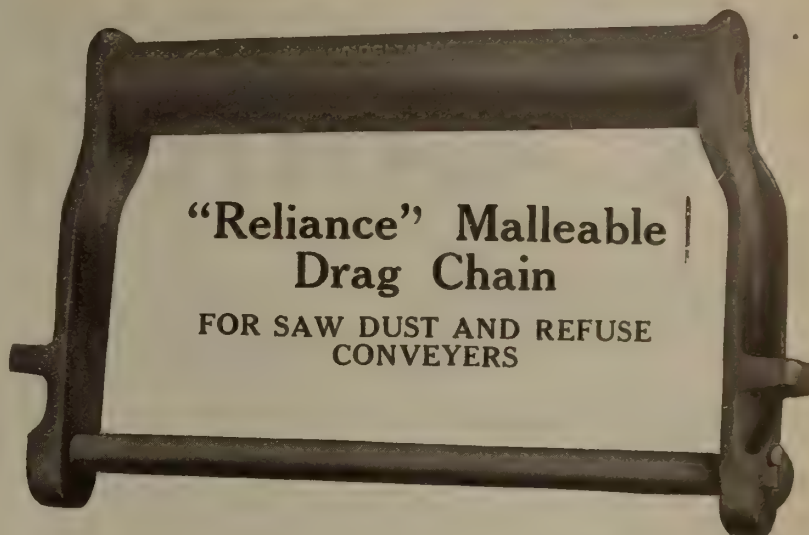
The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



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The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



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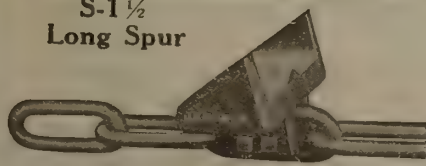
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Long Spur



K-5 Attachment

Long Link Coil Chain

For Log Hauls with S-1 1/2 Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

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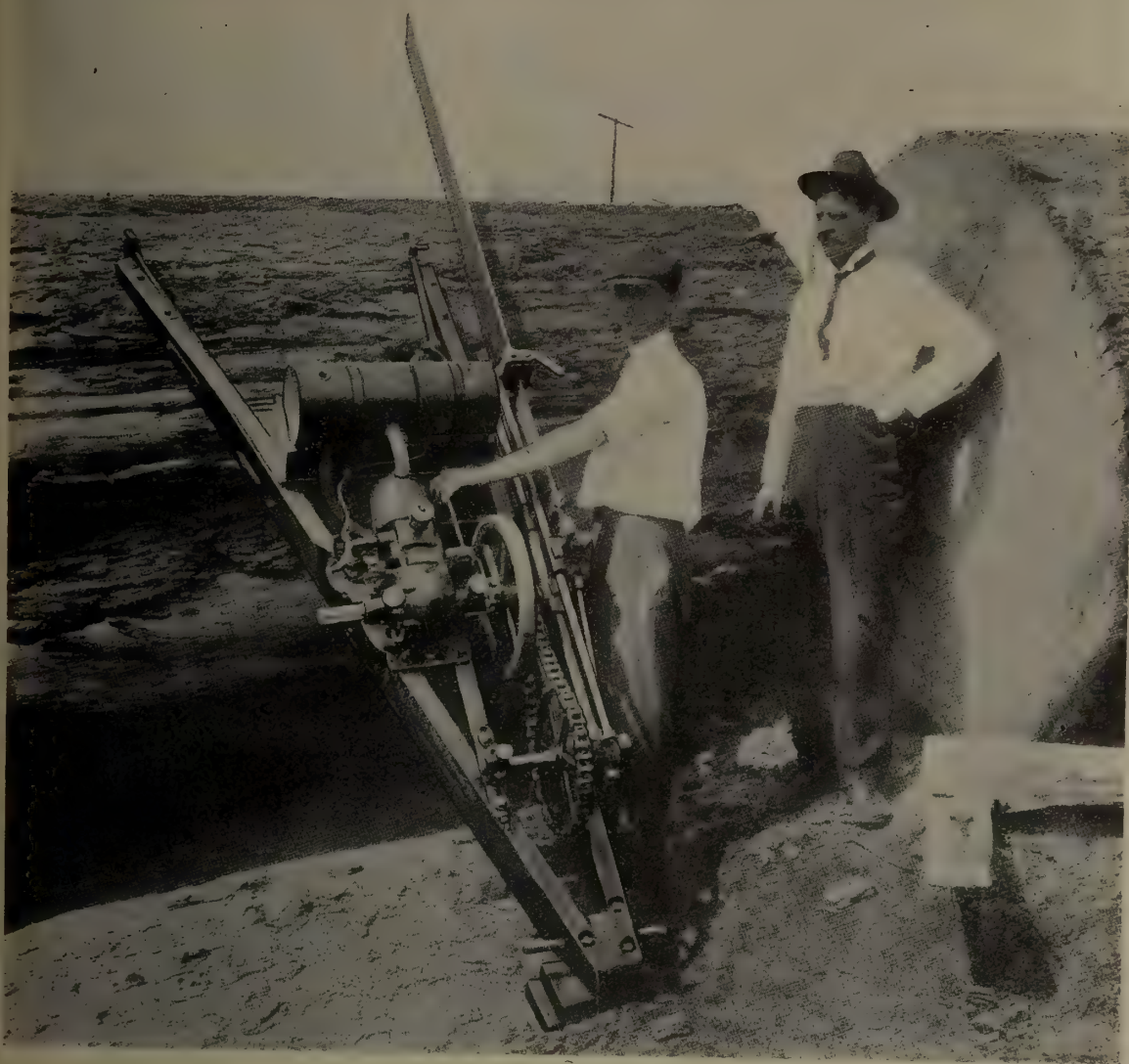
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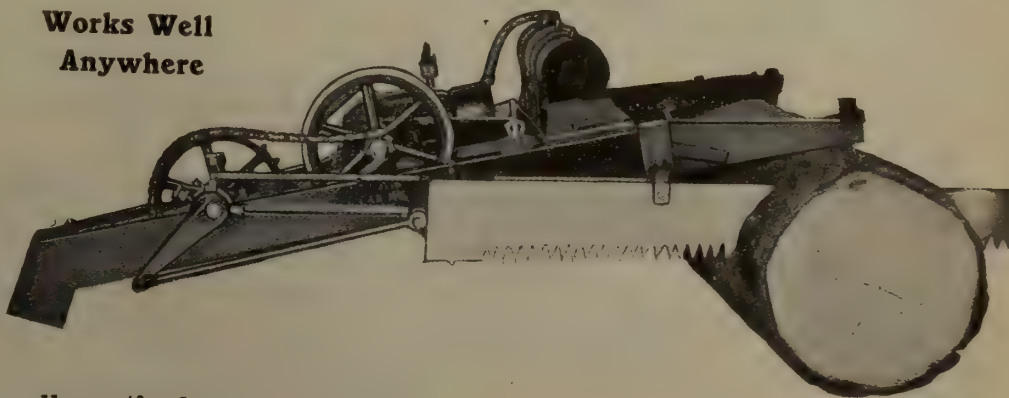
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Standard Machinery & Supplies, Ltd., Bank of Toronto Bldg., St. James St., Montreal, Que., Agents for the Island of Montreal.

Fast and Accurate Edgers

Our GARLAND GANG EDGERS are long and durably built. They are built in any desired width with any number of saws. They are easy to operate and are very efficient in fast and close cutting from end to end. Many of the largest mills in Canada are equipped with these edgers.

We manufacture a complete line of up-to-date saw mill machinery.

Let us know your requirements. We can give you very satisfactory prices on all equipment.

William Hamilton
Company, Limited
ETERBORO ONTARIO

THE HAMILTON EDGER



Agents—Geo. H. Jameson, VANCOUVER, B.C.

J. L. Neilson & Company, WINNIPEG, MAN.

Lumbermen's Tents and Clothing

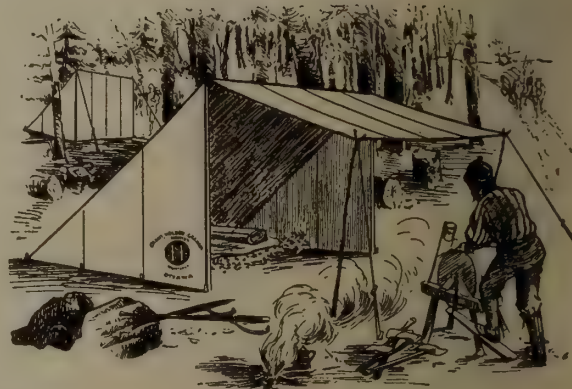
Pure wool, Waterproof Mackinaw Coats, Pants and Shirts,
the kind you have been looking for.

Repellant Brand Army Duck Tents



The best duck that money can buy.
We can equip your van complete.

Pure wool Blankets, Sweaters,
Underwear. Hand Knit Mitts
and Socks. Palmer's Shoe
Packs, Buck and horse hide
Moccasins, etc.



Grant-Holden-Graham, Limited

Factory and Warehouse

147 to 151 Albert Street, Ottawa, Can.

The BRAND that stands the test of time

has stood for all that is
BEST in Saws for the past
SEVENTY-EIGHT YEARS
and will maintain that
reputation in the years
to come

Henry Disston & Sons, Ltd.

2 Fraser Ave. ■ Toronto, Canada



Turn Wood Waste Into Chemicals

**Lumber Production
and By-products**

**A Profitable
Industry For
Lumbermen**

**Send us your
enquiries,—
we will give
you our best
services by
return.**

—make big profits from the Waste Wood lying around your mill by installing Wood Distilling and other Chemical Equipment. But be sure of MAXIMUM* production by selecting plant with a GUARANTEE and REPUTATION behind it. We have specialized in process chemical plants for over 75 years, and have a world-wide experience. Our equipment ensures the ECONOMICAL and COMMERCIAL SUCCESSFUL using of waste woods in the manufacture of wood-pulp, distilling of alcohol, etc.

Blair, Campbell & McLean
Limited
GLASGOW, SCOTLAND

Established 1838

Cables—Blazon, Glasgow—ABC—5th Edition.

PHEW! Don't Suffer
That
Disagreeable Smell

GET

ROSEALENE

AT ONCE

ROSEALENE WILL INSTANTLY KILL ALL ODORS and will keep generating odors suppressed for a period 10 to 20 times longer than any known disinfectant.

Antiseptic, Insecticide and Germicide. Exterminates all vermin, including Bed Bugs and Ants.

ROSEALENE is itself odorless. It is cheap in price, harmless, non-poisonous and an excellent antiseptic for cuts and wounds. ROSEALENE is used in Hospitals, Dairies, Theatres, Abattoirs, Restaurants, Stables, Kennels, Sewers and every place where odors occur.

For Sale by

Rosealene Products, Limited
407 Queen St. W. Toronto

General Manager, - - E. S. Edmondson

Maple Leaf Saws

Manufactured in Galt, Canada



We absolutely guarantee every Maple Leaf Saw. The fine Razor Steel used in all our saws is manufactured exclusively for us. Our secret tempering process refines and toughens the raw material to such an extent that Maple Leaf Saws will stand up under the most severe tests and last longer than any other saws on the market.

Write for our catalogue and prices

SHURLY-DIETRICH COMPANY, LIMITED
GALT, CANADA

WESTERN BRANCH—1642 Pandora St., Vancouver B.C.

EASTERN BRANCH—306-308 Wellington Street, Ottawa, Ont.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 1/4 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 1/4 x 8 and wider Good Sides	88 00	90 00

2 x 8 and wider Good Sides	90 00	92 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	49 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00

Red Pine:		
1 x 4 and 5 Mill Run	40 00	42 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	44 00	47 00
1 x 10 Mill Run	47 00	50 00
2 x 4 Mill Run	39 00	42 00
2 x 6 Mill Run	43 00	44 00
2 x 8 Mill Run	43 00	44 00
2 x 10 Mill Run	47 00	48 00
1 in. Clear and Clear Face	52 00	54 00
2 in. Clear and Clear Face	52 00	54 00

Spruce:		
1 x 4 Mill Run	39 00	41 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
Mill Culls	34 00	36 00
Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00
1 x 6 in. x 9 to 16 ft.	36 00	37 00
1 x 8 in. x 9 to 16 ft.	37 00	38 00
1 x 10 and 12 in. x 9 to 16 ft.	37 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	34 00	35 00
2 x 4 to 12, 10 and 16 ft.	34 00	35 00
2 x 4 to 12 ft., 12 and 14 ft.	33 00	34 00
2 x 4 to 12 in., 18 ft.	35 00	36 00
2 x 4 to 12 in., 20 ft.	36 00	37 00
1 in. No. 2, 6 ft. to 16 ft.	27 00	28 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	27 00	29 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 00	
6x10, 8x10, 10x14, 12x14, 14x14	52 50	
6x12, 8x12	53 00	
14x18, 16x16	53 50	
8x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain	60 50	
Fir flooring, 1 x 4, edge grain	60 50	
Fir flooring, 1 x 4, flat grain	43 50	
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths).	48 00	64 00
No. 1 and 2, 1 1/2 and 1 1/4 in., clear Fir rough	57 50	61 50
No. 1 and 2, 2-in. clear Fir rough	50 50	57 50
1 x 5 and 1 x 6 Fir casing	60 50	
1 x 8 and 1 x 10 Fir base	62 50	
1 1/2 and 1 1/4 x 8 x 10 x 12 E. G. stepping	71 25	
1 1/2 and 1 1/4 x 8 x 10 x 12 F. G. stepping	61 25	
1-in. clear Fir, d. 4 sides	48 00	56 00
1 1/4 x 1 1/2 in. clear Fir, d. 4 sides	56 00	58 00
XXX B. C. cedar shingles	3 46	
XXX B. butts to 2 in.	4 30	
XXXXX 5 butts to 2 in.	5 12	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$75.00	\$58.00	\$40.00
5/4 & 6/4	80.00	63.00	45.00
8/4	110.00	75.00	45.00
10/4 & 12/4	130.00	100.00	60.00
16/4	140.00	115.00	65.00

Ash, Brown			
4/4	70.00	50.00	35.00
5/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00

Birch, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	65 66	42 45	38 40
5/4 and 6/4	67 70	50 55	33 35
8/4	70 72	51 57	35 37
10/4 and 12/4	80 85	65 70	45 50
16/4	85 87	70 73	55 60

Basswood, dry weight 2500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4	80.00	65.00	50.00
8/4	82.00	67.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	58.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$35.00	\$28.00
5/4 & 6/4	63.00	50.00	40.00	28.00
12/4	85.00	75.00	50.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$65.00	\$50.00	\$42.00	
5/4 & 6/4	70.00	60.00	60.00	
8/4	70.00	60.00	60.00	

Gum, Sap

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$50.00	\$45.00	\$45.00	
5/4 & 6/4	54.00	47.00	47.00	
8/4	55.00	47.00	47.00	

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$75.00	\$50.00	\$30.00	
5/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$38.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	70.00	60.00	50.00	35.00
12/4	95.00	80.00	60.00	40.00
16/4	105.00	90.50	55.00	35.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better . . . \$38.00
No. 2 and better . . . 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$85.00	\$60.00	\$45.00	
5/4 & 6/4	92.00	65.00	50.00	
8/4	100.00	70.00	55.00	
10/4	100.00	95.00	80.00	
12/4	105.00	95.00	80.00	
16/4	115.00	95.00	80.00	

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$130.00	\$85.00	\$65.00	
5/4 and 6/4	132.00	95.00	75.00	
8/4	135.00	100.00	80.00	

Red Oak, quarter cut.

	1s & 2s	No. 1	No. 2	No. 3
4/4	\$95.00	\$70.00	\$50.00	
5/4 & 6/4	110.00	85.00	65.00	
8/4	115.00	90.00	70.00	

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 1/4-in. x 8-in. & up	70 00	75 00	
2-in. x 7-in. and up	72 00	76 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/2-in. and 1 1/4-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 1/4-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings	47 00	50 00	
Pine, No. 1 dressing strips	40 00	45 00	
Pine, No. 1 dressing shorts	38 00	40 00	
Pine, 1-in. x 4-in. s.c. strips	44 00		
Pine, 1-in. x 5-in. s.c. strips	44 00		
Pine, 1-in. x 6-in. s.c. strips	46 00		
Pine, 1-in. x 7-in. s.c. strips	46 00		
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00		
Pine, 1-in. x 10-in. M.R.	51 00		
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00		
Pine, s.c. strips 1-in.	40 00		
1 1/2, 1 1/4 and 2-in.	42 00		
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00		
Pine, s.c. and bet., shorts 1 x 5	40 00		
Pine, s.c. shorts, 6'-11', 1"x10"	45 00		

Pine box boards:

1"x4" and up, 6'-11'	38 00		
1"x5", 12'-16'	42 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up

1-in. x 4-in. and up, 12-ft. and up	36 00		
O. culls r & w p	26 00		

Red Pine, log run:			
mill culls out, 1-in.	32 00	36 00	
mill culls out, 1 1/2-in.	38 00		
mill culls out, 1 1/4-in.	38 00		
mill culls out, 2-in.	34 00	41 00	
mill culls, white pine, 1"x7" and up	34 00		

Mill run Spruce:			
1"x4" and up, 6'-11'	32 00	33 00	
1"x4" and up, 12'-16'	34 00		
1"x5", 10" and up, 12'-16'	40 00	42 00	
1"x7" 8" and up, 12'-16'	40 00	42 00	
1 1/2"x10" and up, 12'-16'	46 00		
1 1/2" & 2" x 12" and up, 12'-16'	46 00		

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00	
Tamarac	24 00	28 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	80 00	32 00	
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn	52 00		
1 x 10 No. 2 barn	48 00		
1 x 8 and 9 No. 2 barn	42 00		
Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00	
No. 2 white pine	4 50		
Mill run white pine	4 75		
Spruce, mill run 1 1/2-in.	4 00		
Red pine, mill run	4 25		
Hemlock, mill run	4 00		
32-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.	5 00		
Clear butt, 18-in.	4 00		
18-in. xx	2 75		
Spruce logs (pulp)	18 00	15 00	

QUEBEC, QUE.

White Pine			
First class Ottawa waney, 18-in. average, according to lineal.	80	90	
19 in. and up average	85	95	

Spruce Deals			
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00	
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00	
3 in. unsorted Quebec, 9 in. thick	40 00	45 00	

Oak			
According to average and quality	85	95	
55 ft. cube	85	95	

Elm			
According to average and quality, 40 to 45 feet, cube	95	1 05	
According to average and quality, 30 to 35 feet	75	85	

Birch Planks			
1 to 4 in. thick, per M. ft.	40 00	45 00	

SARNIA, ONT.	
Fine, Common and Better	
1 x 6 and 8 in.	\$80 00
1 in., 8 in. and up wide	90 00
1½ and 1¼ in. and up wide	100 00
2 in. and up wide	105 00

Morgan Machine Company

ROCHESTER, N. Y.

Manufacturers
of—

Nailing
Machines,

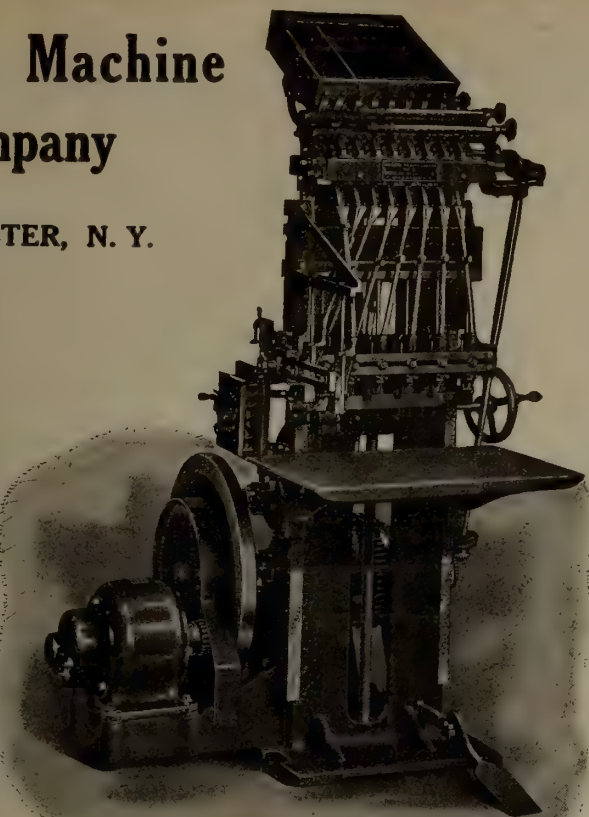
Lock Cor-
ner Box
Machinery,

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Machines.

Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
ROCHESTER, N. Y.



Wood Tanks

All kinds and sizes



We specialize in the manufacture of Wood Tanks, Tank Fixtures, Steel sub-structures for Tanks, etc., suitable for railways, towns and villages, Sprinkler Systems and private Water Supply for factories, private institutions and suburban homes.

Estimates will be submitted promptly. Ask for our "Tank and Water Supply" catalogue

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Ontario Wind Engine and Pump Company, Ltd.

TORONTO, ONTARIO

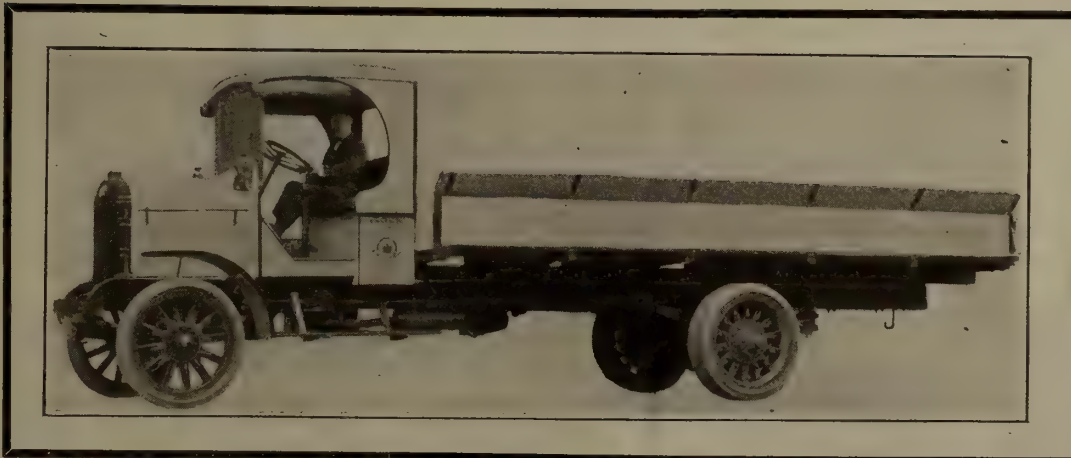
Branches: Montreal, Winnipeg, Regina, Calgary

Little Giant

FOR PROMPT DELIVERIES

USE KEROSENE.

THE DUNTLEY Hydro - Pneumatic Gas Generator is an exclusive feature of Little Giant Motor Trucks. With this device the Little Giant Truck may be operated on kerosene or gasoline, at a saving in fuel cost of over 50 per cent, with a total absence of carbon smoke or odor.



It renders invaluable service and will place you in line for bigger business. It will expedite your deliveries and do it at a remarkably low cost of fuel consumption.

Capacity is from one to five tons. One-year guarantee with every Little Giant Motor Truck.

Further particulars of what the Little Giant can accomplish will be gladly sent on request.

Canadian Pneumatic Tool Co., Limited

345 CRAIG STREET WEST, MONTREAL

TORONTO BRANCH: 107 Church Street

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26

SAP BIRCH			
4/4	53 - 55	32 - 34	20 - 22
5/4 and up	55 - 57	34 - 36	22 - 24

SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22

BASSWOOD			
4/4	45 - 47	35 - 37	23 - 25
Thicker	47 - 49	37 - 39	24 - 25

PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22

ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.	
Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.	
White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1¼ to 2 in.	100 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaky clear	74 00
1½ to 2 in. shaky clear	78 00
1 in. No. 2 dressing	64 00
1¼ to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1¼ to 2 in.	90 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1¼ to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	78 00
No. 1, 1 x 10	65 00
No. 1, 1 x 8	64 00
No. 2, 1 x 12	68 00
No. 2, 1 x 10	65 00
No. 2, 1 x 8	62 00
No. 3, 1 x 12	62 00
No. 3, 1 x 10	60 00
No. 3, 1 x 8	59 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00
1 x 10 in.	50 00
No. 1, 1 x 4 to 7 in.	55 00
No. 1, 1 x 8 & 9 in.	56 00
No. 1, 1 x 10 in.	57 00
No. 2, 1 x 4 & 5 in.	38 00
No. 2, 1 x 6 & 7 in.	45 00
No. 2, 1 x 8 & 9 in.	45 00
No. 2, 1 x 10 in.	48 00
No. 2, 1 x 12 in.	52 00
Spruce, 12 in. dimension	55 00
Spruce, 10 in. dimension	53 00
Spruce, 9 in. dimension	50 00
Spruce, 8 in. dimension	45 00
2 x 10 in. random lengths,	
8 ft. and up	44 00
2 x 12 in., random lengths,	48 00

2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
3 x 4 and 4 x 4 in.	38 00
2 x 8 in.	39 00
All other random lengths, 7-in. and under, 8 ft. and up	34 00
5-inch and up merchantable boards, 8 ft. and up, p 1s	38 00
1 x 2	40 00
1 x 3	40 00
1½ in. spruce lath	4 50
1½ in. spruce lath	4 25
New Brunswick Cedar Shingles	
Extras	5 00
Clears	4 50
Second Clears	3 85
Clear Whites	3 50
Extra 1s (Clear whites in)	1 75
Extra 1s (Clear whites out)	1 65
Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
Red Cedar Perfections, 5 butts to 2½	6 07
Washington 16-in. 5 butts to 2-in. extra red cedar	4 80

L. N. GODFREY COMPANY

Wholesale Lumber

We buy extensively to be shipped in car and cargo lots CANADIAN Lumber of all kinds including—

SPRUCE, PINE, HEMLOCK

ALSO HARDWOODS

Douglas Fir and Cedar

—Lumber—

Red and White Cedar Shingles, Laths, Etc.

We handle Canadian and New England SPRUCE in all sizes and grades

We ship from some of the Largest Mills in America
Quantities of

MAPLE, OAK and BIRCH FLOORING

Short and Long Leaf Southern Pine

60 Congress St., BOSTON, MASS.

7 EAST 42nd ST., NEW YORK CITY, N.Y.



Ring Oiling

WHY

Bond Hangers

Eliminate
Hot Bearings

Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happened to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

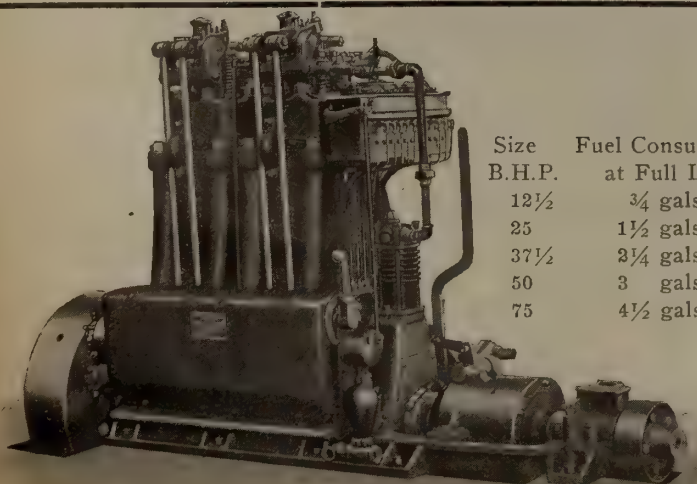
The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

Get our catalog containing full details before you buy.

Canadian Bond Hanger & Coupling Co.

LIMITED

ALEXANDRIA, ONTARIO



Size	Fuel Consumed
B.H.P.	at Full Load
12½	¾ gals. oil
25	1½ gals. oil
37½	2¼ gals. oil
50	3 gals. oil
75	4½ gals. oil

BURNOIL ENGINES

Operate Perfectly on Cheap Fuel Oils

No carburetor, batteries or magneto.

No preheating, blow torch or hot surface.

Simple, economical, sturdy. This engine can be run indefinitely at slow speed and then immediately speeded up to maximum power. Just the type needed for continuous towing, rafting and general manoeuvring. Starts instantly.

Representatives in Eastern Canada:

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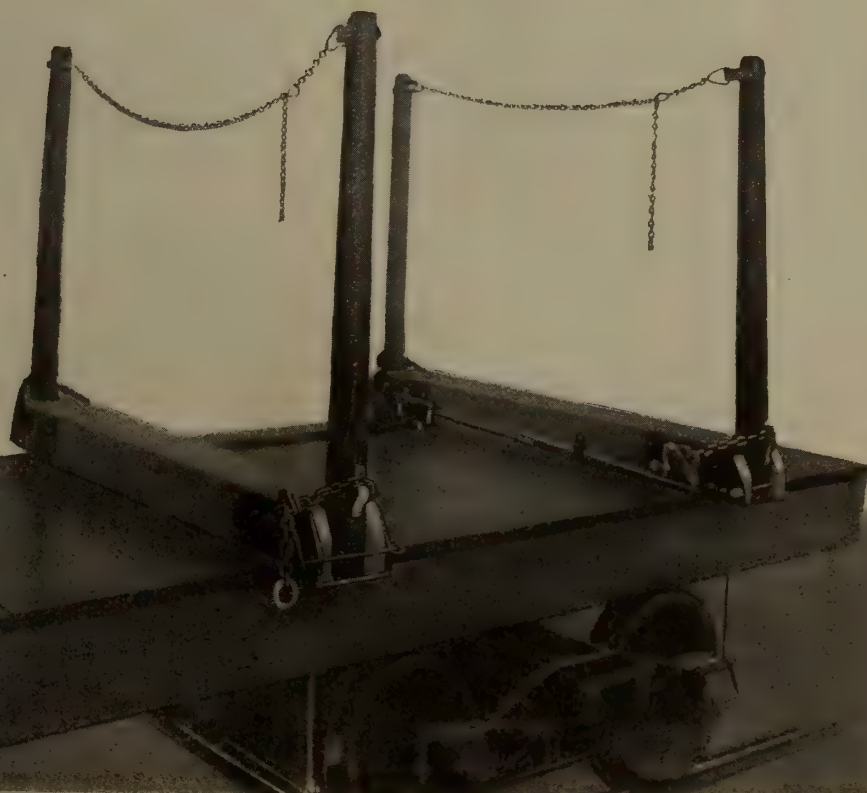
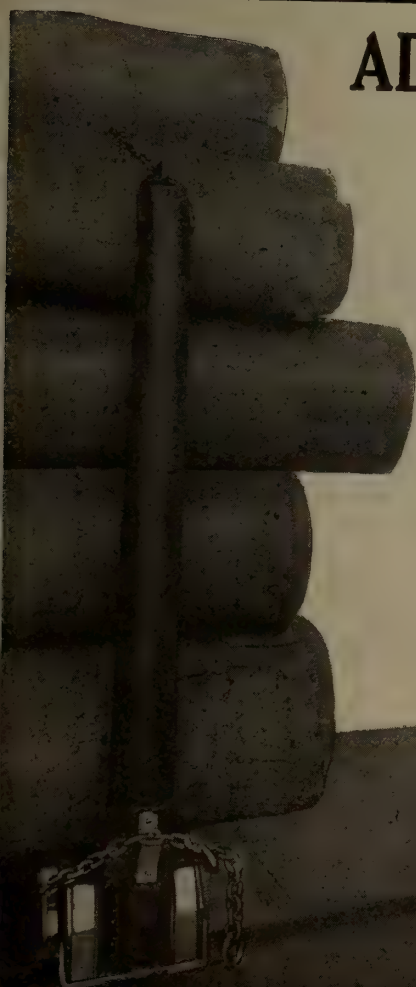
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(Continued on Page 66)

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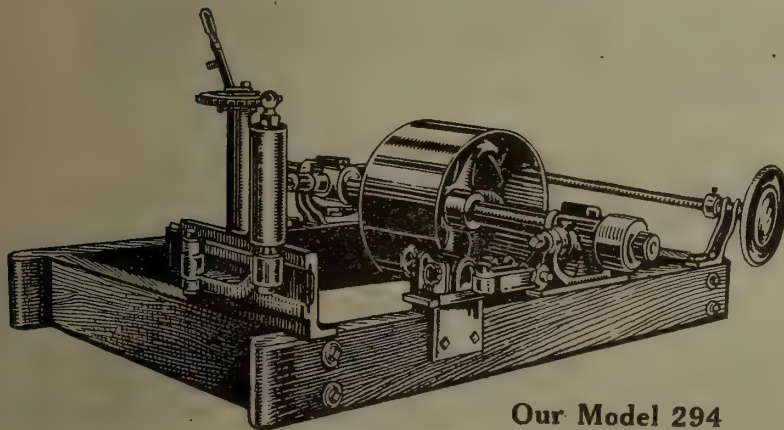
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(Continued on page 68)

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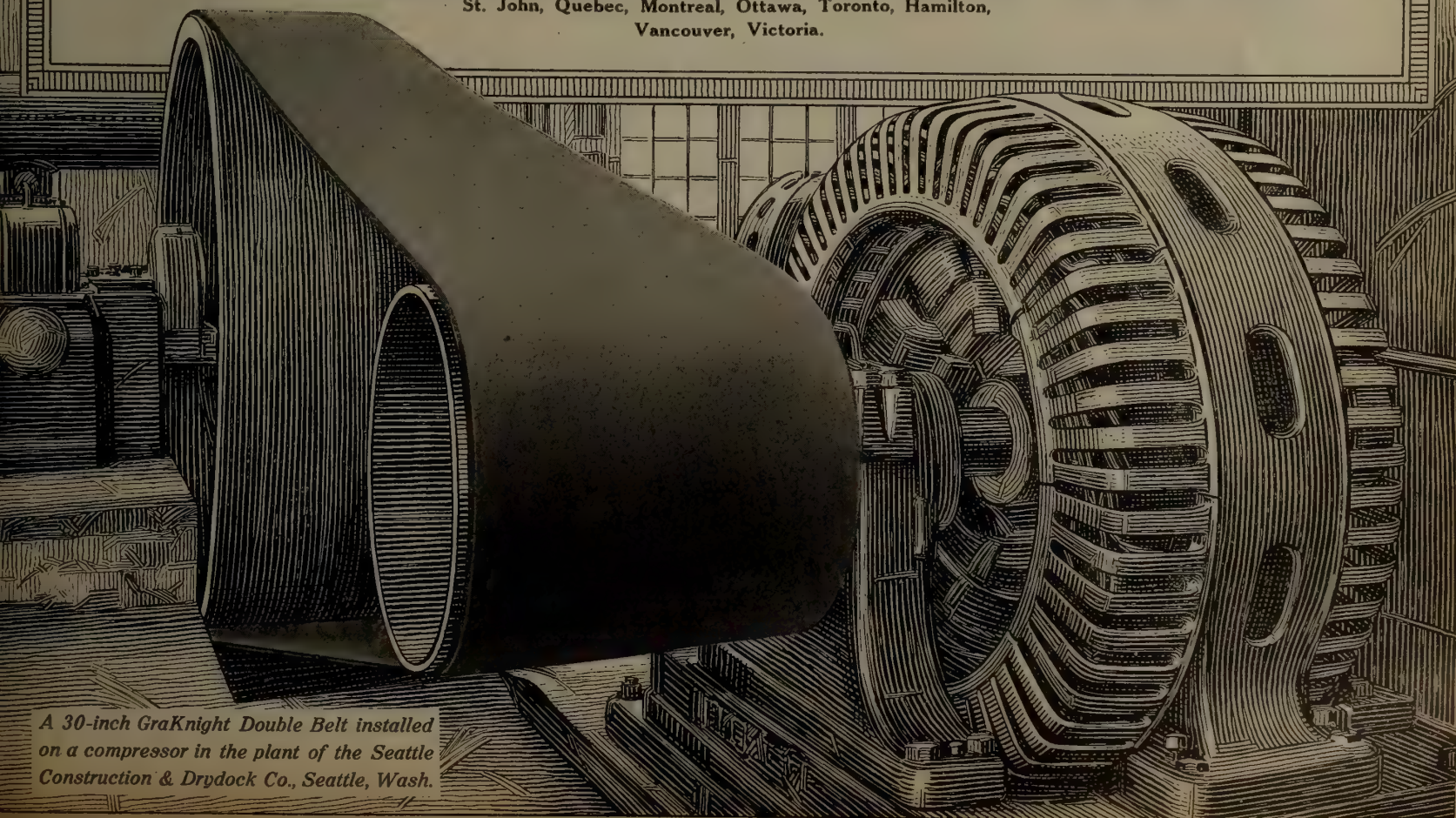
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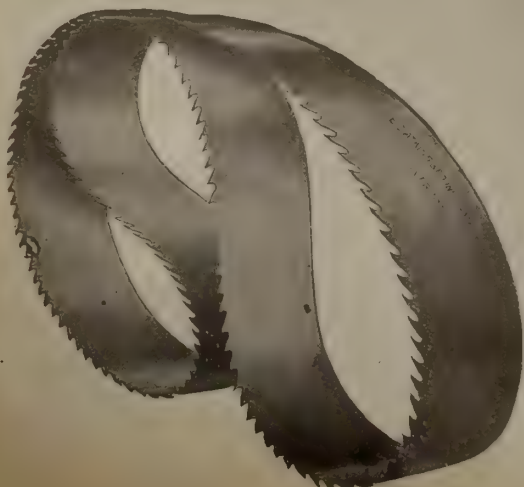


Economy in mill operation has proved their value. Put them through competitive tests with other Saws.

The Sterling quality of

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ROUND STEEL STORAGE TANKS, VERTICAL OPEN TOPS, OR HORIZONTAL WITH BOTH ENDS CLOSED

3/16 in. Plate		1/2 in. Plate	
2-16' dia. x 8' high, 12,000 gals. each	2-16' dia. x 8' high, 12,000 gals. each	2-16' dia. x 8' high, 12,000 gals. each	2-16' dia. x 8' high, 12,000 gals. each
1-16' dia. x 12' high, 18,000 gals. each	1-16' dia. x 12' high, 18,000 gals. each	1-16' dia. x 12' high, 18,000 gals. each	1-16' dia. x 12' high, 18,000 gals. each
1-16' dia. x 16' high, 24,000 gals. each	1-16' dia. x 16' high, 24,000 gals. each	1-16' dia. x 16' high, 24,000 gals. each	1-16' dia. x 16' high, 24,000 gals. each
1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each
1/4 in. Plate		3/8 in. Plate	
4-16' dia. x 8' high, 12,000 gals. each	4-16' dia. x 8' high, 12,000 gals. each	4-16' dia. x 8' high, 12,000 gals. each	4-16' dia. x 8' high, 12,000 gals. each
2-16' dia. x 12' high, 18,000 gals. each	2-16' dia. x 12' high, 18,000 gals. each	2-16' dia. x 12' high, 18,000 gals. each	2-16' dia. x 12' high, 18,000 gals. each
2-16' dia. x 16' high, 24,000 gals. each	2-16' dia. x 16' high, 24,000 gals. each	2-16' dia. x 16' high, 24,000 gals. each	2-16' dia. x 16' high, 24,000 gals. each
1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each	1-16' dia. x 20' high, 30,000 gals. each
1-16' dia. x 24' high, 36,000 gals. each	1-16' dia. x 24' high, 36,000 gals. each	1-16' dia. x 24' high, 36,000 gals. each	1-16' dia. x 24' high, 36,000 gals. each
1-16' dia. x 28' high, 42,000 gals. each	1-16' dia. x 28' high, 42,000 gals. each	1-16' dia. x 28' high, 42,000 gals. each	1-16' dia. x 28' high, 42,000 gals. each
1-16' dia. x 32' high, 48,000 gals. each	1-16' dia. x 32' high, 48,000 gals. each	1-16' dia. x 32' high, 48,000 gals. each	1-16' dia. x 32' high, 48,000 gals. each

CLOSED TANKS

1/4 in. Plate—1-48 in. dia. x 7 ft. long, 600 gallons.

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1/4 in. Plate Double Rivetted—2-26 in. x 6 ft., 125 lbs. pressure.

3/8 in. Plate Single Rivetted—1-36 in. x 6 ft., 160 lbs. pressure.

2-24 in. x 8 ft., 150 lbs. pressure.

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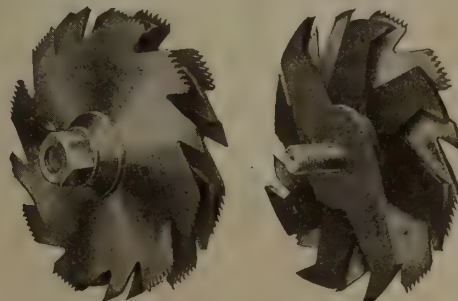
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Set Works in No. 2 and 3 sizes.

10 inch direct acting Steam Feed, with either vertical or horizontal valves.

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You will find Waterous Equipment in those Canadian Mills where fast and accurate cutting are essentials.

Waterous Sawmill Machinery is being used because it is built for that kind of work—it is the result of more than 50 years' intimate knowledge of Canadian sawmilling conditions. The men who use Waterous Machinery know that it will give the service they expect.

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Everything for the Sawmill

Log Jacks
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Will move a bag containing 60,000 logs,
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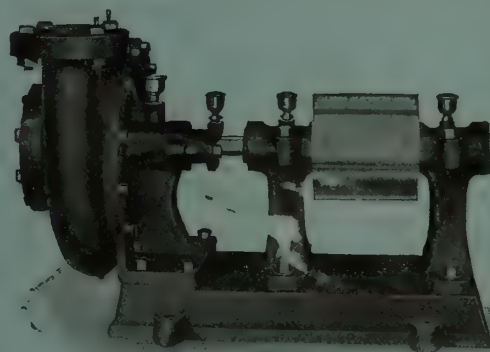
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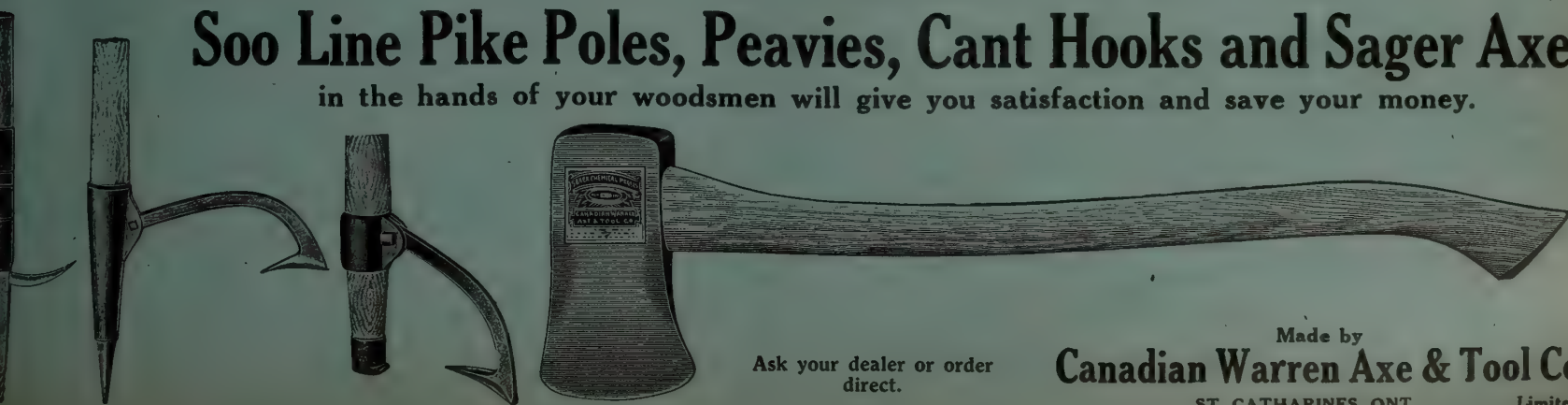
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The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS.—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS.—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



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Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production,	905,442,000 ft. B.M.
Pulpwood,	246,282 cords.
Railway Ties,	5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

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Spruce

Hemlock

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1918 Sawing

2 x 4 x 10/13	40,800 ft.
2 x 5 x 10/13	67,200 ft.
2 x 6 x 10/13	125,400 ft.
2 x 7 x 10/13	80,400 ft.
2 x 8 x 10/13	54,500 ft.
2 x 9 x 10/13	107,200 ft.
2 x 4 and up x 6/9	9,200 ft.
1 x 4 x 10/13	204,200 ft.
1 x 5 x 10/13	90,600 ft.
1 x 6 x 10/13	164,800 ft.
1 x 7 x 10/13	76,600 ft.
1 x 8 x 10/13	31,200 ft.
1 x 9 x 10/13	2,000 ft.
1 x 4 and up x 6/9	37,200 ft.

1 x 4 and up x 8/16	65,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16	180,000 ft.
2 x 5 x 8/16	100,000 ft.

CULL SPRUCE 1918 Sawing

1 x 4 and up x 6/13	200,000 ft.
2 x 4 and up x 6/13	110,000 ft.

MERCHANTABLE SPRUCE 1918 Sawing

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	675,000 ft.
4 x 5 and up x 8 and up	100,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M
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Shipped Aug. 9th	1 x 4 V Joint	17170	Feet
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	5/8 x 4 V Joint	10401	
		42257	

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Shipped Aug. 10th 1 x 3 F G Fir flooring 31885

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Car CP 135426

Shipped Aug. 13th	2 x 6 Rough clear fir	5322	
	2 x 8 Rough clear fir	720	
	2 x 10 Rough clear fir	2090	
	2 x 12 Rough clear fir	3220	
	2 x 14 Rough clear fir	1918	
	2 x 16 Rough clear fir	2187	
	2 x 18 Rough clear fir	888	
	2 x 20 Rough clear fir	1260	
	2 x 22 Rough clear fir	506	
	2 x 28 Rough clear fir	112	
		18223	

Car WM 50190

Shipped Aug. 10th 10 x 10—22/24, 7/26, 2/28, 2/30, 5/32,
11/34, 2/36, 5/38, 25/40.

Car LVR 9826

Shipped Aug. 19th 10 x 10—11/24, 10/26, 4/28, 2/30,
9/32, 6/34, 11/38, 3/40, 4/36,
15583 ft.

Car CCC & St. P 76161

Shipped Aug. 19th 12 x 12—10/24, 4/26, 1/28, 1/30, 1/32,
3/36, 6/38, 30/40, 23640 ft.

Car CP 327059

14 x 14—2/20, 4/24, 1/26, 2/25, 5/28, 2/31, 1/22, 1/23,
14 x 16—2/30, 1/22, 1/24, 1/21, 1/27, 1/24.
15 x 18—1/31.
15 x 15—1/21, 1/22.
15 x 16—1/23.

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24 x 24 in lengths from 20 to 84 feet.

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 20,000 ft. 1 x 7 Merchantable Spruce
 5,000 ft. 1 x 10 Merchantable Spruce
 75,000 ft. 1 in. Crating Spruce
 1 car 1 x 5 Mill Run Jack Pine
 30,000 ft. 1 x 4 and up Merchantable Spruce
 15,000 ft. 2 x 4, 8/16 Merchantable Spruce.
 35,000 ft. 2 x 6 and up, 8/16 Merchantable Spruce
 15,000 ft. 2 x 6, 8/16 Merchantable Spruce
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We also have a good assortment of Hem
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*Yards at—Nashville, Tenn.
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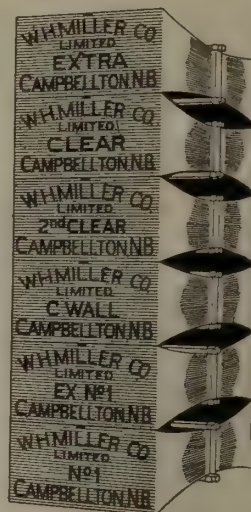
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Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in **Birch and Maple**

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

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Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Quebec and Maritime Provinces Agents:

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Watson & Todd Limited

OTTAWA

WHITE PINE NORWAY

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

HEMLOCK

Hemlock Dry Stock is our main product and we have the best facilities on the Georgian Bay for handling this lumber.

Stock matched or sized, if required.
Phone, write or wire.

McGibbon Lumber Company

PENETANGUISHENE, ONT.

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelison Ave., Jersey City, U. S. A.

Double Band Mill For Sale

Including :

Carriages **Trimmer**

Niggers **Edgers**

Loaders **Resaws**

Sprockets and Chain

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Engine—28" x 62"

Log Machinery

**All the machinery for a clothes
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Write for prices and information

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

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Davison Lumber & Manufacturing Co., Ltd.

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.,
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Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce
Pulp per day.

PHONE: BRIDGEWATER 74

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Halifax, N.S.

Grading
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**BIRCH
BEECH
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**The Largest
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Spruce Pine

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Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
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ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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**Wholesale Lumber and
Pulpwood**

No matter what you require in
Lumber, write or wire us.

Lake Lumber Co. Ltd.

Manufacturers of
Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office: Dominion Bldg., Vancouver, B.C.
Mill: Qualicum Beach, V.I., B.C.

WE ARE BUYERS OF
Hardwood Lumber
Handles
Staves Hoops
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James WEBSTER & Bro.

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Sawed Hemlock
Red Cedar Shingles
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Bass and Poplar Siding

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Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Basswood

White Pine

and

Spruce

Write or Wire us
your requirements

C. G. Anderson Lumber Company, Limited

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Timber Estimates

Our name signed to a report
means that the work has
been done with Integrity
of Purpose, and with Know-
ledge based on Experience
plus System.

James W. Sewall
OLD TOWN. MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also

**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

**Lumber, Lath
Flooring, Cedar
Poles and Posts
Railway Ties**

**Doors, Windows, Archi-
traves and all kinds of Mill
Work, done by experts.**

Ask for our prices and services
of our architect

J. P. DUPUIS, LTD.
592 Church Ave., Verdun, Montreal, P.Q.

**Spruce, Balsam, Poplar
Pulpwood**

Bought and Sold for Canadian or
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Quotations furnished on request.

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Cable Address, "Tectona," Glasgow
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Cable Address: Farnworth, Liverpool
**WOOD BROKERS
and MEASURERS**

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Seaforth Road, Seaforth, Liverpool,
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SAW MILL MACHINERY

Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

- Mill Machinery**
- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
 - 2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
 - 1—Waterous log loader, 3 arms, 10-in. cylinders.
 - 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
 - 1—Waterous double edger for 20-inch saws, lever shifter.
 - 1—Payette double edger for 18-in. saws, lever shifter.
 - 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
 - 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
 - 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
 - 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
 - 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
 - 1—Payette edger for box and short stock.
 - 1—Rogers twin circular or tie maker.
 - 1—Payette lath bolter and lath machine.
 - 1—Pair lath trimmers.
 - 1—Picket trimmer (bunch trim).
 - Conveyor drives and chains.
 - Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

- Power House Equipment**
- 2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
 - 1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
 - Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.
 - 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
 - 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
 - 1—Pair American feed water heaters for above engines; 10 in., copper coils.

- Filing Equipment**
- 1—Waterous band saw grinder for 6 in. saws.
 - 1—Baldwin retoucher for band saws.
 - 1—Wm. Hamilton band saw shear, 12".
 - 2—Reversible saw levelling blocks.
 - 2—Chilled band saw anvils.
 - Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

About 15 tons each 45 and 56 lb. rail. Booms and boom chains, ½, ¾ & 1. Winches and other mill supplies. Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

SOME SPECIALS!

White Pine

Bright — Right

- 11M' 1 x 4—6' No. 1 Stocks
 - 50M' 1 x 4—8 "
 - 7M' 1 x 6—6 "
 - 40M' 1 x 6—8 "
 - 35M' 1 x 4/6"—6 and 7' Mill Run
 - 16M' 1 x 8—6 to 9' Mill Run
 - 150M' 1 x 10 and 12" No. 1 Mill Culls
40% 10" largely 14 to 16'
60% 12"
 - 145M' 5/4 x 4 and up No. 1 Mill Culls
 - 55M' 6/4 x 4 and up " "
 - 110M' 2 x 4 and up " "
- The 5/4, 6/4 and 8/4 No. 1 Mill Culls contain the 10 and 12"
- 15M' 6/4 No. 1, 2 and 3 Cuts
Average about 11"
 - 32M' 8/4 No. 1, 2 and 3 Cuts
Average about 10"

*In a few weeks cars will
be scarce*

Let us have your inquiries NOW

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE :— 712-20 Bank of Hamilton Bldg.
Montreal Office :— 203 McGill Bldg.
Mills : Byng Inlet, Ont.

Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS
Orillia, Canada

Canada Lumberman,
Toronto
Gentlemen,
Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,
C. B. JANES & CO., LTD.
(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Prince Rupert Lumber Company

J. S. EMERSON

SITKA SPRUCE

Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

Vancouver Office: 216 Pacific Bldg.

Hardwood Logs

We are ready to enter into agreement with reliable parties to supply from one and a half to three million feet of **Yellow Birch and Oak Logs** now being manufactured in the Upper Ottawa District. The timber is large and of excellent quality.

W. L. & J. C. Hunter
PEMBROKE, ONT.

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada
On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT.							
		5/8-7/8 in.	1 in.	1 1/8 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds	...	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com.	...	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft
No. 2 Com.	...		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
		CYPRESS.							
1st and 2nds	...		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects	...		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft
No. 1 Shop	...		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
		HARD MAPLE.							
1st and 2nds	...	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com.	...	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com.	...		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
		SOFT MAPLE.							
1st and 2nds	...	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com.	...	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com.	...		10,000 ft		250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft
		PLAIN RED OAK.							
1st and 2nds	...	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com.	...	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com.	...		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
		PLAIN WHITE OAK.							
1st and 2nds	...	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com.	...	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com.	...		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
		IMPLEMENT GRADE WHITE OAK (free of heart)							
50,000 ft. 1 1/2 in.		200,000 ft. 2 in.		70,000 ft. 2 1/2 in.		100,000 ft. 3 in.		45,000 ft. 4 in.	
		SOUND SQUARE EDGED WHITE OAK							
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.									
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

A Few Miscellaneous Cars
We Wish to Move

- 1 car 1 in. 1 and 2 White Ash.
- 1 car 1 1/2 in. 1 and 2, White Ash.
- 1 car 2 1/2 in. 1 and 2 White Ash.
- 1 car 1 in. No. 1 Com. Wh. Ash.
- 1 car 1 1/4 in. No. 1 Com. Wh. Ash.
- 1 car 1 1/2 in. No. 1 Com. Wh. Ash.
- 1 car 3 in. No. 2 Com. Wh. Ash.
- 1 car 1 1/2 in. No. 1 Com. Beech.
- 8 cars 2, 2 1/2, and 3 in. Beech and Maple Road Plank.
- 2 cars 1 in. No. 1 Com. Cherry.
- 1 car 1 1/4 in. No. 1 C. Cottonwood.
- 2 cars 3 in. 1 and 2 Elm.
- 2 cars 3 in. No. 1 Com. Elm.
- 1 car 1 in. 1 and 2 Pl. Red Gum.
- 1 car 1 1/2 in. 1 and 2 Pl. Red Gum.
- 1 car 2 in. 1 and 2 Pl. Red Gum.
- 1 car 1 in. 1 and 2 Poplar.
- 1 car 2 1/2 in. 1 and 2 Poplar.
- 1 car 1 1/2 in. Sap and Sel. Poplar.
- 1 car 1 in. C. and B. Sycamore.
- 1 car 1 in. No. 1 Com. Walnut.
- 1 car 1 in. No. 2 Com. Walnut.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

BUFFALO, N. Y.

FIR TIMBERS

Rough Clear Fir,
Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Flooring
Silo Stock

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| Cypress Shingle Co., Ltd. | Acme Shingle Co. | Coombs Shingle Co. |

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British Columbia Red Cedar

SHINGLES

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Montreal, Que. |
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Manufacturers and Dealers in

Pine, Hemlock and Hardwood Lumber Lath, Posts and Ties

We have now, dry and ready to ship, the following stock of White Pine Lumber:

1 x 4 and 5 M. R.	158,942	1½ x 12	"	24,559	6/4 Mill Culls	30,000
1 x 4 and up M. R. Pine	250,365	1½ x 4 and 5	"	9,735	5/4 x 4 and up No. 1 and 2 M. C.	14,559
1 x 6	98,765	2 x 4	"	57,674	1½ x 4 and up No. 1 and 2 M. C.	24,155
1 x 8	49,046	2 x 4 and up	"	36,914	1 x 4 and up Shorts	14,028
1 x 7, 9, 11	22,894	2 x 4 and 6	"	39,955	2 in. No. 1 and 2 Culls	75,000
1 x 10 and 12	72,664	2 x 6	"	102,490	1 x 4 and up Dressing & Better	13,095
1¼ x 10	33,555	2 x 8	"	258,690	1¼ in. No. 2 Common & Better	12,870
1¼ x 10 and 12	13,851	2 x 10 and 12	"	365,944	3 x 4 and 3 x 6 Birch	39,487
1¼ x 12	33,396	2 x 4 and up Norway	...	26,742	1 in. Spruce	26,177
1¼ x 8	30,188	1 x 4 and up No. 2 Cuts and Bet.	...	12,168	2 in. Spruce	43,830
1½ x 6	45,426	1 x 4 and up No. 3 Cuts and Bet.	...	11,508	1 x 7 and up Spruce	14,040
1½ x 8	80,842	3 x 8 Mill Run Pine	...	26,000	1 x 6 Spruce	10,290
1½ x 7, 9, 11	12,567	3 x 10 Mill Run Pine	...	15,700	1 x 4 and 5 Mill Run Spruce	24,630
1½ x 10	73,442	3 x 12 Mill Run Pine	...	15,900	1 x 4 and up Cull Spruce	23,976
		5/4 Mill Culls	...	10,700		

Wire, Write or Phone for Quotations

Southern Pine
**YARD STOCK
TIMBERS**
CREOSOTED POSTS and POLES



Southern Pine
**CAR MATERIAL
GUM LUMBER**
SALINE RIVER WHITE OAK

"FORKED LEAF" BRAND
OAK FLOORING

OAK FLOORING PREEMINENT

"FORKED LEAF" BRAND
OAK FLOORING

The natural preference for Oak Flooring is due to its beauty and durability. It is permanently artistic and most economical.

To build up a good Oak Flooring business sell the best as to grade, quality, and manufacture.

"Forked Leaf" Brand Oak Flooring

"The Kind That Makes Good"

is made of the best of all the Oaks; it is even in both color and texture; it is GUARANTEED to be of superior grade and perfect manufacture. Let us supply you with "Forked Leaf" Brand Oak Flooring.

THE LONG-BELL LUMBER CO.

R. A. LONG BLDG.

KANSAS CITY, MO.



**"Over
the
top"—**

Yes, Mr. Dealer, that's just where British Columbia Red Cedar Shingles are going.



The Trademark

Last year the demand for this time-tried, thoroughly tested roofing product increased to such an extent that an output 20 per cent. greater than for the previous year was marketed and we're still going strong.

This year the Publicity Section of the Shingle Agency of B. C. is sending out a trademarked No. 1 shingle. This is being backed up by an extensive Dominion advertising campaign, supported by

literature for the farmer, the contractor, the builder—as well as the literature for the dealer. Enquiries from all parts of Canada are coming as a result of this campaign.

Remember—You don't have to prove the merits of our shingles to your customer—they've used them—their fathers used them—and the roofs they laid are still giving good service.



The Roof

THE BRITISH COLUMBIA FIRMS TURNING OUT TRADE-MARKED RED CEDAR SHINGLES

Acme Shingle Co., Ltd., Metropolitan Bldg., Vancouver.	Peers & Anderson, 2118 Wall Street, Vancouver.
Beaver River Lumber Co., Ltd., New Westminster.	Rat Portage Lumber Co., Ltd., 1816 Granville St., Vancouver.
Brunette Sawmill Co., Ltd., New Westminster.	Sardis Shingle Co., Ltd., Port Moody, B.C.
A. Cotton, Ft. of Birch St., Vancouver.	Shull Lumber & Shingle Co., Ltd., New Westminster.
Canadian Western Lumber Co., Ltd., Fraser Mills.	Stoltz Mfg. Co., Ltd., 913 Dominion Bldg., Vancouver.
Cypress Lumber Co., 1442 Nelson St., Vancouver.	Stillwater Lumber & Shingle Co., New Westminster.
Dominion Shingle & Cedar Co., Ltd., 320 Pacific Building, Vancouver.	Thompson Shingle Mfg. Co., Harrison Mills, B.C.
Genoa Bay Lumber Co., Ltd., Genoa Bay, Vancouver Island, B.C.	Thurston-Flavelle Ltd., Port Moody, B.C.
Hastings Shingle Mfg. Co., Ltd., P.O. Box 640, Vancouver.	Victoria Lumber & Mfg. Co., Ltd., Victoria.
Lulu Shingle Co., Ltd., Eburne, B.C.	Westminster Mill Co., Ltd., New Westminster.
Langs & Roddis, Rosedale, B.C.	Whalen Pulp & Paper Mills, Ltd., Merchants Bank Building, Vancouver.
Lynn Valley Lumber Co., Ltd., North Vancouver.	Yarrow Mills, 330 Seymour Street, Vancouver.
Robt. McNair Shingle Co., 670 Thurlow Street, Vancouver.	Fir Tree Lumber Co., 203 Westminster Trust Bldg., New Westminster.
New Ladysmith Lumber Co., Ltd., Nanaimo, B.C.	

Send to our Publicity Section for Dealer's Helps

The Shingle Agency of B.C.
Standard Bank Bldg.
VANCOUVER, B. C.

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Along with an assortment of 1 in. and 2 in. Mill Run White Pine 1918 Cut, Dry, we have a small cut of Hemlock and Spruce in 1 in. and 2 in., Dry.

WE SOLICIT YOUR ENQUIRIES

Remember all dressing and resawing can be done here. Your orders placed here will therefore save freight charges.

"WE AIM TO SERVE YOU WITH THE BEST"



Mill Yard.

Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mills

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

RICH CLAY LOAM LANDS FOR SALE—Townships of Haggart and Kendry. District of Temiskaming. Excellent opportunities for the settler. Write for particulars.

New Ontario Colonization Company, Limited

Sales Office, BUFFALO, N.Y.

Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

We have

to offer :

30,000 ft. 1 x 4—8/16 White Pine Box
9,000 ft. 1 x 5—8/16 White Pine Box
25,000 ft. 1 x 6—8/16 White Pine Box
16,000 ft. 1 x 7—8/16 White Pine Box
10,000 ft. 1 x 8—8/16 White Pine Box
8,000 ft. 1 x 10—8/16 White Pine Box
20,000 ft. 1 x 12—8/16 White Pine Box

8,000 ft. 1 x 4/8—8/16 Common Plain Red Oak, Kiln Dried.
3,500 ft. 4 x 4 and up 6/16 Common Native Oak.
7,500 ft. 3 x 4 and up 6/16 Common Native Oak.
1,600 ft. 3 in. Dead Cull White Pine.

Canada Lumber Co., Limited
WESTON, - ONT.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

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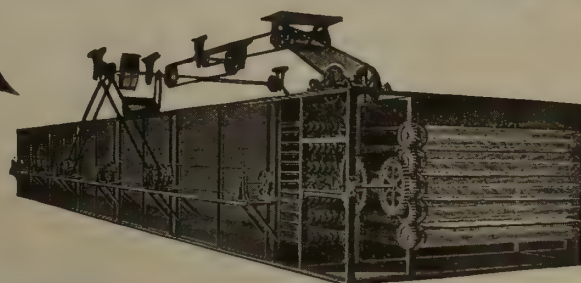
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Why Uniform Terms of Sale Should Be Adopted By All

A remarkable amount of work has been accomplished by the Ontario Retail Lumber Dealers' Association during the past eight months. This was revealed in no unmistakable manner in the comprehensive reports which were presented at the recent representative gathering held in Toronto. If so much can be done in a comparatively short space of time, the question naturally arises, what may not a body of this influential and aggressive character accomplish by means of co-operation within the next few years? The growth of the Association has been gratifying and it is expected by the end of the next six months that the majority of all the progressive yard men in the province will be active members of an organization which is giving such a splendid account of itself. A number of timely and important resolutions were carried and a busy programme mapped out for the officers and executive during the coming months.

One of the chief topics that engaged the attention of the delegates was the adoption of uniform terms of sale throughout the province. After a lively discussion the proposal to place the retail lumber business on practically a cash basis was carried. The average yard man, owing to the evolution of things created by the war, has to render greater service and carry more varied and extensive stocks than ever. Frequently he has to hold the lumber for months and then sell it in small lots, giving prompt delivery and making a profit that is not nearly as large as that enjoyed in many other lines of business which are conducted on the cash system. If there is one branch of trade that is making progress, it is cash. Department stores long ago gave the new order of things stability and recognition, and other businesses have followed. Coal merchants adopted the policy that coal is cash. They eliminated the credit feature with satisfaction to themselves and their customers. Other merchants have formed in line, and among the last to get in step is the retail lumber dealer. He has everything to gain and nothing to lose by doing business on a cash basis. Naturally the change is the most difficult at the introduction,

but, by the united action which has been taken there will be the co-operative effect of the association.

With this prestige and support no yard man should hesitate in inaugurating settlement by the spot cash method, with everybody except builders and contractors of approved financial rating who are to liquidate their bills on the 10th of each month. The charging of interest on all accounts over thirty days' duration will also help usher in the new state of things. As one member pointed out, if a yardman did not start the cash business now he might as well throw up his hands in favor of a credit game for ever. The farmers, who are leading customers of the majority of yards, never had so much ready coin or secured such high prices for their products as they do at the present time.

There is a time for everything, and it would appear that the particular hour to change the old order, abolish discount and special concessions, convert long standing and open accounts into ready available assets and place the lumber business on a rock foundation is right now. This is the psychological moment for the cash system. The door of opportunity is open and the dealer who fails to get in line and keep pace with the onward march of his brethren, will realize in the days to come the sad refrain "It might have been." A better slogan at this juncture in connection with the retail lumber activities and the question of uniform cash terms is "do it now."

* * *

Public Spirit in the Interest of Forest Conservation

The public spirited citizen is not dead; he lives today as much as ever in all worth-while communities. The man of vision can foresee what the fate of Canada would be were the land stripped of its splendid and varied timber wealth. The ruthless hand of the speculator and the despoiler would rob the country of too many of its most beautiful woodland lots, little caring what was left to posterity.

History was made the other day in Waterloo County when some forty acres of sylvan property at the confluence of the Grand and Conestogo Rivers was handed over by Walter J. Snider to the Ontario Government. The object of this generous benefaction is to further the policy of conservation and re-forestation throughout Canada. The land has been in possession of the Snider family since 1850 and is covered in majestic forest trees. Mr. Snider desires that the splendid timber could be assured in perpetuity and, on this being intimated to the provincial authorities, the donor had great satisfaction in handing over the lots to the Ontario Government. Mr. Snider will receive much praise for his liberal action in the gift to the people of Ontario of the magnificent woodland, and, at a public gathering, Hon. Finlay Macdormid, Minister of Public Works, praised the enterprise of Mr. Snider and asserted that it was a worthy example for other citizens to emulate. Mr. Snider said he was alarmed at the cutting down of the woodland in his district and added that he had made up his mind that his bush should not see the axe of the lumbermen, and he was only too glad to do something along the line of forest conservation.

It was suggested that instruction should be given in the schools in the matter of conserving the timber wealth of the province. Later the local authorities and representatives of the Ontario Government motored to Cressman's wood, a beauty spot at the Grand River near the village of Doon. It is stated that public spirit of residents of that district, in competition with portable sawmill men, raised a sufficient sum of money to purchase this attractive piece of real estate and preserve it for the use of the people for all time. The property consists of sixty acres overlooking the Grand River. It contains more than twenty varieties of well-known Canadian trees and it is reported there are more kinds of wood represented in this sylvan section than in any other of the same area in Canada. Many enterprising gentlemen of Waterloo were instrumental in preserving this lovely bit of mother earth for the county, which demonstrates that human nature possesses an aesthetic side which not infrequently outweighs the purely material in certain relations of life. The home instinct, the neighborhood love and an innate adoration of local scenes, engraven on the memory by youthful or family associations, will never die. The flux of time only serves to make such impressions stronger and deeper.

Ontario Retail Lumber Dealers Assemble

Encouraging Reports Presented and Progressive Steps Taken on Many Important Trade Matters—Service and Co-operation Emphasized

Representative and enthusiastic in every particular was the special meeting of the Ontario Retail Lumber Dealers' Association, held in Toronto on September 3rd. The gathering, numbering about 150, took the greatest interest in the proceedings, which dealt with practical problems connected with every phase of the trade and its expansion.

Changed conditions have to be met by new and improved methods, and, owing to the war, it has been necessary to adjust certain matters to accord with the spirit and service of the present period. These questions are most fully set forth in the reports of the different officers and committees and in the important resolutions which were adopted. That the Association, which was organized less than a year ago, has acquired such a flourishing membership and taken up so many leading issues was favorably commented upon by all. It was felt that the future of the organization was bright with promise of greater achievement and even more efficient work. The officers have been most energetic and diligent in their zeal for the welfare and up-

and the city of Toronto for the evening spectacle. At the noon-day luncheon the officers of the Ontario Retail Lumber Dealers' Association had the pleasure of sitting around the table in the Administration Building with the Directors of the National Exhibition.

The various reports presented will be found comprehensive and edifying and well worth perusing. They contain a mint of information for every member of the trade and more particularly the retail dealer. President Thos. Patterson, of Hamilton, ably presided, and "calling the boys to order" announced that he was pleased to see such a large attendance from all parts of Ontario. He said they had much business to attend to and he trusted the sessions would be pleasant and instructive.

After referring briefly to the rapid growth of the membership and the promising outlook for the coming year, Mr. Patterson proceeded to read his annual report, which was as follows:—

President Patterson's Able Address

As President of the Ontario Retail Lumber Dealers' Association, it falls to my lot to deliver an address to you, and in casting about for suitable matters to discuss, I have felt that my introductory remarks should include some reference to the great war, and all that it means to us as individuals, as Canadians, and as members of one of the most important industries and trades in the country.

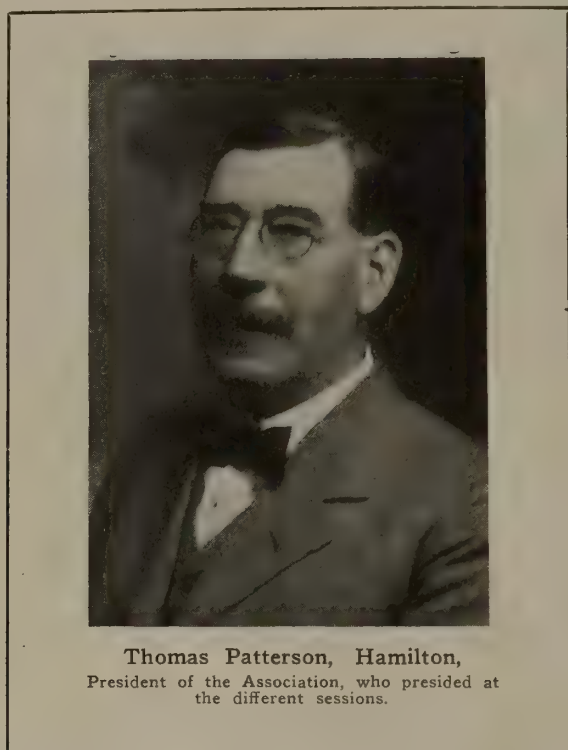
Our young life, as an association, has been lived in an environment of thoughts and deeds connected with the war. During the year 1918 we have passed through a most anxious time; through days and weeks when it seemed to be doubtful whether all the sacrifices, which had been made during nearly four years of war might not be in vain. With stout hearts we believed in the righteousness of the allied cause and knew that in the end success would be achieved, but there was so much uncertainty about the length of the trial and the extent of the adversities through which we would have to pass that the morale of the people at home has been severely tried. During these early months of 1918 our Association was in its cradle, so to speak, but those who were actively working for its success felt, just as surely as we have all felt in connection with the war, that the cause was right and the end certain, so long as we lived up truly to our ideals and worked with a will for the attainment of our goal.

To-day that goal is in sight, and I believe I can with confidence also say that the other great goal is in sight, the goal of the delivery of mankind from the evil domination of the Hun. We have all been thrilled beyond measure during July and August by the wonderful progress of the allied armies. The flood gates of hope have, at last, been opened, after long years of trial, and we see to-day the undoubted beginning of the end. There may be still untold trials to be endured, even great disappointments to be suffered before the day of victory dawns, but we have passed beyond the crest of the hill. We have seen the promised land of peace, and there is dawning now upon mankind a day of great happiness, when no man shall ever dare again to make the damnable assertion that "Might is right."

I believe, and I feel that everyone in this room to-day believes with me, that we can now look forward before many months to a return of peace, and this being so, we have, as an association, many matters to talk over. We are still young enough as an association to look back upon the days before there was any co-operation between the retail lumber dealers of Ontario. Even less than a year ago to-day our Association existed only in the minds of a few enthusiasts whose experience had convinced them that co-operation among the members of the trade was badly needed, and who believed that the thing could be done, if only the right men could be interested at the outset. From that day until the actual birth of the Association on December 21st, 1917, it was an uphill fight. While many dealers believed in the necessity for an organization such as ours, only a few could be found who had sufficient faith in their fellow retailers to believe that it could be put into effect.

I do not say this by way of belittling the ideas of those who held off at first, or even of those who have still to come in, but by way of affording a striking contrast between that day and this. The most sanguine of us, who met in this room on December 21st, 1917, could not have pictured such a gathering as this, brought about in the short space of less than nine months.

Gentlemen, we have accomplished something to be proud of. Yet, we must not allow the idea to get abroad that we have, by any means, accomplished sufficient to entitle us to rest upon our oars. The



Thomas Patterson, Hamilton,
President of the Association, who presided at
the different sessions.

lift of the Association. This spirit is reflected in the very gratifying reports and the action taken on a number of outstanding problems.

The discussions were animated, cheerful and profitable. The business was put through with despatch, and every delegate expressed himself as thoroughly satisfied with the amount of information gathered, the numerous helpful suggestions presented, and the enlarged viewpoints secured on merchandising, distribution and manufacturing problems so far as the lumber industry is concerned.

The sessions were held in the Assembly room of the Board of Trade, Royal Bank Building, Toronto, and every seat was occupied. As each delegate arrived he registered and was presented by Secretary Boulton with a card for the luncheon which was tendered the visitors by the Toronto Retail Lumber Dealers' Association, and with a dinner ticket to the social function which was carried out at the Royal Canadian Yacht Club. There the members of the Retail Lumber Dealers' Association of Toronto, the affair being one of the most successful and enjoyable ever conducted.

The second day of the proceedings was devoted to pleasure, and all the delegates remained over to attend the great Canadian National Exhibition. Every department of the mammoth institution was inspected, and there was a large tent on the ground which was the headquarters of the visitors during the afternoon and evening. There they left their parcels, met for conversation or letter writing or used as a rest room when they desired a few minutes respite from sightseeing. A reserved seat section of the grandstand was placed at the disposal of the lumbermen who were the guests of the Exhibition directors

goal of accomplishment which lies before our Association will never be reached. It will recede ever as it is approached, and our field of usefulness must ever be enlarged. It is one of the fundamental conditions, upon which association work, like all human endeavor, depends for its success, that the achievements of to-day are never complete in themselves, but are only stepping stones to further progress and that if we content ourselves with what we may have done, we cannot even remain where we stand, but must inevitably fall back. Therefore, I want every retailer here to-day to carry home with him a strong personal conviction that the future still lies before us, and that it depends upon us individually whether we shall make of it all that it should be, both to ourselves and to our Association. In the reports and addresses which you will hear to-day, you will learn in detail what has been accomplished during the past nine months.

Bore of the Brunt of Organization

The successes we have had, have come from wholehearted and unselfish work, gladly performed by those who have borne the brunt of the work of organization. The successes of the future will be many times greater than those of the past, and it belongs individually to each one of us to apply those successes to his own personal use, and by so doing, automatically to render the Association more valuable to all the other members. An Association like ours is, in name, a great co-operative work based upon unselfishness and a desire to do the other fellow justice, yet it has this peculiarity, that it is not possible to escape personal gain in a far greater measure even than the advantages which we confer upon our fellows. Looking at it from this point of view your membership has its selfish side, but there is still this other fact to be borne in mind, that it is impossible for any member, however selfish he may want to be, to hug to his own bosom and retain for his own personal use the benefits which he secures from membership.

These benefits spread themselves throughout the trade and have brought into existence even to-day a far greater friendliness of spirit and bigger hearted goodwill between competitors than could have been brought about in a thousand years by any other means.

Let us say something now about our achievements in detail. Let us gather together and tell one another what good fellows we are, and gloat over what we have been able to do, for I think we are justified in so doing.

In the first place, less than nine months ago there was no Association, and there were only a handful of dealers who thought it would be worth while to try the experiment of organizing. To-day the experiment has been worked out, and we have an Association made up of one hundred and thirty-two members, including in its ranks a goodly majority of the progressive dealers in the province. That in itself is a gratifying result. It means that one hundred and thirty-two dealers have been men enough to come forward and support an honest attempt to put the ideals of co-operation into effect, and it means that for its future work the Association has a foundation firmly built upon the rock of confidence among men who are farsighted enough to attempt to realize their ideals.

The Big Men Behind the Retailers

As to the things that we have already been able to accomplish, there is a goodly list of them, but they will be referred to more properly by our Secretary in his report. I will content myself here with the statement that, while we have had an uphill fight, it has been a fight full of interest for those who took part in it, because, almost from the very first, we found that the big men were behind us, and that success could be won undoubtedly by perseverance. To-day, the result is, that before our Association is a year old, it is a going concern, and a factor for good among the members of the trade, the importance of which cannot be overestimated. We have still a few months of 1918 before us, and I am confident that the conclusion of the year will find us more firmly established still.

I have dealt so far with matters that are intimately associated with the growth of our Association, and with the state of affairs from an Association and a trade point of view, which we find surrounding our industry as a result of the war. This has all been more or less by way of introduction and the remarks I have still to make will be of a different type. I propose to deal briefly with two problems: First, a review of the changes that have taken place in the retail lumber industry during the past thirty years, and second, an account of the recent awakening to new ideas in our industry. I believe these are matters that you will be interested in, and that you will bear with me while I indulge in a few reminiscences and draw a few conclusions from them.

In the early days the retail lumber business was a very different thing from what it is to-day. To put it succinctly, it was an industry of the wilderness. The retail yard of those days was not of the proportions of the retail yard of to-day. It carried a very small stock, and this stock was composed practically of one kind of wood. Moreover, it was usually an adjunct of a sawmill located quite near by. Sawmills in those days were not the great plants that they are to-day.

They were small, and scattered throughout the country, and the retail yard owner did not have to go far for his supply.

With the development of the country, the mills removed back from the centres of population in order to keep in touch with the forests, and then lumber had to be shipped into the retail yard by car or boat. When the yard owner had to go further afield for his stock, he found, at the same time, that his range of choice was widened, and, as a natural development, with the increasing settlement of the country, the demand for a wider variety of woods strengthened and the retailer found it necessary to enlarge his range.

This was the natural sequence of events and it meant that the retail yards had to carry larger stocks all the time. What this involved to the dealer will be readily understood by you. It took longer to receive lumber from the points of manufacture. More grades came into use at the same time, as the wider variety of kinds of wood became available, and the retail yard had to cater to the new requirements in order to keep up to date. From the dealer's point of view this meant two very important things. It meant, first of all, an increased investment, because it took more capital to carry the larger stocks; and in the second place, it meant an increased service, in order to take care of the demands of the public.

The Development of the Service Idea

This thought leads me to trace briefly the development of what we know as "service." In the early days, in pioneer districts, the customer drove his own horse to the retail yard and teamed away his lumber. Later on, the small carpenter and builder had his own horse and came to the lumber yard for his material. For a number of years these conditions prevailed, but with the advent of the department store, which introduced free delivery, it became necessary for the retail lumber dealer to fall in line and deliver material to the customers. The small carpenter and builder sold his horse and wagon and allowed the burden of delivery to fall upon the retail yard. There has been one change of more importance, perhaps, than any other. In the pioneer days the carpenter did his own work on the job, buying the rough lumber from the retail yard. With the growth of the towns and the invention of efficient woodworking machinery the pioneer carpenter was replaced by the planing mill, and the planing mill has now become an adjunct of the retail lumber yard, involving a further and very substantial increase of investment.

I have drawn this outline of the development of the industry just to impress upon you the contrast. From being a very crude and simple form of business, requiring little capital and little knowledge of grades and sizes of lumber, or of merchandising methods, the retail lumber business has gradually grown to be the highly complex, specialized industry that it is to-day, requiring a large investment of capital, and calling for great technical knowledge and skill. Its growth has come gradually, so that many of us have scarcely noticed it, and some of us are just awakening to the changed conditions of the present day.

In spite of the increasing complexity of the industry and the greater cost of doing business an increasing number of persons have been attracted into it by the steady rise in lumber prices. These constantly increasing prices have made it possible for many dealers to make a profit, who would not have been able to do so on a level market, because of their failure to keep pace with the increased cost of doing business.

Closer Attention to Merchandising Methods

Up to this stage I have referred to the development within the industry itself, but there came into the field some years ago another factor, which complicated the retail lumber industry and made it imperative for the dealer to give closer attention to merchandising methods. This was the introduction of substitutes for wood, and the growth of other kinds of competition. The old board sidewalk has been supplanted by the cement sidewalk. The wooden fence has given place to the wire and iron fence. Galvanized iron has replaced sheeting, and patent roofing has eaten into the market for shingles. Wall boards to-day are trying to crowd lath out of existence, and so on it goes. The man with a substitute has known that he must use vigorous methods in order to get a share of the market, and he has been alert, active and energetic in establishing a market for his product. The lumber dealer, brought up in the belief that he has a natural product whose market could not be invaded, ignored all this competition, until it was too late. He put up no opposition to it whatever. It would have been easy, in the early days, to have fought against this competition successfully because of the superiority of wood over many of the substitutes and because the general public knew of its superiority, but no opposition worthy of the name was put up, and the public, who are easily humbugged by energetic salesmen and persistent advertising, believed much that they were told, and to-day the situation is so critical that the lumber dealer has no choice in the matter, but must wake up and exert himself if he wishes to prevent even far greater inroads than those which have already taken place. So successful have the substitute dealers been in the marketing campaign that



K. J. Shirton, Dunnville,



E. M. Barrett, Ottawa,



J. C. Scofield, Windsor,

THREE LIVE DIRECTORS OF THE ONTARIO RETAIL LUMBER DEALERS' ASSOCIATION

they have been encouraged to go to extremes and have not hesitated to urge municipal councils to adopt restrictions against the use of wood. In far too many cases, owing to the lack of opposition on the part of the lumbermen, these restrictions, unjust and without reason as they are, have been imposed, and the lumber dealer finds his trade hedged in from all directions. Gentlemen, we have not been awake to our own interests. We have been asleep at the switch, and have allowed our great industry to be sidetracked. What can we do? Is there anything at all that, as individual dealers, we can do? We are face to face with new conditions, increased operating costs, and ruthless competition, and we have been trying all the time to plow our lonely furrows, with a one-horse plow, while our competitors have been forging ahead with the greatest trade cultivators that the world has ever known—organization, co-operation and publicity. These are my convictions. I know also that they are your convictions, and I see, therefore, that there is great reason for faith in the value of the organization which we have been able to create—The Ontario Retail Lumber Dealers' Association.

The Recent Awakening in the Industry

Let me leave the consideration of these subjects, and discuss during the balance of my talk the recent awakening and the new development in the Ontario lumber industry, drawing from them as I go along such encouragement for our work as I think is justified. I take it that the fundamental idea behind the formation of our Association is that of co-operation. I believe in the fact that by association and co-operation, we can effect far more than any of us can effect single handed. Our presence here to-day indicates that each of us is convinced of the truth of this, and it leads me to the thought that, while we have already accomplished much, there is still much to be done. An educational campaign among the retail lumber dealers is necessary, and always will be necessary, to keep alive a proper realization of all that can be accomplished by co-operation and to develop in each of us, as fully as possible, the association idea. As I said at the outset, we cannot expect ever to reach our goal. It is one of those goals which cannot be reached in its entirety, but in striving toward it we rise to greater things each day. Therefore, I urge upon you all to consider yourselves as missionaries enlisted for life in the cause of this Association. For many years we have been individualistic units, each fighting for his own cause, and conflicting with his neighbor, and so it will be a slow process to bring together all who ought to be with us. It used to be said that the farmers were the hardest men to get together, but long ago the farmers left the retail lumbermen far behind in the matter of organization. They have strong associations and organizations to-day with a record of accomplishments that is causing universal astonishment. The retail lumber dealers, those in Ontario particularly, have only recently begun to co-operate. Let us hope that before long the seed which has now been planted will bear plentiful fruit.

Now let me get down to brass tacks. What can we do for ourselves and for our Association? The educational campaign is the most important thing to my way of thinking, that we have to consider. Take the matter of credits and collections, for instance. We should arrange for the exchanging of credit information, so as to eliminate the dead beat, who has cost the industry so much and has added much to

the cost of doing business. I will only touch upon this subject, but I wish to leave it with you as one of the elements in the outline of the possibilities which lie before us.

Betterment of the Terms of Sale

Take next the matter of terms of sale. Is there any good that we can accomplish here? Is there anyone in this room to-day who will stand up and say that he is satisfied with the situation in connection with terms of sale? Here we are, a lot of retail lumber dealers gathered together to help one another, and in the matter of terms of sale we are all at sea. If we can lay down definite terms of sale, and have them so worded that everyone will understand them we will have made a splendid start.

Another matter of vital importance to us all, and a feature of our work in connection with which our Association could be of great use is the study of cost accounting. I am more than ever convinced that a uniform system of bookkeeping should be established for the use of the retail lumber yards. Records should be kept in all yards from the same angles, so that they can be compared and so that the cost of doing business can be fairly determined. This is one of the matters which our Association has already taken up, and some progress has been made, reference to which will be made in the Secretary's report. I urge you all to give this matter close study and to assist the Association in introducing whatever reforms may be decided upon as necessary. We must know our costs in order to determine fair earnings for ourselves and in order to put the industry on a strong financial footing.

As an Association we should arrange for the exchange of ideas regarding service to our customers. The public is daily demanding an increased service, and the retail lumber yard must be in a position to give that service in order to meet the competition of substitutes. We must have efficient equipment. We must understand technical methods. We must endeavor to standardize grades and sizes, and be able to advise the public intelligently as to the proper uses of woods for various purposes.

Speeding Up Retailing of the Product

The retailing of lumber has not kept pace with the progressive method of merchandising developed in the case of many other manufactured articles. More thought and progress along this line has been evidenced during the past ten years than at any time since the industry began. This movement is showing itself in many directions—through efforts on the part of the dealer to meet consumers' needs more economically by using short lengths or other cheap material suited to his requirements; through the advertisement of plan books of houses and farm buildings, the furnishing of ready-cut material, the issuing of pamphlets explaining the use of wood, etc. This movement has really only begun and has a wide field of possibility under the following headings:

- (a) Advertising and demonstrations.
- (b) Salesmanship.
- (c) Education of consumers.
- (d) Reduction of credits and getting nearer to a cost basis.
- (e) Stabilizing of prices.

Mention of the stabilizing of prices brings up a subject of great

importance. The extreme and frequent fluctuations in price demoralize the trade and might be prevented by greater publicity in merchandising lumber. Sources of authentic information on lumber prices are very limited. Many buyers and sellers of lumber are not properly posted about the market in which they trade. Hence, the market tends to be indefinite, and clear-cut open trading is difficult. These conditions are accentuated by the frequent over-production of lumber at the mills, whose influence is felt through all stages of merchandising. If current lumber prices were given greater publicity, it would tend to check extreme fluctuation. Buyers would be better fortified against unwarranted advances in price and there would be less indiscriminate price-cutting. The publication of current retail prices from an authentic source would clear up many misconceptions. The greatest benefit from a systematic publication of lumber prices would be gained by the users of lumber who would be able to follow the movement of lumber prices in the same way as they can follow the price of farm produce or industrial stocks.

It is felt that the lumber trade needs to be more open, and it needs something analogous to the commercial exchange where the price and quantity of each sale is posted and where, whoever wishes may obtain the latest data of the movements of the market. It is difficult to accomplish this in a trade so large, complex and widespread as the retail lumber industry. Something, however, may be done along these lines by the publication monthly of prices representing actual sales, not list prices, and the idea is worth emphasizing here because it points the way to an open rational stabilization of the market. The public will rightfully question any arbitrary method of standardizing prices which involves any form of price-fixing or price-control by combination or joint agreement. Open publicity of lumber prices, however, leaving each dealer absolutely free in determining his own course would be a means to rational competition and would correct the extremes of competition only in a natural and desirable way and the consuming public would undoubtedly benefit from it.

The Open Publicity of Lumber Prices

Our Secretary, acting upon the advice of several members who have given a great deal of their time and thought to the work of the Association, has recently made a beginning in connection with the publication of prices in the "Monthly Bulletin," published by our Association. It would be interesting to hear expressions of opinion from the members present in regard to this step. It is a matter which concerns everyone of us intimately and I feel that it would be well to have the approval of the Association as a whole in connection with the publication of these prices, so that we may continue the practice with the confidence that it is appreciated at its full worth.

Speaking of the prices of lumber leads me to another thought: Do we all realize as fully as we should the increased value of the stocks we are carrying, and the importance of taking proper care of our lumber? Some of us do, and I fear some of us do not. The retailer should have all good lumber properly stored in sheds to protect it from ex-

posure to the weather. He should see that lumber is properly seasoned so as to be in condition for use when delivered to the consumer. He should watch carefully the manufacturing and grading of his lumber to see that it is standard. He should also be in a position to advise his customers as to the proper care of lumber when used. All lumber exposed to the weather should be properly painted to protect it from moisture and decay. Lumber for interior use also requires care from the time it leaves the retail yard until the time it is properly finished in the job if it is to give satisfaction to the owner.

High Cost Due to Economic Changes

In conclusion, Gentlemen: If you will bear with me a few minutes longer, I wish to make some comment upon the present high price of lumber and bring out a few points which the public do not fully appreciate. The high cost of lumber to-day as compared with twenty-five or thirty years ago is due to economic changes which have increased costs in both manufacturing and distribution. These economic changes include (a) The increased transportation costs due to the increasing distances between the mill and the yards, is a large item. (b) Increased investments required because of the greater variety of stock and service demanded; the greater equipment needed for handling and properly caring for lumber and the longer periods which stock must be carried. (c) The development of specialized service as a feature of lumber retailing, especially in the city trade, and the extension of the credit system. (d) The duplication of investments in retail distribution resulting from the large number of yards. (e) The decrease in the purchasing power of money, with the resulting increase in the cost of labor, taxes, supplies, etc.

All these economic changes are of vital interest to the retail lumber dealer and should be studied carefully by him. The retail lumber trade should establish a standard accounting system through which more intelligent prices may be made and sounder finance practised. The development of more standardized and efficient accounting is one of the first necessary steps to economy and to scientific development of the retail lumber industry.

Now gentlemen, before resuming my seat I cannot avoid giving renewed expression to some of my own feelings about the Ontario Retail Lumber Dealers' Association. I have taken great pleasure out of my connection with the Association and I have felt very keenly the honor of being selected to preside over its affairs during the first year of its existence. I am more thoroughly convinced of the value of the Association every day that I do business. To put it briefly, we cannot get along without it, and I know that it will be a success, but the measure of its success will depend largely upon the support it receives from each individual member. I wish I could put my convictions before you with such force that you would all determine to give the Association and its work a substantial portion of your time and thought. That is what will make it a great success. My last thought to you is one which I have already expressed; let each one of us in the future feel that he is a missionary enlisted for life in the cause of our Association.

SECRETARY BOULTBEE REVIEWS WHAT HAS BEEN DONE

Horace Boulton, Secretary of the Ontario Retail Lumber Dealers' Association, presented his report as follows:

In making my first report to you, as Secretary of the Ontario Retail Lumber Dealers' Association, I wish, at the outset, to say a few things of a more or less personal nature, before settling into a statement of what our Association has done, since its organization, in December of last year, I can say to you frankly that although I felt that a great need existed for an organization such as ours, I was faint-hearted about its prospects. I was indeed sceptical, and had a feeling somewhere in my bones that the task was a heavy one and the outlook far from promising. To-day, I can say, just as frankly, that my eyes have been opened, and that there is not among you all a more enthusiastic believer in the value of the work that the Association is carrying on.

A year ago, when the idea of forming an association of the Retail Lumber Dealers of Ontario was being discussed by various retailers, I came into contact with most of those who were interested in the plan. These dealers backed up the proposal as well as they could, but many of them were quite prepared to see the plan fall through for lack of support. Looking around this meeting to-day they will have to admit that their fears were without foundation, and knowing now what has been done by the Association, they will realize that they did not estimate at their full value the seriousness and the ability of their fellow retailers, more particularly those who had conceived this idea and were seeking to put it into effect. It has afforded me one of the most substantial surprises of my life to see how the dealers have got behind this Association and given their time and thought to its development, and coupled with that surprise there has been another, the surprise that has come to me from witnessing the truth of the fact that when

men such as you get together and determine to straighten out your troubles by co-operation, there is no limit to the results that can be secured so long as the objects you seek to accomplish are fair and within reason.

The Results are Really Remarkable

When I took on the work of Secretary of this Association I looked forward with some uncertainty to my first appearance before you and wondered whether there would be anything to show in the way of results. To-day, I think it is probable that you will agree that the results which the Association has already obtained are not simply encouraging but remarkable, and I believe that those of you who, for one reason or another have not submitted your troubles to the Association, will realize that you have been neglecting your own interests.

There is no doubt that we have proved conclusively the force of the old statement that "In union there is strength," and I will come to the proof of this shortly. Let me tell you first of all what "Union" in our case consists of. Our Association was organized on December 21st, 1917, by about a score of prominent dealers from different parts of Ontario. After the meeting they went back home and started to work upon a campaign for building up the membership of the Association. The membership fee which had been adopted was a fairly substantial one and all we could promise in return was that we hoped to do big things for each dealer who joined. They had to take us on faith. I am glad to be able to report that, up to date, there have been no less than 131 dealers in Ontario who have taken us on faith and that the Association is now making most encouraging progress.

We were most fortunate, at the time of organizing, in having the closest possible co-operation and sympathy from the wholesale lum-

ber dealers of Ontario, who happened, at the same time, to be forming an organization of their own, and who joined in with us in bearing the expense of an office and staff. In meeting these expenses we have had also the assistance of the Lumbermen's Credit Bureau, of Toronto. It would have been an extremely difficult matter to meet the heavy financial burdens of the first year if it had not been for this fortunate sharing of the cost. The sympathetic interest which we have received from the wholesalers, moreover, has been of great advantage to us. The wholesalers lost no time in instructing their salesmen to act as canvassers for our Association and they were responsible for bringing in a large portion of the members whom we secured. We cannot thank the wholesalers sufficiently for this assistance and it behooves us to reciprocate as far as we possibly can by seeing that the work of our Association is conducted in such a manner as to promote a friendly feeling between the wholesalers and ourselves.

Adjusting Delayed Deliveries of Stock

Very early in our existence opportunities began to develop for the Association to be of value to its members. In response to a circular letter sent out to the members we received a number of reports from dealers telling us of orders for stock which they had placed many months previous and which had not yet been shipped. There were other matters submitted to us, all of a more or less similar nature, and at once we commenced the work of taking the matter up with the wholesaler or other party who was concerned. It was not long before results commenced to develop. So well had the work of advertising our Association in one way and another been done that the wholesalers and others with whom we had to correspond on these matters, realized, almost without exception, that they were dealing, not with

We may say that we give you full credit for getting this company to give us the car that they have forwarded to us in place of the one that was ordered in November, 1916, and which we were unable to get them to deliver. No doubt dealing through the Association as we have done has had the desired effect. Yours truly, James Davidson's Sons." Gentlemen, could there be any stronger proof of the value of co-operation?

These are not isolated examples. On January 16th, 1917, one of our members gave an order to a British Columbia firm for a carload of XXXXX shingles at \$3.75 per thousand. Fourteen months later, in March, 1918, the shingles were still undelivered and the company asked us to see what we could do. The last chapter in the story of this case was a letter from the British Columbia firm under date of June 14th, 1918, in which they say:—"We appreciate the trouble you have taken in straightening out the matter with the _____ Lumber Company. We enclose our acknowledgement of their order for a carload of shingles to take the place of the car originally ordered, and we will endeavor to have shipment made promptly." The interesting thing to note in this case is the fact that the British Columbia firm express their appreciation of the services of our Association.

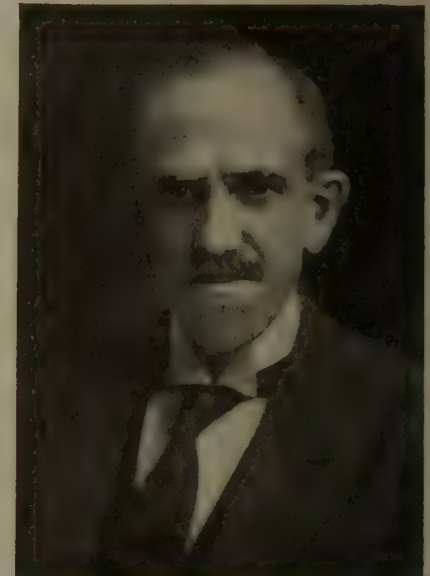
Another case was quite similar to the previous one. An Ontario Company ordered two cars of shingles from a Vancouver wholesaler in December, 1916, and on June 11th, 1918, 18 months later, they gave up hope and asked us to see whether we could get the shingles delivered for them. On July 29th we received the following letter from them:—"We wish to express our sincere appreciation of your success in settlement of the long-delayed shipment of the two cars of shingles for us. As we had made every effort to get this stock, which was ordered in December, 1916, we more fully realized the weight of the



A. E. Clark, Toronto
Chairman of Wholesale Lumber Dealers' Association, who presided at the dinner tendered the visitors



Major J. E. L. Streight, Islington
Who gave a stirring recital of his three years' experience as a prisoner of war in Germany



A. C. Manbert, Toronto,
Who spoke on various phases of co-operation and association and aroused much enthusiasm

one individual retailer, but with a body representing all the successful dealers in the province, and as sensible business men they adopted a reasonable attitude from the start. They found us also in a conciliatory mood and the result was compliance with our suggestions with as little delay as possible. Let me mention one or two instances.

First of all in point of time was a case which made for our Association, I think, one of its most enthusiastic members. The firm concerned already belonged to the Association, but the service we have been able to perform for that member and the benefit we have been able, by means of this service, to be to others of our Association, have, I think, convinced that member that so long as it is in business the Association will deserve its support.

Among the numerous reports which we received of shipments of stock which were long overdue, was one from a firm in Ottawa. On November 16th, 1916, they placed an order with a wholesaler for a car of yellow pine finish, and when they wrote us on March 9th, 1918, they said:—"We have had nothing but promises so far regarding the shipment of this stock. We thought of placing the matter in the hands of our solicitors. Instead of doing so they asked the Association to take the matter up with the wholesale firm. The result was that we received the following letter from the Ottawa firm, under date of April 28th, 1918:—"Dear Sirs: We wish to take this opportunity to thank you for the interest you have taken in the matter of our long-delayed shipment of lumber from the _____ Lumber Company.

Ontario Retail Lumber Dealers' Association when a settlement was made last week."

We have other cases in hand to-day and the correspondence up to date indicates that they will also be settled satisfactorily.

The influence of our Association does not always have to be brought to bear directly in order to be felt. This is illustrated by a case in connection with which it is not advisable to mention any names. One of our members placed an order early this year with a wholesaler for 200,000 feet of yellow pine at a very low price. Three cars were shipped and the wholesaler then endeavored to have the balance of the order cancelled. The retailer agreed to cancel 100,000 feet of the order for a consideration of \$5 per thousand feet to be paid him for the loss he had suffered by having to purchase the stock elsewhere. This entitled him to a cheque for \$500 from the wholesaler. Instead of paying out the money, however, the wholesaler made a compromise with the retailer and bought from him, at a good profit to the latter, a block of 100,000 feet of stock which the retailer owned in Northern Ontario. Referring to this in a letter to the Association, the retailer says:—"We feel pretty sure that if the Association had not been in existence the wholesale firm would not have considered our loss at all. This one transaction has been worth more to us than the Association will cost us in ten years."

There was another case of a somewhat similar type, in connection with which I am not at liberty to mention names, but which

amounts to this, that a certain wholesaler and a retailer were rapidly drawing near to a law suit over an order for stock which had not been delivered. The wholesaler finally assured the retailer that he did not want a law suit and asked if the matter could not be settled. A settlement was made for a substantial sum. This retailer, discussing the matter with us assured us that the existence of the Association was a powerful factor in enabling him to secure this satisfactory result.

It is interesting to note how the influence of the Association spreads. As you all know, there are other Associations similar to ours, in Western Canada and in the United States. It is natural that these associations should co-operate with one another. There is a firm of retailers in Buffalo who are members of the Buffalo Lumber Dealers' Association. Early this year they placed an order for four cars of lumber with a Toronto wholesaler. The stock was to come from a mill in the State of Michigan. Up to the middle of June none of the stock had been shipped and the Buffalo Association asked us to take the matter up for them. We did so and secured shipment of three cars and expect that the fourth will be delivered soon.

Before leaving this part of my report let me give you a little summary of what some of these settled cases mean in dollars and cents to the firms concerned. From figures furnished by the firms themselves the results in three cases are as follows:—

Saved to Member A	\$260.00
Saved to Member B	200.00
Saved to Member C	250.00
Total saved to three members	\$710.00

Two cases have been under negotiation in Ontario, one in connection with the trade in St. Thomas, where the dealers complained of manufacturing firms selling to contractors. We have had a number of letters and several personal interviews with the manufacturers concerned in this case, and in connection with one of them the work has now commenced to bear fruit. One of the St. Thomas dealers writes us under date of August 2nd as follows:—"A representative of the manufacturer came to town recently and arranged a meeting with ourselves and other dealers." They discussed the situation together and finally an arrangement was made which means that this particular manufacturer will in future give the dealers the protection to which they are entitled.

A certain British Columbia wholesaler, one who has shown his interest in this Association from the start, wrote us a few weeks ago to say that he had received a request for a carload of shingles from a party in a certain Ontario town, whom he believed to be a contractor and builder, not a legitimate builder. He asked me for a report about this saying that he did not want to sell him unless he was a legitimate dealer. It turned out that the party was only a contractor and builder and we have advised the Vancouver wholesaler to this effect. We also gave the Vancouver wholesaler the name of the local dealer and asked him to put the business through his hands. This local dealer joined our Association as soon as the circumstances of the case were reported to him.

Conclusive Proof of Co-operative Benefits

Gentlemen, I could go on for quite a long time yet giving you details about cases of this sort that are being dealt with. The recital of the cases I have referred to, however, has occupied quite a long time. I feel, however, that I have been justified in speaking of them as they are such conclusive proof of the benefits of co-operation. I will try to make the balance of my remarks as brief as possible.

I need not say much about the Monthly Bulletin which our Association is publishing. You are all familiar with it. It has been a success from the first number. Wholesalers and manufacturers have realized what an excellent medium the Bulletin is for advertising. No retailer can possibly afford to be without it. And the reason for this is the fact that the retailers themselves are furnishing nearly all the reading matter that goes to make up the Bulletin. I hope that this interest in the Bulletin will be continued, as it means continued success and without it the Bulletin could not exist.

The work of our Association during the first few months of its existence has naturally been devoted, to a great extent, to the campaign for securing members. We have secured a most encouraging membership list, but we must have double the number before we begin to feel that we are approaching a representative list. We have 125 paid members to-day and I estimate that there are something like 450 firms which might belong. It should be an easy matter for us during the coming year to increase our membership to over 200, possibly approach 300, if you will all take a hand in it. It is essential to our existence that we should do so. Financially, we need the additional members, and as an Association we need their influence. I believe that we can do it and I feel that we will do it. When you go back home see what you can do in the way of stirring up those who have not yet joined. They are neglecting their own interests and at the same time they are preventing the Association from exerting its

full influence, by remaining outside. When you have heard all the reports and discussions of this convention you will understand fully why everyone should join. I ask you all to make a hobby of the Association and see that it prospers.

It would lengthen this report beyond the limits of my time if I were to attempt to outline a programme of suggested constructive work. Nevertheless, there are lines of work which it seems to me should be mentioned, and I will simply refer to them and pass on, leaving them for general discussion.

How Cost of Doing Business Varies

One line of constructive work that we have already adopted is that of the cost survey. We regret to say that, in spite of our urgent request for information from members, on their operating costs, only a few members have responded. We would like to receive a far larger number of reports than we have, and with them we will be able to furnish exceptionally valuable data upon which to base a practical statement on the subject that will be useful to every retail dealer. Up to date we have received thirty-eight of these reports. It is astonishing how different the results shown by the different dealers are.

Take, for instance, the general summary, that is, the percentage of the total sales which represents the cost of doing business. This varies all the way, according to the reports received, from 18 to 45.18 per cent. As the object of this survey, however, is to secure reports from a large number of firms, in order to be able to work out a fair average, it does not seem to us that we have as many on hand yet as we can expect to receive and we are delaying the preparation of a complete analysis until more of the members have sent in their reports. Those of you who have not yet done so are urged to fill in the blank form with which we have already provided you for this purpose and return them to the Secretary at once.

Other ways in which the Association can be of service to the members are numerous and we would like to see many of them adopted. A plan book service has been proposed by some of our members. This is a practical way of assisting the members to obtain and hold trade. The preparation of a standard list from which discounts can be deducted according to the locality of the yard is another service which has been seriously proposed by one of our members and which ought to be given consideration. The insurance question is something that will bear a lot of study. This matter will be laid before you to-day in some detail. In connection with advertising there is room for a lot of good work on the part of the Association. What I would suggest is the appointment of a committee for the purpose of making a study of the needs of the members of the Association from an advertising point of view. I believe that the recommendations of such a committee in the direction of furnishing an advertising service to members could be put into effect readily and be of much value. It would probably include the preparation of copy and illustrations for use in daily and weekly papers. These are only a few of the subjects that can be taken up if the members of the Association see fit. It lies with the members of the Association themselves to make the Association as useful as they desire and I make these suggestions in the hope that some of them at least will lead to practical results.

Encouraging Financial Showing Revealed

In conclusion, Secretary Boulton referred to the finances of the Association, and stated that so far as receipts and expenses appeared at the present time, they would about balance at the end of 1918, and that there would be a small sum on the right side of the ledger. The total amount received in fees to date was \$2,170, and there would also be a revenue of some \$674 at the end of the year from the "Monthly Bulletin." The expenditure for the present year would be \$2,678. On the whole, the situation was most encouraging as the running expenses were abnormally heavy for the first year owing to the purchase of office furniture, etc., and the payment of \$375 for subscriptions for members to the Lumbermen's Training Course, an expense which would not have to be repeated in the future. Great credit for the encouraging financial situation was due to those members who had so readily come forward and joined in large numbers. In conclusion, Mr. Boulton, as Secretary of the Retailers' Association, said that it had been a great pleasure in attending to the work and he looked forward, with the assistance of the members, to making the coming year's record a far better one than even that which had been laid before them on the present occasion.

Becker & Company of America, of which Harry I. Mathers, Halifax, N.S., is managing director, state at the present time that they are not importing any pulp at all. With regard to exports, there is no chance of shipping anything to England on account of the tonnage situation. The company were shipping quite a lot of ground wood pulp to United States points until the railways all increased their rates, which killed the business. Becker & Company of America are, however, exporting some ground wood and sulphite pulp to South American ports.

THE RAPID EXTENSION OF ASSOCIATION MEMBERSHIP

John B. Reid, chairman of the Lumbermen's Section of the Toronto Board of Trade, and also of the Toronto Retail Lumber Dealers' Association, gave the delegates a breezy and optimistic talk on the benefits of co-operation and association. Mr. Reid outlined what distrust, prejudice and destructive competition had wrought in the past among members of the trade, and contrasted former conditions with the present satisfactory state of affairs which had been brought about by co-operation which implied unity, fraternity and confidence. There was no lumber merchant to-day in the city of Toronto who could be induced to revert to the old state of strife. The happy condition of things and the feeling of brotherhood and trust which existed among the members was borne of the new spirit of the times in which men are learning to know and appreciate one another better and recognize that there is much good even in the worst of us. Mr. Reid concluded by referring to the beneficial effects of cheerfulness and optimism and the spirit of live and let live. Life was larger than the dollar, and even if no material benefits were reaped from the Association he contended that the advantages of the social side alone well repaid any member. He expressed every confidence in the future of their body and in the growing unity, welfare and uplift of the retail lumbermen of Ontario, all of whom were good fellows and were learning to know one another better. The speaker thought the men in the trade in smaller cities or in certain districts should get together more frequently than they do and discuss topics of mutual interest, for by the exchange of views and experience greater business always resulted and one's knowledge of affairs was broadened and strengthened. Mr. Reid then read the report of the Membership Committee as follows:—

Your Membership Committee is pleased to report a splendid roll of members secured during the first few months of the life of our new

Association. The total paid membership to-day is 125, and application cards have been received from 7 other dealers who have not yet paid their fees, making the actual membership, paid and unpaid, 132. Our membership list represents retail yards from one end of the province to the other.

As you know, the province was divided into five districts for organization purposes, and so as to make it easy to hold more frequent meetings than once a year in the various districts, The paid membership is divided as follows among the districts: Eastern District, 18 members; Southern, 30; Western, 40; Central, 33; Northern, 4. Total, 125 members.

The following table shows the distribution of the membership according to the amount of the annual fee paid: \$10, 38 members; \$15, 60 members; \$25, 13 members; \$30, 4 members; \$35, 4 members; \$40, 1 member; \$45, 1 member; \$50, 4 members. Total, 125 members.

The average fee per member is \$17.36. The receipts from fees by districts are as follows: Eastern, \$390; Southern, \$430.10; Western, \$615; Central, \$660; Northern, \$75. Total, \$2,170.10.

Out of the above amount there was paid out by the Association to cover subscriptions for Training Courses \$375.00.

There is a splendid field for a wide extension of our membership among the smaller retail lumber dealers of Ontario, and it is evident that we must have as wide a membership as possible, in order to accomplish the best results. The present members of the Association can do much to gain new members if each will but take a personal interest. The results that have attended the efforts of the few who have helped show that herein lies an unceasing opportunity for future gains and your committee would earnestly bespeak your co-operation to that end.

MANY TRADE DISPUTES HAVE BEEN AMICABLY SETTLED

The report of the Committee on Arbitration and Inspection was read by Secretary Boulthée and was as follows:—

Your Committee on Arbitration and Inspection consists of the Honorary Secretaries of the five local districts, who have power to appoint local committees, or to call for the assistance of local members in dealing with matters which come properly under their attention. At the last meeting of the Directors of our Association, the Secretary was instructed to take up individually all matters concerning disputes between our members and wholesalers, or others, which might be submitted to him, by members of the Association, and to endeavor to reach a settlement. To some extent, therefore, the work of this Committee, so far as arbitration is concerned, was placed in the hands of the General Secretary, and details of some of the more important matters with which he has had to deal are contained in the report of the General Secretary. It is unnecessary, therefore, for me to offer a fully detailed report upon arbitration.

I believe that it was the intention of the Directors, when instructing the General Secretary to act in this manner, that in any case in which he might not be successful in bringing about a settlement of a dispute, the matter should be referred subsequently to the Directors themselves for further instructions. So far we have been able to settle most of the disputes that have arisen, but it is conceivable that others will develop in connection with which we will not be so fortunate, and in such circumstances these will be referred to the Directors or disposed of in such manner as may be provided for by definite instructions to the Secretary in effect at the time.

The Legitimate Field for Wholesaler

There is one matter we have not been able to bring to a conclusion as yet; namely, a request from one of the members for a ruling, by the wholesalers, as to the legitimate field of business for a wholesale firm. This matter developed out of a case in which one of our members reported a sale of a large amount of material to an important industrial corporation, to be used in the construction of their plant. The wholesaler concerned was communicated with by the Secretary, and while expressing a desire to meet the wishes of the dealers, whenever possible, urged that in this particular case, if his firm had not accepted the order, other wholesalers would have done so, and that it was, moreover, an order for such a large amount of material that he did not believe any of the dealers in the district would have been able to fill it.

When this statement was laid before the dealer who made the complaint, he replied as follows:

"I feel that this should not be passed over without some ruling

being laid down, so that the wholesalers and retailers would explain what line they are working on, and I would suggest that the wholesalers make a ruling upon this point. Personally, I feel that the wholesalers' legitimate ground to sell lumber is not for construction purposes, going into a building, and that the fair way to have handled this order would have been for them to have put it through one of their retail customers."

Acting upon the suggestion in this letter, your Secretary laid this matter before the Directors of the Wholesale Lumber Dealers' Association. They discussed the subject quite extensively and found that they were not able, upon the spur of the moment, to reach a satisfactory conclusion. A motion was carried:

"That the Directors of the Wholesale Lumber Dealers' Association should meet at a later date to consider this matter, and that in the meanwhile the members should give it their deliberation, also that the Secretary of the Wholesale Lumber Dealers' Association should write to the retail dealer who brought the matter up and advise him of this decision."

That meeting of the Directors of the Wholesale Lumber Dealers' Association was held on June 14th, and since that date no other meetings have taken place, a rest having been taken for the duration of the summer months. The Association will resume its meetings this month, and probably this subject will again be taken up. If you desire, as an Association, to pass a resolution on this subject, it will undoubtedly strengthen the case as laid before the Wholesale Association by your Secretary. While the problem of setting down hard and fast lines to allocate the field of operation of a wholesaler is a somewhat difficult matter, it is important that it should be thoroughly discussed. I believe that the wholesalers will give it their best attention, and that if they find it possible to reach a reasonable conclusion they will do so. At the same time, it is one of those matters in connection with which it is exceedingly difficult to establish a definite boundary and it is not to be expected that a wholly satisfactory result will be reached at all easily, or at an early date.

An Eastern Complaint Adjusted

A matter of a somewhat similar nature developed in connection with the trade in Ottawa. The Secretary of our Eastern District reported on July 3rd that a wholesale firm in that district, and some of the employees of another wholesale firm, were selling to retailers' customers, in large and small amounts. The Eastern District asked how this situation should be handled. Your Secretary replied, offering to take the matter up with the wholesalers concerned, upon being

informed of the particulars of the case, and also suggested that, as a last resource, it might be advisable to bring the matter to the attention of the Wholesale Lumber Dealers' Association, Inc., and ask them to take such action as they could. Finally, however, the Eastern District concluded that, in this particular case, it might be better for them to take the matter up personally with the wholesalers concerned, and they decided to adopt this course before placing it in the hands of the Ontario Retail Lumber Dealers' Association for definite action.

As no further correspondence has taken place on this subject it has probably been settled satisfactorily. In all such cases, however, the services of your Association are at the disposal of its members, and will be used in whatever manner seems advisable to each particular instance.

Welcome Suggestions Regarding Inspection

Inspection, the other branch of the Association's work which has been assigned to our committee, is a subject which is capable of many interpretations, and I presume that, from a committee point of view, it is our duty to keep posted upon all its aspects and be prepared to submit such proposals as are in the best interests of the Association.

No matters have been brought directly to our attention in connection with this subject. The committee is desirous, however, of serving the Association to the best of its ability and will welcome any suggestions in connection with inspection which may be made to it by members. It seems to me that there is, in this connection, a possible field of Association usefulness which should be cultivated, or at least studied, with a view to cultivation as soon as considered advisable; and that is the matter of establishing grading rules. This is a very large subject, and one upon which I do not for a moment pretend to offer anything of value, though I do desire to suggest that it would be greatly in the interest of the members of our Association if a set of grading rules could be adopted in connection with the more

important line of lumber which we purchase. The mere fact that such a set of rules had been adopted by our Association would go a long way towards simplifying the confusion that exists to-day. This would be a matter which could not be taken up lightly. It would require long and careful study by a specially selected committee. I submit this as a suggestion, in the hope that it may lead to discussion and finally to results.

Since the commencement of the publication of the Monthly Bulletin of our Association, I have been much interested in some correspondence which it has contained on the subject of standards for moulding and matching. The subject was introduced, I believe, by a letter from Mr. Frank Glenday, manager of the McLaren Lumber Company, of Brockville, Ont., who suggested the adoption of the styles and sizes used by British Columbia manufacturers, claiming that they would result not only in uniformity, but less waste. Correspondence from the Ottawa dealers, I see, shows some disagreement with Mr. Glenday. They point out that the standards in use in their market are also used largely in Ontario and the Eastern States and that they would be quite practical for general use in Ontario. A letter from R. Laidlaw and Company, Toronto, upon the same subject, appeared in the Monthly Bulletin for August, pointing out the benefits that would result from the adoption of standard sizes for dressed lumber and suggesting the use of a set of standards which have been adopted by the dealers in Toronto. I take it that it is the desire of each of those who have expressed their views on the subject, not so much to promote the acceptance of their particular system of standards, as to have the matter discussed with a view to reaching a possible general agreement on the subject. Your committee would welcome definite instruction indicating whether it is the wish of the Association that it should obtain the views of its members and endeavor to work out from them a set of standard sizes which could be given the official approval of the Association.

FIRE INSURANCE AND WORKMEN'S COMPENSATION ACT

Walter C. Laidlaw, of Toronto, chairman of the Insurance Committee, presented the report of that committee, which was under two headings—Fire Insurance and Workmen's Compensation Act.

In connection with fire insurance, Mr. E. D. Hardy, of Ottawa, has asked to be allowed to speak briefly about his Inter Insurance Co.

In connection with Workmen's Compensation Insurance, Mr. F. M. Tobin, Secretary of the Federation of Industrial Accident Prevention Associations, under the Workmen's Compensation Act, has kindly agreed to address us on the work of the Woodworkers' Accident Prevention Association, of which each one of us is a member.

This report will therefore be brief. It has been the aim of your committee to follow on your behalf the trend of events in the insurance world so far as they concerned the lumber industry, and also through our district committees to keep in touch with our various members who had insurance problems and to assist them as far as possible.

We also believe that an important function of the Insurance Committee is that of fire prevention and accident prevention by a campaign of Safety First, and would urge on each of our members their duty to the trade and to the nation to do their utmost to eliminate the annual waste by fire and accident, largely caused by lack of due care.

Fire Insurance

For over a year an insurance investigation has been carried on in Toronto by Hon. Justice C. A. Masten, as Commissioner under the "Ontario Insurance Commission." His report has not yet been issued, but will no doubt contain recommendations of far-reaching value to the insuring public.

The early part of the sittings was devoted to the operations of the Canadian Fire Underwriters' Association, hearing evidence regarding unfair treatment in rates and other inequalities. About 80 per cent. of fire insurance in Canada is controlled by the C. F. U. A. While the cost of insurance must always be governed by the ratio of fire losses, we contend that the expense of carrying on the insurance business is too high and the agents' commissions out of proportion to the service rendered.

The C. F. U. A. are trying to get a tax put on premiums paid to unlicensed companies whose head office is outside Canada, which would give them a practical monopoly. They already have a tax of one per cent. on fire losses in unlicensed companies which is very unfair. The only protection which the insurer now has against exorbitant rates is the competition of unlicensed companies, and we are vigorously opposed to any tax of this nature.

The latter part of the Ontario Insurance Commission's work consisted of taking evidence with respect to fire prevention and fire waste. In order to reduce the cost of fire insurance, we must reduce fire loss.

It is the rate of loss by fire which determines in the long run whether insurance rates shall be low or high. Thirty million dollars went up in smoke in Canada last year. It cannot be disputed that this is largely the result of carelessness. Our fire loss per capita in Canada is nearly five times what it is in Europe, and our average insurance rate is nearly five times the European rate.

It is interesting to note that European cities outside of London, Paris, and Berlin, have paid little attention to modern fire-fighting equipment. They have directed their chief energies to fire prevention. On the contrary, Canada has developed very elaborate appliances. The fire brigades of Canadian towns and cities are far ahead of those of other countries. Our public bodies aim to extinguish fires. Europe has gone further and aims to prevent fires. The average annual maintenance cost of city fire departments in Canada is \$1.43 per capita, and in Europe only .21c per capita, and yet our fire loss is nearly five times their fire loss.

Our public bodies have aimed to prevent fires by stringent building codes, which are absurd in the unfair restrictions on the use of wooden building material. Each one of us in the retail lumber industry should be prepared to refute the ridiculous idea that because wood burns, therefore the use of wood in a building is a cause of fire. Statistics show that it is not the frame dwelling house that causes our enormous fire loss. Fire insurance companies are all eager to write dwellings at very low rates and pay agents high commissions for this class of risk. The farmer's crop is safer in a frame barn with a lightning rod than in a barn built of steel and concrete with metal roof and siding without a lightning rod. A factory or warehouse built with timber "factory construction" is a far safer investment in every sense than a steel and concrete structure. It costs less. It can be changed to fit a growing business. In case of fire the steel and concrete building is left a hopeless mass of twisted junk, where the timber construction will resist fire longer and will not tear the walls down with the action of heat like steel does. Eighty per cent. of Canada's fire waste is from fires in factories and business establishments.

Our building codes should pay less attention to wood and more attention to heating, plumbing, electric wiring and construction details and the general upkeep of buildings. No buildings are fireproof. The most fire-resisting structural materials are not proof against a fierce fire. Fused bricks will run like molasses and calcined concrete columns will crumble into dust.

Inspection and Control

Insurance companies are not the sufferers from fire waste. They charge rates to cover it. Insurance agents are not concerned as they get higher commissions from high rate premiums. It is the property



Allan S. Nicholson, Burlington,



B. F. Clarke, Glencoe,



W. M. Tupling, Orillia,

TRIO OF ENERGETIC DIRECTORS OF THE ONTARIO RETAIL LUMBER DEALERS' ASSOCIATION

owners who pay and the loss is a loss of national wealth. The citizens of Canada must wake up to the need of fire prevention.

Instead of an army of firemen playing cards in our fire halls, we could have competent, intelligent men to go over our properties, to consult with us and advise us on fire prevention with authority to compel the careless man to keep his premises in order. The man who is negligent or fails to use due precaution to prevent fire should be held liable for damage occasioned thereby to the property or life of others. It should be a criminal offence to smoke in a woodworking plant or to drop lighted matches. Many plants provide a lunch room where the men may smoke with a tub of water in which to drop their matches, ashes and stubs. They prefer this to the risk of fire from secret smoking on the premises.

The fire loss in Canada during four years, 1912 to 1915, was \$85,000,000, an average annual loss of over \$21,000,000. 789 persons lost their lives by fire and over 2,000 were seriously injured. The average fire loss per capita in Ontario was \$3.07.

Fire prevention is a paying proposition, and public opinion should be aroused to recognize this. Fire waste must be regulated for the common good by fire prevention laws and an adequate system of inspection. This is the only sure way to reduce the cost of insurance.

Our expensive fire department, our expenditures on water supply and our revised building codes have failed to check the fire waste in the face of the carelessness and indifference of individuals. In European countries the individual is held responsible for his negligence and must make good any loss or damage caused by fire spreading and also the expense of the fire department in fighting the fire. Our Dominion Parliament should pass similar legislation to restrain the careless individual from this reckless destruction of national wealth.

C. F. U. A. Rate Increase

On April 15, 1918, the C. F. U. A. put into effect a general increase in rates. In the May issue of the Bulletin a full statement was given of this revision in rates as it applied to lumber yards and planing mills. These included certain extra charges for the privilege of working overtime. We are pleased to state that the C. F. U. A. has since cancelled these overtime extras as they were not workable.

The other advances are still in effect by the tariff companies, but a lot of insurance has been lost by them to the non-tariff companies who did not increase their rates.

The C. F. U. A. justify their increased rates by claiming:

- (1) That fire losses are increasing.
- (2) That underwriting costs are higher.
- (3) That the general business of underwriting is more difficult and hazardous.

These are sound arguments for a reasonable rate increase. The criticism we make is that no one knows what is a reasonable rate increase. Rate making, like mill work estimating, is largely guess work. One class pays too much and another too little. Our Underwriters' Association has simply followed the lead of the various Underwriters' Associations in the United States.

II. Workmen's Compensation Insurance

The Ontario Workmen's Compensation Act went into force in 1915. Prior to that date if a workman was injured his compensation

was usually a matter of compromise. Some employers carried the risk themselves and made the best settlement they could with the employee. Others insured the risk with a liability company and it was up to the company to adjust with the injured employee. This no doubt means increased operating cost under government control and it also means that the injured man gets more than he did under the old conditions.

Every employer in Ontario is required to make an annual report of his payroll and to pay an assessment thereon at a rate fixed by the Board from year to year. The various industries are grouped into some twenty classes and rates fixed according to the accident record plus their proportion of the administration cost.

Retail lumber yards and planing mills come under class 4 and our rates have been increasing as follows: 1915, \$1.50; 1916, \$1.80; 1917, \$1.80; 1918, \$2.00. The Board has made a special rate on lumber yards without planing mills of \$1.40 for 1918, effective only on application by the employer. Those of our members who have a yard but no mill should make application for this rate.

As in fire insurance, the only way to reduce rates is to reduce losses. If certain members of our group are careless or indifferent in regard to safety first, the rest of us will have to pay for their accidents by increased assessments. It is simply mutual insurance under government control.

The Act provided for the organization of Accident Prevention Associations by any group which wished to thus protect itself. Our group organized the Woodworkers' Accident Prevention Association, and each member of the group automatically became a member of this Association. You pay your fees every year along with your assessment and the Workmen's Compensation Board hands them back to the Association by paying all the expenses of the Association. This saved us the trouble of a membership campaign and has given us the necessary funds to operate efficiently.

The Woodworkers' Association has a Secretary, office staff and a corps of two inspectors. Our Secretary, Mr. Tobin, is also secretary of a number of other similar safety associations, and also of the Federation of Industrial Accident Prevention Associations, so that the whole work is co-ordinated and operated under most efficient and economical conditions.

It should be borne in mind that the staff of the Accident Prevention Association is not appointed by the Government, but by the employers. The aim is to keep the appointment out of politics and to select men of good judgment and sound common sense. At the annual meeting of the Woodworkers' Accident Prevention Association you appointed a committee who have had this in hand. When the inspector calls on you please remember that he is not a government inspector but your inspector, ready to consult with you and advise you on the subject of accident prevention. Our inspectors report that in almost every instance their reception has been cordial and their recommendations have been carried out. This shows a good spirit of co-operation and we hope it will result in reduced losses.

Recommendation to Workmen's Board

Your executive committee at their meeting on March 26, 1918, passed the following resolution:

"That the Ontario Retail Lumber Association urge the Ontario

Workmen's Compensation Board to adopt the following principles:—

- (1) That all assessments should be based on the so-called Current Cost Plan, that is to say, deferred claims shall not be capitalized.
- (2) That all doctors, nurses, etc., should be under the jurisdiction of the employer instead of under the Board, provided that such medical care and hospital accommodation is adequate and satisfactory to the Board.

We are pleased to state that the Board has recently adopted the merit rating system, whereby the employer who has a number of ac-

cidents pays a higher rate and the employer who has few or no accidents gets a lower rate. This should tend to stimulate interest in accident prevention.

It has been demonstrated by safety experts that 75 per cent. of all industrial accidents can be prevented. One out of every three accidents could have been prevented by mechanical guards, while the other two can be prevented by educational methods, by reaching the men on the job and winning their interest and co-operation. The way to interest the workmen in safety is to give them an actual part in promoting safety through a safety committee of the men themselves. Safety pays.

SAFETY WORK IN THE FACTORY AND LUMBER YARD

F. G. Lovett, Toronto, Inspector of the Industrial Accident Prevention Associations under the Workmen's Compensation Act of Ontario, gave a vigorous and informative talk on "Safety". He pointed out that some manufacturers only took an interest in the work from the financial standpoint, and when they have complied with certain recommendations, appeared to be satisfied. It was true by the elimination of the number of accidents in a plant the assessment costs were reduced. If the inspector's suggestions have been carried out and the proper report filled in, the head of a factory frequently thinks that he has done about all that is required and is quite satisfied. Such men had not discharged their obligation, for there was a higher side to the question, which was the human element. This was the most important and vital in the success of safety progress in any plant. Without skilled help to operate it, the best equipped factory would remain idle. The scarcity of labor was being experienced on all sides and while a machine could be replaced in the event of an accident, it was not always possible to obtain a competent operator for a machine. The first duty of an employer was to his employees. "Because," added the speaker, "there has been no accident in your plant for a number of years is no guarantee that there will not be one some day. No accidents do not imply no hazards; the hazards are there nevertheless. As an employer you cannot ask your employees to be careful unless you, yourself, are careful, manifest some personal interest in them, and educate them to use every precaution against mishaps. The work of the Industrial Accident Prevention Associations should appeal to you not alone from the dollars and cents standpoint. It should exert the human element in you as well. Put your factory and lumber yard in a safe condition. The superintendent of your plant must be one who is thoroughly interested in accident prevention in order that those under him may be imbued with the same spirit. We are endeavoring to carry out an educational campaign and interest the employee as well as the employer. Our bulletin service is doing splendid work, and reminders and instructions are given in the matter of being careful. The responsibility for accidents does not always rest with the employee; sometimes it is the employer's fault.

Co-operation, Efficiency and Safety.

"You must have co-operation all around and satisfied employees if you are going to have efficiency in your plant, and you cannot have efficiency unless you have safety. In the larger plants educational campaigns have been carried out and local Safety Committees appointed among the employees. These committees have frequent meetings, inspect plans, and look out for dangerous conditions, operations and practices. The duty of the Safety Committee is to remind the employer of any hazards and secure the co-operation of the employer and every one engaged in the establishment."

Continuing, Mr. Lovett pointed out that all plants which took up safety work and reduced accidents are getting the benefits of decreased rates. He instanced several cases where inspectors had made certain recommendations in the interest of safety work which could have been carried out at small cost, but the matter had been neglected owing to the plea of being busy or from some other trifling excuse and serious accidents had occurred which might have been prevented. There was the careless employer as well as the careless employee. He referred to the fact that he had been instrumental in organizing Safety Committees in twenty-five wood-working plants in Ontario. The reason for safeguarding woodworking machinery was to prevent accidents to operators and others. There are certain accidents which are common to individual machines, and with these and the prevention thereof, the speaker dealt in detail, pointing out the proper guards for the swing cut-off saw, the rip saw, the kick back, the jointer or buzz planer, the band saw, the shaper and others, all of which will be fully presented in a special article by Mr. Lovett in the next issue of the "Canada Lumberman."

Advantages of the Bulletin Service.

Mr. Lovett called attention to the Bulletin service furnished by the National Safety Council of America, and also the booklets issued

on Safety Practices. The Bulletins would be available in Canada with the name of the Ontario Association printed upon them. They were read by six million men in the United States every week. Four bulletins were issued each week and two sets could be obtained weekly by employers, having from one to one hundred hands, for fifteen dollars a year; from one hundred to two hundred and fifty hands for twenty-two dollars and fifty cents a year. Employers spent large sums in fire insurance, sprinkler systems, water tanks, and mains, and considered the money well expended. All these had to do with material things. The great question should be, what are you doing to protect your men, for there are certain things that money cannot buy.

Mr. Lovett pointed out that if a proper notice was put up in a plant and a workman refused or neglected to use the safety guards



Frank G. Lovett, Toronto
Who spoke on Safety work in the planing
mill and retail yard

and disobeyed the rules, he forfeited all rights and claims to compensation. The Workmen's Compensation Act provided for this. The speaker showed a blue metallic sign with prominent white lettering, which he said could be obtained for one dollar and thirty-five cents, the wording being as follows:

"Notice.—Employees who refuse or neglect to use safety guards provided for machinery or who disobey rules for safety or prevention of accidents, forfeit their right to compensation or medical aid as provided in sub-section one, of section three, Workmen's Compensation Act, Industrial Accident Prevention Associations."

In filling out a report on any accident the employer is asked explicitly how the mishap occurred and if any of the rules of the plant were disregarded. Mr. Lovett added that if any employer drafted a set of rules, the inspectors would be glad to revise them. They were now working on a set which might be used in all wood-working factories. He concluded by announcing that he would be pleased to answer any questions in regard to the operation of the Act.

"If a contractor has a gang of men on a job and one of them builds a scaffold which falls down, who is responsible?" asked one member.

Mr. Lovett—"I would say that the employer or contractor is responsible for not insisting that the work be done properly."

"Supposing that the work was carried out under the direction of a foreman?"

Mr. Lovett—"The superintendent or foreman represents the em-

ployer to the men and if a mistake is made, the employer is liable. He should see that his superintendent or foreman are men interested in safety."

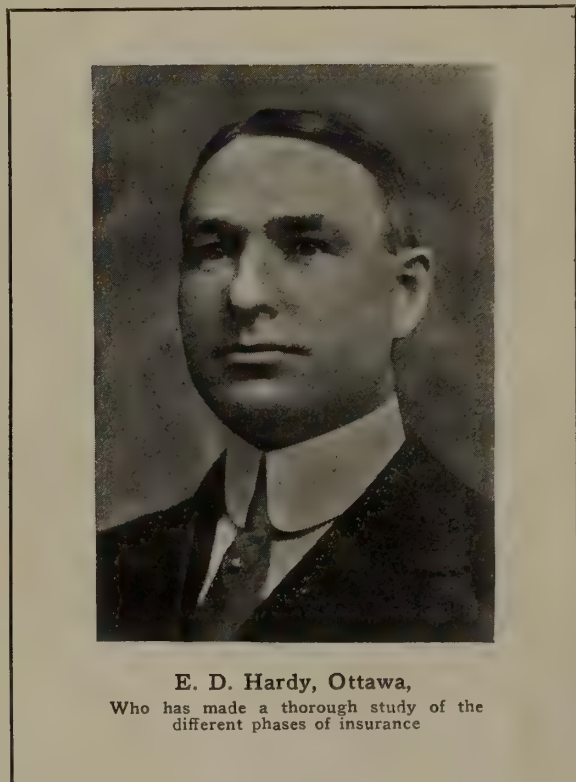
"What if a foreman leaves you for insisting on this?"

"Better have a man leave than that an accident should result from neglect or oversight and a man be killed. A foreman should always insist on safety before the work is started," concluded Mr. Lovett.

Insurance as Applied to the Lumber Industry

E. D. Hardy, of Ottawa, addressed the retail lumbermen on the subject of fire insurance, in which he dealt with various phases of the question in a clear and convincing manner, and spoke more particularly with respect to insurance on mills and yards. He pointed out the value of co-operation as expressed through the association idea and added that they had an evidence of it before them in the large and representative gathering on the present occasion. Such a movement lent itself to fellowship and the attainment of results not possible through isolated effort. The value and importance of co-operation in United States lumbering circles which had given birth many years ago to mutual insurance.

After outlining the advantages of co-operation in the lumber business, in war and in fire insurance, Mr. Hardy touched briefly on the



E. D. Hardy, Ottawa,
Who has made a thorough study of the
different phases of insurance

history of mutual insurance. The oldest company in existence was a mutual, and he contrasted the experiences of mutual companies and private companies. He declared that fire insurance depended for its existence on fire waste. In its simplest form insurance provides a means for relieving the misfortune of individuals and is purely mutual in character. Only when insurance fell into the hands of private interests did the fundamental principle of mutuality become obscured.

In the operation of private insurance companies the premiums cover the losses, expenses of management and administration, and the profits to shareholders. He dealt with the expensive management of many such companies, and referred to the large profits which went to shareholders. The prevention of fire was not the business of private companies, and policy holders were often indifferent on many points. The result was that fire waste was unchecked, and a high insurance cost resulted.

The wastage caused by fire was receiving greater attention today than ever and federal and provincial governments were taking the matter up in order to reduce losses and check the ravages of flames. An important meeting had been held in Toronto during the past few days, being called at the instance of Premier Hearst, and there had been formed in the province a Fire Prevention League. The object was to prevent the destruction of the resources of the province through forest fires and to carry on educational work.

Mr. Hardy, who is attorney for the Canadian Lumbermen's In-

surance Exchange, next took up the expansion of the mutual insurance idea in modern times, and said there were 223 mutual companies operating in Canada. These were divided into three classes—the local or county (mostly consisting of farmers' mutuals), the provincial or state mutuals, and the trade or manufacturers mutuals. There were included in the latter the factory mutuals and the lumber mutuals. The experience of factory mutuals had been most satisfactory, several notable examples being furnished by the speaker. The origin, plan of operation, assessment, liability and elimination of the conflagration hazard of lumber mutuals were dwelt upon and the difference explained between mutuals and inter insurers. Many advantages resulted to lumbermen from the mutual insurance organizations in the way of a better understanding of the needs of the insured and in lower insurance costs.

The result of every insurance investigation showed that the premiums can never be less than the losses, and that fire prevention and a reduction of fire waste are the only remedies. Mutual insurance lent itself to the elimination of fires by giving an incentive to the insured to prevent losses in individual cases, and thus lessens the rate. The Canadian Lumbermen's Insurance Exchange had been organized on the inter insurance plan, and had made steady progress. The mutual insurance idea, as applied to the lumber industry, had led to a better understanding between lumbermen and the general principles of insurance. There was no mystery or secrecy about the rates, which were an open book and in the checking of fire losses, the lumbermen had reaped the benefit of reduced rates. The Lumbermen's Insurance Exchange had reached its present exalted stage without making a single assessment on its members, which was a most gratifying showing. It provided fire insurance to lumbermen at actual cost. In conclusion the speaker expressed his best wishes for the success and expansion of the Ontario Retail Lumber Dealers' Association, and advised them all to increase their protection to cover present values.

Uniform Terms of Sale in Retail Yards

One of the most interesting discussions which took place at the special general meeting of the Ontario Retail Lumber Dealers Association was on the question of "terms of sale." The resolution adopted which is published in another column emphasized that the "terms of sale" for the province be net cash with ledger accounts carried only with people of absolutely approved credit and who agree to pay each month's account in net cash on or before the tenth of the following month.

Walter C. Laidlaw stated that it was desirable to have uniformity of terms throughout the trade as far as possible. Owing to the increased cost of doing business, the heavy sums invested in material and equipment, and the fact that the retail lumbermen was selling on a small margin—much smaller than many other trades—it was impossible to give credit or a discount, and furnish an efficient service. The trade in Toronto had adopted the principle laid down in the resolution and good results had accrued. Eight per cent, was charged on overdue accounts. The object should be to get as near to the net cash basis as possible by eliminating all discounts and abolishing open accounts. The retail lumberman had to carry his stock a long time and distribute it in small lots and it was necessary owing to the small profit earned to secure prompt payment. He favored a general adoption of the terms laid down in the resolution.

A member from Western Ontario pointed out that he had a class of customers who paid on the spot while there were others, mostly farmers,—who were perfectly good but they held off settlement as long as possible. When pressed for payment they handed over the money. The man who settled there and then should, if there were any favors going, receive better consideration than the customer who hung back and did not "come across" until urged to do so, although such a patron might be financially O. K. The trouble was to cut out credit. Would a two per cent, reduction result in getting a check from customers who were good yet delayed paying and could the retail lumberman afford to throw off two per cent for cash? The contractors were also looking for special rebates. He thought the question should be carefully weighed from all sides as well as in its application to different cities and towns.

Mr. Laidlaw pointed out that if eight per cent, interest was charged on overdue accounts it would even up matters like those referred to.

Another member stated that he added eight per cent, interest on all accounts after two months' time and, when notified that such a levy would be made, he generally found a customer came right in

and settled. Any man should be able to pay his account within two months except under very extraordinary circumstances.

A dealer from the east remarked that when an account was rendered by him he stated in a letter if it was not convenient to send a cheque covering the amount, to please sign the enclosed note bearing eight per cent. interest. This plan he had found worked out satisfactorily and eliminated the credit evils.

It was suggested in the course of the discussion that the method proposed in the resolution was a very good one but a large customer should be given until the fifteenth or twentieth of the following month in order to get all his bills in and checked up. The tenth of the month following was too short in many cases.

A delegate from Hamilton stated that legitimate builders and contractors in that city were given a discount of ten per cent, as it was considered the volume of business done by such men entitled them to this concession. Their trade was worth more than that of the small man, the plan, it was asserted, had worked out all right in Hamilton.

"How long do you extend the ten per cent over?" was asked, to which the reply was made, "Until the fifteenth of the following month."

One delegate added that the ten per cent. to contractors might work out all right in Hamilton, but it would never do in his town. It would result in dissatisfaction. A contractor would say to a customer "Let me buy this material for you," and instead of a regular price being obtained from private parties, contractors would be doing the purchasing in order to get the rake off. The private customer would soon get onto the concession and ask for like terms.

A letter was read which had been sent out by the builders and carpenters in London requesting the dealers in that city to give them a ten per cent. reduction. It was pointed out that the arguments submitted by the petitioners were weak and illogical and that the contractor should be able to make a profit on his work and not expect one from the retail lumberman. At the close prices which retail dealers were selling building material to-day, there was no room for a discount. The cash plan was the only one and the habit of giving concessions to carpenters and contractors was condemned.

A Guleph delegate said that, in his city, no discounts were given to any one. When a farmer came to the yard and took away what lumber he bought he was allowed fifty cents per thousand feet, off for carting, and five cents a square off shingles. In the city no charge was made for delivery of goods. One man was not sold cheaper than another and the contractor had to make his profit out of his own work and not out of the lumber merchant after a reasonable time had elapsed if a customer did not settle he was informed that he would have to pay interest on his account.

"We let it be known that we sell for cash and if a member does not settle after receiving his account the second time, we add interest at the rate of seven per cent. until adjustment is made. We do not believe in a bonus to carpenters or contractors and are of the opinion that everything should be done straight and above board and that there should be no special terms. There is no reason why farmers cannot pay cash. They have more money now than they ever had and why should the retail lumberman carry their accounts, with out interest in case they fail to settle?" declared another lumber dealer. "If a contractor is allowed a special discount he gets after all the consumers possible and wants to do their buying and soon the rebate is desired all around."

"We find that when we take a customer's note it is frequently not paid when due and we have to go to the bank ourselves to protect the paper. They are using us as their bankers," said another speaker, who unhesitatingly declared for the spot cash basis.

It was stated that in Windsor an extra charge is made for overdue accounts which is equivalent to allowing a discount.

A Northwestern Ontario visitor thought it might not be possible to institute the new terms at once but that signs should be printed and hung up in their offices and the public educated by degrees to the new state of affairs. It was finally decided that every effort should be made to live up to the new "terms of sale" and active steps taken in every centre to enlarge the membership of the association in every city, town and village so as to give greater strength and support to the cash system of selling lumber.

The resolution was unanimously carried at the close of the interesting and animated discussion. Copies will be printed and sent out by the secretary to the various members to hang up in their offices.

The St. John Shipbuilding Company Ltd., Chicago, Ill., have awarded a contract for the erection of a shipbuilding plant at St. John, N. B. The manager is Mr. Thomas Nagle and the engineer Mr. Frank D. Chase.

Legislation and Transportation Matters

The report of the Committee on Legislation and Transportation was presented by E. M. Barrett, of Ottawa, chairman of the committee. The report was a long one, dealing thoroughly with all matters of legislation that have come up during the past year and particularly the amendments to the Mechanics' Lien Act. It also related to transportation problems, the effect of the increased freight rates and the outlook for shipping generally. Mr. Barrett stated that he was glad to be able to announce in the report that, according to information received, they might hope for an improvement in the car supply during the coming winter. I understand that the Dominion Board of Railway Commissioners intend to see that the shipment of grain from the prairies to the seaboard is handled in the most expeditious manner possible and that as a result the lumber trade could count upon a reduction in the car shortage.

It was also suggested that some relief should be afforded to the Dominion Board of Railway Commissioners which body it was pointed out is greatly overworked. The report concluded:—"We believe that it will be necessary at an early date to relieve the Dominion Board of Railway Commissioners of some of the daily work, possibly by the creation of provincial boards. At the present time it would appear that the government have only time to hear the arguments of the railways and it is a difficult matter for the public to present their side of the case. Nevertheless the lumbermen should have representation before the Commission; their interests should be protected at all times."

The full text on Legislation and Transportation is held over until the next issue of the "Canada Lumberman," owing to pressure of other matter.

Some Echoes of the Convention.

There were delegates present from the extreme eastern and western parts of the province, Ottawa sending a particularly large body, while Windsor was well represented.

John B. Reid, the orator of the retail ranks, deserves much credit for the splendid work he did in seeing that the delegates were heartily welcomed at the exhibition and shown every courtesy. Mr. Reid is an exponent in the gospel of good cheer and co-operation under all circumstances.

The committee on resolutions did particularly well and the amount of business which was transacted during the day reflects credit upon the methods and ability of the members.

The annual meeting of the Association will be held in Toronto during February next, when officers for the coming year will be elected.

Secretary Boulton was authorized to attend the second annual gathering of the National Retail Lumber Dealers Association in Chicago. A motion to this effect was unanimously carried. The convention which was announced to take place on September 11th and 12th has been postponed until September 18th and 19th, owing to the date set by Government officials for draft registration, interfering with the days originally set. It is expected there will be a large attendance as extremely important matters are to come up.

The Committee on Resolutions, which had a great deal of work to attend to, was composed of H. A. L. Swan, Ottawa, Chairman; B. F. Clarke of Glencoe, and Allan S. Nicholson of Burlington.

Those seated at the head table at the banquet tendered the visiting retailers at the Royal Canadian Yacht Club, were A. E. Clark, chairman, A. C. Manbert, Toronto; Major J. E. L. Streight, Islington, T. A. Russell, President of the Canadian National Exhibition, Toronto, Frank Hawkins, secretary of the Canadian Lumbermen's Association, Ottawa; C. R. Robertson, E. M. Barrett, A. G. Rose, H. A. L. Swan, Ottawa, T. E. Rathbone, Toronto, J. B. Reid, Toronto, W. M. Tupling, Orillia, B. F. Clarke, Glencoe, W. J. Aitchison, Hamilton, and H. Boulton, secretary of the Ontario Retail Lumber Dealers Association, Toronto.

The dinner committee of the Wholesale Lumber Dealers Association was composed of A. K. Johnson (chairman), W. Frank Oliver, and Walter C. Laidlaw. They did their work admirably and everything was carried out in a most satisfactory manner.

The War Tango, the sixth of the six-vessel contract on which the Western Canada Shipyards has been working, has been successfully launched.

The French interests have awarded a contract to the William Lyall Shipbuilding Company Ltd., North Vancouver, B.C., for 8 twin screw vessels. The manager is Mr. W. S. D. Cook.

Important Resolutions Adopted by the Retail Lumbermen.

The following resolutions were carried at the gathering of the Ontario Retail Lumber Dealers Association:—

The Annual Convention.

Moved by T. A. Paterson and seconded by A. G. Rose—that the next Annual Convention of this Association be held in Toronto on a convenient date to be fixed by the Executive Committee some time in February 1919.

Uniform System of Accounting.

Moved by W. M. Tupling and seconded by B. F. Clarke:—In view of the action of the Canadian Government and also the United States Government in fixing prices on certain commodities based on a study of costs plus a small margin of profit. And Whereas there is a serious lack of uniformity among retail lumber dealers in their method of arriving at their cost of doing business which might result in the Government fixing prices based on costs that did not include all actual costs. Be it Resolved that this Association favors the adoption of a simple uniform system of accounting and of figuring costs in the retail lumber trade; and that the members of the Association be asked to assist the Secretary in compiling data on this subject by completing the forms which have been sent to them on the subject.

Looking After Lumbermen's Interests.

Moved by E. M. Barrett, and seconded by A. S. Nicholson:—In view of the many matters of vital interest to Retail Lumbermen coming up from time to time in the Federal or Provincial Parliament, and in the Dominion Board of Railway Commissioners; relating to business assessment, increased freight rates the bankruptcy act, etc., be it resolved that this Association appoint a representative, capable of looking after their interests as required, such representative to be the Secretary of the Association.

Purchasing From Wholesalers.

Moved by W. J. Aitchison, Hamilton, and seconded by J. B. Belshaw:—Resolved that we consider it to our mutual advantage to purchase, when possible, from wholesalers who patronize our Monthly Bulletin by advertising therein.

Collecting Data on Assessments.

Moved by Guy H. Long and seconded by G. W. Boake:—Resolved that this Association appoint a committee to wait upon the Workmen's Compensation Board with a view to collecting data as to variations in assessment. This seems necessary when it is known that the lumbermen are assessed \$2.00, the same as blast furnaces and that furniture manufacturers are assessed \$1.30, teamsters \$1.20, etc.

Publication Committee Appointed.

Moved by E. C. Russell and seconded by W. M. Tupling:—Resolved that a Publication Committee should be appointed to co-operate with the Secretary in the publication of the Monthly Bulletin, as the organ representing the retail lumber dealers of Ontario.

Legislation Committee Praised.

Moved by Jas. Harrison and seconded by W. T. Piggott:—Resolved that this association express their appreciation of the work accomplished by our Legislation Committee and heartily endorse the proposals which they have submitted.

Publication of Retail Prices.

Moved by E. C. Russell and seconded by W. M. Tupling:—Resolved that we approve of the publication in the Monthly Bulletin of the retail lumber prices current in various parts of the province representing and recommend that this price list be enlarged so as to include more items.

Organization of Local Groups.

Moved by A. Ludlam and seconded by W. M. Tupling:—Resolved that we approve of the organization of our members into smaller local groups with the object of having more frequent meetings together among members whose interests are allied and that the Secretary co-operate with the members in any district in the organization of these groups.

Getting in New Members.

Moved by B. F. Clarke and seconded by A. S. Nicholson:—Resolved that we recognize the importance of having this association represent as nearly as possible the entire retail lumber industry in Ontario and that each member should make it a point to endeavor to secure new members wherever possible.

Fiscal Year of the Association.

Moved by B. F. Clarke and seconded by J. C. Scofield:—Resolved that the Fiscal Year of the Association shall end on December 31st of each.

Cash is the Basis of Sales.

Moved by J. C. Scofield and seconded by E. M. Barrett:—Whereas the retail lumber dealer must buy his lumber in car lots, carry for a considerable period and distribute in small lots to his customers. And whereas the amount of capital required in the retail lumber business is now so large. And whereas the public is continually demanding increased service from the retail yards. Be it resolved that the "Terms of Sales" in the retail lumber business in the Province of Ontario should be net cash, with ledger accounts carried only with people of absolutely approved credit and who agree to pay each month's account in net cash on or before the tenth of the following month.

Buy From Those Who Co-operate.

Moved by W. M. Tupling and seconded by J. C. Scofield:—Whereas the officers of the Ontario Retail Lumber Dealers Association by untiring effort have succeeded in securing many deferred shipments of orders given by our members, in some cases on orders placed two years or more prior to this date, and fearing that there may come to the attention of our officers cases where our members may cancel orders by reason of market decline or otherwise; therefore in order to further strengthen our officers' position, we hereby resolve that The Ontario Retail Lumber Dealers Association, through its Secretary, ask all its members to support it by buying their stocks from such manufacturers and wholesalers who have and will show a spirit of co-operation with our Association in its effort for square dealings between ourselves, manufacturers, wholesalers and customers.

Desirability of Uniform Sizes.

Moved by C. A. Storey, and seconded by E. C. Russell:—Whereas this Association recognizes the desirability of uniform sizes for millwork and the importance of instructing architects and the general public in regard to regular standard sizes. Therefore, be it resolved that this convention consider the adoption of standard sizes. Later it was decided that the matter of regular standard sizes be left with each district to deal with.

Book of Standard Plans.

Moved by J. C. Scofield and seconded by B. F. Clarke:—Resolved that this Association recommend the appointment of a Committee to consider the advisability of getting out a set of plans, in book form, showing standard barns, outbuildings and garages, same to be furnished our members at cost. This resolution was referred to the President and Secretary with instructions to appoint a plan book committee.

Extension of the Credit Service.

Moved by J. C. Scofield and seconded by A. S. Nicholson:—Resolved that in view of the excellent results obtained by the Local Credit Bureaus, where established, action should be taken to organize this service in the unorganized districts. Further resolved that a Central Credit Bureau be established where all information concerning credits will be obtainable by members of the Ontario Retail Lumber Dealers Association. It was moved by W. C. Laidlaw and seconded by Geo. Belton that this be referred to the Executive Committee.

Social Side of Ontario Retailers' Gathering

Visitors Entertained to Enjoyable Dinner By Wholesale Lumber Dealers—How Association and Co-operation Have Improved Trade Relations

One of the most outstanding social functions in the lumber industry of Toronto took place Tuesday evening, September 3rd, when the delegates to the special general meeting of the Ontario Retail Lumber Dealers' Association were entertained to dinner at the Royal Canadian Yacht Club, Toronto, by the Wholesale Lumber Dealers' Association, Inc.

There was an attendance of over 200 representatives of the wholesale and retail trade, nearly every firm being represented. The proceedings were characterized by a spirit of good will and friendship, which evidences the kindly relations existing between the wholesale and retail branches of the great Canadian industry. The dinner provided was tempting and an admirably served one, while the artistic grounds and attractive appointments of the club house were a source of delight.

Alfred E. Clark, chairman of the Wholesale Lumber Dealers' Association, ably presided, and after ample attention had been bestowed on the prandial delicacies the toast to "The King" was loyally honored. In directing the proceedings Mr. Clark extended a cordial welcome to the visitors, and said the presence of the wholesalers and retailers around the same festive board demonstrated that association had led to better relations. During the past few years those engaged in the lumber business had come through very serious situations, and had to face many difficulties. The manufacturer had been up against the shortage of labor as well as the retail lumberman. As high as \$75 a month and board was being offered to secure labor for the woods, and they would all agree that this was some item. Owing to the inferior quality of the help procurable no lumberman could figure out how many men it would take to do the work or what the output would cost him. Labor was a most unsatisfactory problem with which to reckon. The matter of definitely establishing costs presents a perplexing problem not only to the manufacturers, but to the wholesalers and retailers as well. This was only one phase of the situation and there were many others upon which he could enlarge did time permit. Mr. Clark hoped that they would all spend a pleasant evening and said that it afforded him much pleasure to propose the toast of "Our Guests." This was enthusiastically received and Thomas Patterson, President of the Ontario Retail Lumber Dealers' Association, amid cheers and the old refrain "For He's a Jolly Good Fellow," responded on behalf of that organization.

Mr. Patterson modestly disclaimed any pretensions to oratorical ability and briefly referred to the progress of the association. He said that they had just held their first convention and had enjoyed a most instructive time. Their membership was already over 130 and they were looking forward to increasing this number considerably during the coming year. "We appreciate," concluded Mr. Patterson, "the hospitality of the wholesalers and, on behalf of the retailers of this province I thank you sincerely for your kindness, and we hope that the pleasant relations now prevailing between the wholesalers and ourselves may continue. I also desire to express our gratitude to the Toronto retailers for the luncheon tendered us during the day."

T. A. Russell, president of the Canadian National Exhibition, who was introduced as the "busiest man in Toronto during the progress of the Big Fair," was cordially received. He stated that he had been forced to make more speeches within the last seven days than he had delivered during the previous seven years. It has been said that a wise man knew everything about something and something about everything, and in paying a visit to the exhibition, the lumbermen would see something about every phase of the Canadian industrial, mercantile and national life. The exhibition had many functions to perform, but its outstanding one was educational, and it was the intention of the directors to make it more educational in the future than even in the past. Another lesson which the directors sought to drive home was that of conservation, and many examples were afforded of the economical and effective use of substitutes. In concluding, Mr. Russell called attention to several features of the exhibition which he would like them to visit, and dwelt particularly upon the Soldiers Civil Re-establishment. All should be interested in the efforts to train and equip the returned men, give them employment and afford them the opportunity of becoming good, useful citizens.

Co-operation From Many Standpoints.

The principal speaker of the evening was A. C. Manbert, President of the Canadian General Lumber Company, Toronto, who gave an inspiring and effective address on "Co-operation." In the course

of a decidedly humorous introduction, during which he made some good-natured thrusts at leading officers of the wholesalers and also the retailers associations—references which were both clever and incisive—he aroused much merriment.

Mr. Manbert said he had chosen as his topic some phases of Association work; that from whatever angle viewed—historic, economic, or idealistic—the Association idea presented an interesting study. This Association idea was a perfectly natural expression of man's activities and was, as the scientist would say "in the nature of things." It had been one of the great agencies in human progress, and would ever so continue when rightly used. In the lumber trade little had been done in Association work until comparatively recent times, for obvious reasons. Indeed, it was only in the field of lumber distribution or retailing that the largest opportunity for co-operative work existed. In the purely producing field, eliminating entirely any phases of merchandising or distributing, there is less scope for association work. Lumber production in the restricted sense is essentially a primary industry, conducted in comparative isolation and detachment; its problems are peculiar to the location and to be met individually and arbitrarily. On the other hand, association work depends upon stabilized conditions and constant intercourse and interest. The record of what the Ontario Retailers Association has done in the short time of its existence, and the splendid gathering on this occasion, gave concrete evidence of this fact. Indeed, the avenues for the retailers to travel are so many and various that their enthusiasms were altogether warranted. The only limits are the limits of natural law, and these they must observe. For instance, the ardent Associationist might expect that the Association would hold a cure for all the ills of the trade: the selfish Associationist would seek to invoke the power of the Association for personal advantage of self or other members, quite unmindful of rights of others. Both would be mistaken. An association which projected fantastic schemes of conduct would lose the confidence of its members, while an arrogant assumption of power would stir up destructive opposition. "We must," continued the speaker, "in our Associations interpret our activities in terms of integrity, candor and generosity. For we are living in an age when the conviction of all liberal-minded men runs contrary to the idea that 'Might is Right,' and holds instead that power is a bane and not a blessing when it seeks to impose a selfish determination upon an unwilling neighbor. Let us hold to no purpose of sectional domination or partisan advantage."

Some Timely Suggestions Presented.

Mr. Manbert congratulated the Association upon the effective work which it was doing. He would like to present different suggestions for association work, born out of his experience, but time would not permit. He would, however, like to urge one point for the consideration of the gathering, viz., that they should never get their interests centered on absolute price fixing, sectional or otherwise, because it would ultimately be the undoing of the Association. It might endure for a time, but ultimately it would come to an end. It is easy to understand why this is so. "On a rising market price fixing is a stimulating adventure. Self-interest grasps opportunity, and none would be a laggard in the race. But on a dull or declining market this same self-interest will dictate otherwise and individual interests will run counter to the will of the majority. Then exit agreement, trade confidence, association—all that has been built up." A discussion of costs would show the members what the prices ought to be and is legitimate and based on common sense. If a retailer properly understood what his costs were, the matter of prices would take care of itself. Some of the strongest associations in other trades rest upon the idea of cost discussion; other associations are doing good work under the open price system, in which method all sales and prices obtained were published to the members. He hoped that this idea might be developed in this Association as was suitable to the various situations. "We have lived so long," he continued, "in the idea of a cloistered secrecy about our own individual business, that to many of us this idea will sound like a dreamer's fancy, but the old order changeth, and this old world of ours is trying hard to learn to be frank and fair with self and neighbor."

Mr. Manbert said he wished particularly to supplement the chairman's greetings of cordial goodwill from the wholesalers to the retailers. In abnormal times like these, when sources of supply are uncertain, prices constantly shifting and general conditions unstable,

differences may arise between individual retailers and wholesalers, but fundamentally their interests join and are inseparable. Said he: "When you have poor business, we have poor business. We wholesalers want strong customers. You want reliable sources of supply. Your strength is our strength; your weaknesses are our weaknesses." In this he referred less to their financial standing and more to their methods, their attitude, their character. For this reason wholesalers needed the Retailers Association as much as they needed their own, and for its fraternities, its stimulus, its exaltations.

Mr. Manbert continued: 'Physicologists roughly class men in their inspirational tendencies as idealists and realists. In the extreme neither is an entirely sane attitude. The well-rounded man must be a blending of both. We must project our activities in the idealism of common rights: we must test them in the realism of common sense. Self-interest must be tempered with altruism. We lumbermen vaunt our practicalities; let us not so vaunt it that we lose our vision, for 'if they have no vision the people perish.' For it is all in a day's work, and the lives of most of us are so hedged about by the doing of common tasks that the most we can ask, and the least we can ask, is that they shall be helps to make the day's work better. You all remember the prayer of the immortal Stevenson:

To be honest;

To be kind;

To earn a little, and to spend a little less;

To make upon the whole a family happier for his presence;

To renounce when that shall be necessary and not be embittered;

To have a few friends, and these without capitulation; above all, on the same grim condition, to keep friends with himself;

Here is a task for that a man hath of fortitude and delicacy!

In concluding an admirable address, which was followed with the closest interest (and of which the foregoing is only a brief outline) Mr. Manbert declared that we all could play a part by being good and fair minded citizens. Although we might not "march to martial strains" in the world struggle for liberty and civilization, we could all be men and soldiers of the common good. Every one could do his share in upholding the honor and nobility of mankind in life's great battle. For he spoke truly who said:

Be noble! and the nobleness that lies in other men, sleeping, but never dead, shall rise in majesty to meet thine own!"

Lumberman's Life as Prisoner in Germany

Major J. E. L. Streight, of Islington, who is a popular retailer and military man, captaining the first 200 men who left Toronto at

the outbreak of European hostilities, thrilled all by his recital of his experiences as a prisoner in Germany for three years. He told stories of the cruelty, treachery, arrogance and domination of the Hun that were almost incredible. Along with several other Canadians Major Streight was taken captive after the battle of St. Julien. The diabolical treatment which he received, his desperate attempts to escape by leaping from a train going at what he said appeared to be a speed of 40 miles an hour, and how he was set upon, his jaw broken and his face smashed by German sentries just as he was about to cross the boundary line into Holland and his subsequent confinement for many months in a dark cell were modestly but graphically related. The food that was handed out to him was unfit for human consumption, while his narrative of insults and iniquities was vibrant with incident, life and excitement. Major Streight recounted how Belgian men and women who sought to give Canadian prisoners a word of cheer were shot down in cold blood, and described the terrible hunger and suffering in Germany, where, in some sections at least, the gravest state of affairs prevails. Major Streight did not have time to go into all the details of many hair-raising and thrilling adventures while in the hands of the Germans, but he enumerated sufficient to show the stern stuff of which he and other Canadians are made. From his experiences in the war, Major Streight reverted to some of the many kindnesses received from his home people on his recent return and advised retailers when they found a reliable wholesaler to stick by him. He had been doing business with the same wholesalers for the last ten years and during the four years he was overseas the same pleasant and satisfactory relations had been maintained by those in charge of his yard. He spoke of the timber wealth of Saxony, one-third of the land being covered by forests. Much lumber had been cut by the mills which were rather small as compared with some of our own. All the forests were owned by the state and constant reforestation was going on. The principal woods were spruce, red and jack pine and soft woods in general.

This concluded the speech making and the visitors returned to the city shortly after 11 o'clock on the steamer Hiawatha. During the evening many choruses and patriotic songs were sung, song sheets being distributed. Stirring vocal solos by Duncan Cowan and James Milne were much appreciated, while Chas. E. Musgrave ably presided at the piano. Rather an unusual, but decidedly interesting item on the programme were some clever feats of magic performed by Ed. Balfour. On the whole, the entertainment features and speeches were just a little ahead of anything that has ever been attempted in this line, everything passing off pleasantly and profitably.

DELEGATES TO THE REPRESENTATIVE GATHERING

The following is a list of the retail lumber dealers who were in attendance at the meeting:—

W. J. Aitchison; D. Aitchison & Co., Hamilton.
F. R. Anglin, S. Anglin & Co; Kingston.
A. Bailey, A. & W. J. Bailey; Hagersville.
G. H. M. Baker, Baker Lumber Co.; Lindsay.
E. M. Barrett, Barrett Bros.; Ottawa.
J. B. Belshaw, J. T. Belshaw & Son; Stirling, Ont.
Chester H. Belton, R. Laidlaw Co.; Sarnia.
George H. Belton, George H. Belton Lumber Co.; London.
G. W. Boake, Boake Mfg. Co.; Toronto.
J. S. Bond, Batts Ltd.; Toronto.
F. X. E. Boucher, Boucher Bros.; Hull, P. Q.
Frank A. Bowden, Frank A. Bowden & Sons, Ltd.; Toronto.
F. W. Bryan, The Bryan Mfg. Co.; Collingwood.
John D. Campbell; Cornwall, Ont.
P. L. Canfield, R. E. Butler Lumber Co.; Woodstock.
B. F. Clarke, McPherson & Clarke; Glencoe.
George Clendenan; Clarksburg, Ont.
C. L. Coates, A. Coates & Sons; Burlington.
G. P. Davidson, James Davidson's Sons; Ottawa.
A. M. Davis, McAuliffe-Davis Lumber Co.; Ottawa.
James S. Dewar; Paisley.
A. Dick, R. Laidlaw Lumber Co.; Toronto.
S. Diver, C. & J. Hadley Co.; Chatham.
P. J. Dixon, Unionville.
R. G. Dryden, Toronto.
D. Kemp Edwards, George M. Mason Ltd.; Ottawa.
A. O. Fisher, R. Laidlaw Lumber Co.; Barrie.
J. E. Fothergill, Consumers Lumber Co.; Hamilton.
James Free, Mimico.
T. Gardiner, Galt.
W. C. Gardiner, The Builders' Moulding Co., Ltd.; Toronto.
W. G. Gorvett, Arthur.
John T. Grantham, Brantford.
T. H. Hancock, Toronto.
James Harrison, Guelph Lumber Co.; Guelph.
H. Hazen; Tillsonburg.
J. F. Houston, Houston Co., Ltd.; Tweed.
John Howes, Harriston.
Charles Hubbell, Thamesville.
W. C. Irvin, Gibson McCormick, Irvin Co.; Toronto.

Charles E. Jex; Cobourg.
George N. Kernohan, Kernohan Lumber Co.; London.
Walter C. Laidlaw, R. Laidlaw & Co.; Toronto.
F. H. Laird, Dresden.
J. Light, R. Light Estate; Napanee.
Richard Locke, Powell Lumber & Door Co.; Toronto.
Guy H. Long, Consumers Lumber Co.; Hamilton.
A. Ludlam, Leamington.
J. A. Matthews, Orangeville.
A. Milton, Green Lumber Co.; St. Thomas.
Eugene Murphy, Mount Forest.
J. B. Mackenzie, Georgetown.
H. A. McDonald, Barton Lumber & Supply Co.; Hamilton.
D. J. McEachern, D. J. McEachern & Sons; Alvinston.
J. McGibbon, Sarnia.
T. E. McKenzie, Clinton.
T. E. Murray, the Builders' Moulding Co., Ltd.; Toronto.
Allan McPherson, McPherson & Clarke; Glencoe.
G. D. McPherson, Merlin.
C. E. Naylor, Naylor-Osborne Co.; Essex.
Wm. A. Nichols; Claretton Place, Ont.
A. S. Nicholson, Nicholson Lumber Co.; Burlington.
Robert Oliver; Listowel.
A. W. Osborne, Naylor-Osborne Co.; Sandwich.
T. A. Paterson, Mickle, Dymont & Son; Toronto.
Thomas Patterson, Patterson & Crossthwaite, Hamilton.
E. Penwarde, Green Lumber Co.; St. Thomas.
Walter T. Piggott, John Piggott & Sonsh; Windsor.
E. C. Poisson, Windsor.
J. P. Quinlan, North Bay.
T. E. Rathbone, George Rathbone Ltd.; Toronto.
J. B. Reid, Reid & Co., Toronto.
W. I. Reid; Galt.
Alex. Rhind, Simpson Planing Mill Co.; Toronto.
Bruch Richardson; Tilbury.
C. R. Robertson, W. C. Edwards & Co., Ltd.; Ottawa.
A. G. Rose, James Davidson's Sons; Ottawa.
E. C. Russell, Walker Sons, Walkerville.
A. R. Sanders, Sanders & Bell, St. Thomas.
R. Sanders, Sanders & Bell; St. Thomas.
W. Saunders, Dutton, Ont.
Robert Savage, W. C. Edwards & Co., Ltd.; Ottawa.

C. Schmidt, R. Laidlaw Lumber Co.; Toronto.
 J. C. Scofield, Windsor Lumber Co.; and McLean Lumber Co.; Windsor.
 C. A. Storey, McLaren Lumber Co., Ltd.; Brockville.
 A. E. Summers, Mallorytown.
 Chas. Taylor, Drumbo.
 C. H. Taylor, Hamilton Lumber & Coal Co.; Hamilton.
 E. Taylor, Paris.
 W. B. Tennant, John B. Smith & Sons; Toronto.
 W. H. Thomson, Thomson Bros.; Port Credit.
 W. M. Tupling, J. R. Eaton & Sons; Orillia.
 F. Villeneuve, Walkerville.
 John T. Wallace, Dymont, Baker Lumber Co.; London.
 Allan Watt, Watt Milling & Feed Co.; Toronto.
 W. Williamson, Toronto.

Others who attended the meeting included H. A. L. Swan, Secretary-Treasurer of the Ottawa Lumbermen's Credit Bureau, Ottawa; E. D. Hardy, of the Canadian Lumbermen's Insurance Exchange, Ottawa; G. B. VanBlaricom, Editor of the Canada Lumberman, Toronto, and Phillips Thompson, representing the Lumber Trade Journal of New York.

Eastern Lumber Cut Will Be Smaller

Much Will Depend on Labor Problem—Maine Operators Intend To Curtail Their Activities.

Whether or not the lumber cut in the Province of New Brunswick will be as large this winter as last depends on the labor problem. From present indications the cut will be much smaller owing to the fact that large numbers of lumber jacks have been drafted into the Canadian army, while others have been lured west by the exceptionally high prices offered for their services. Some operators in the province, who have holdings in Maine, feel optimistic regarding their chances for the winter cut because of the fact that many Maine operators intend to curtail their activities for the duration of the war, or until market conditions become more attractive. This will mean that some men will be available from their crews and, augmented by others from the regular gangs in N. B., they are expected to be put felling the large timber. A problem which confronts operators in New Brunswick, regarding getting labor into Maine, is at present being taken up at Ottawa, and before the season commences it is hoped to have obstacles removed so as to permit their passage across the border without any official interference.

While it is a little early as yet to say what figure will be paid men in the woods this coming winter it is predicted that experienced men will get \$60 and "found." As much depends upon the individual it is almost impossible to quote any rate. There is no doubt, however, that wages will be higher than last year because of the scarcity of men, and also because of wages paid in other lines having advanced.

Speaking of the pulpwood situation in New Brunswick one of the leading operators said that a report current that there is more wood piled along the Canadian Government Railway that will be shipped out in the next year and a half is not correct. He said there is much less than last year and only a small amount in comparison with other years.

At a session of the Provincial Government of New Brunswick, held in St. John on September 5th, a delegation from the Lumbermen's Association waited on them and discussed matters pertaining to the lumber industry and the conservation and preservation of the woodlands of the province. Another matter which they discussed to some length was the scaling and the best methods to adopt regarding the same. The lumbermen advocated an individual piece scale by competent scalers as the only means by which justice could be done to the province and the operators. If this method is adopted the operator would pay stumpage for his entire cut and no question of "holding out" could possibly be raised. The government promised consideration of the proposal. The delegation included W. B. Snowball, James Robinson, Garfield White, Donald Fraser and F. C. Beatey, some of the largest and most influential lumbermen in the province.

The lumber mill of J. A. Gregory, which is situated at South Bay on the St. John river, commenced operation on September 5. The owner plans on keeping this mill running until the river freezes.

A big steam sawmill at Stanley, N.B., owned by Stanley Douglas, was destroyed by fire recently and involved a heavy loss. The mill was of the most modern type and was well equipped. Mr. Douglas's loss is severe because of the fact that he lost nearly a quarter of a million feet of lumber in the freshet last spring.

A notice was recently sent throughout the Province of New Brunswick notifying all those interested that the sale of expired timber licenses, as advertised in the Royal Gazette and embracing in all four hundred and fourteen and one-half square miles, would not take place.

Samuel R. Likely of Tacoma, Wash., arrived in New Brunswick a few days ago and is now in a training camp in Nova Scotia, having enlisted in the British Army. He is assigned to the Officers' Training Corps. He is interested in mills in Walla Walla, Washington, and also in a mill in New Westminster, British Columbia.

A few weeks ago an appeal for lumber jacks was made on behalf

of the western provinces and in a couple of days one hundred men from New Brunswick were ready to start for the West. Some time later word was received that they had arrived safely at Prince Rupert, and were going from there to Queen Charlotte Islands to fell the large spruce trees which, it is said, will be used for aeroplane manufacture.

New Lumber Company Organized

The L. & H. Lumber Company Inc., have succeeded to the business of Herbert F. Hunter, Boston, Mass. The offices of the organization are located at 77 Kilby Street, Boston, while mills are operated at North Vernon, Ind., and at Irasburg, Vt. Wm. E. Litchfield is the president of the new corporation, Herbert F. Hunter, treasurer, and Arthur N. Moore, secretary. Mr. Litchfield is a former president of the Massachusetts Wholesale Lumber Association, and Mr. Moore is the present secretary of that body. Along with Mr. Hunter, they make a strong and aggressive firm, all the members having been prominently identified with the trade for years. The L. & H. Lumber Company will buy and sell largely in Canada. By their new association in business they will possess greater purchasing ability and facilities for increasing the extent of their activities. The L. & H. Lumber Company are in the market at the present time for hardwoods, No. 1 and 2 common, and are advertising to buy in Canada maple squares, 8 feet and longer, maple, birch and basswood, as well as dimension spruce, hemlock and factory flooring. The firm also announce that they are in a position to sell in the Dominion some softwoods and Philippine mahogany.

Newsy Briefs of Timely Interest

The monthly meeting of the Wholesale Lumber Dealers Association, Inc., which were suspended for the summer months, will be resumed this month. The first fall gathering will be at the Queen's hotel, Toronto, on Friday evening, September 20th, when the members will enjoy a dinner and afterwards attend to several important matters awaiting decision.

A party of some fifty well known capitalists of the United States and Canada were recently the guests of the Canadian Export Paper Co. of Montreal, and were taken for a trip down the St. Lawrence and Saguenay rivers on the steamer "Saguenay" of the Canada Steamship lines. The visitors inspected the pulp mills of Price Bros. and Co. at Jonquiere.

John Sherbinin, manager of the Slocan Valley Lumber Co., Nelson, N.B., of which Terry and Gordon, Toronto, are the eastern representatives, paid a business visit to Toronto and other points during the past few days.

Robert Bury & Co. (Canada), have removed their offices from 455 King St., west, Toronto, to the premises formerly occupied by the Wilson Lumber Co. at the foot of Spadina Ave., whose interests were taken over by them some time ago. The new offices have been greatly improved and admirably fitted up and are adjacent to the Bury yards at the foot of Spadina Ave.

British Columbia Firm is Expanding



R. H. Underhill, Vancouver,

straight cars of shingles, commons, uppers and timbers.

An announcement of interest to the Eastern Canada and prairie lumber trade is made by the Allen-Stoltze Lumber Co., Ltd., of Vancouver, who are manufacturers and shippers of B. C. lumber and shingles. Mr. R. H. Underhill, for the past seven years connected with the Canadian Western Lumber Co., Ltd., Fraser Mills, has joined the Allen-Stoltze firm as manager of their lumber department. Mr. Underhill represented Fraser Mills on the prairies for two years, and travelled for one year in Eastern Canada, and for the past two years has been at Fraser Mills as assistant sales manager. The Allen-Stoltze Co. intend to be represented on the Prairies and in Eastern Canada, and through their excellent mill connections, will be able to supply mixed and

The Cholberg Ship Company Victoria, B. C. have started work on a machine shop, molding loft and office building, costing \$5,000. Work will start immediately on the construction of wooden ships.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Wanted—Slabs and Edgings

Three to five cars. Apply Box 764, Canada Lumberman, Toronto, Ont. 15-18

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Ties Wanted

Cedar, Oak or Maple. Two to five cars. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Sawdust Wanted

Four or five cars of ordinary Sawmill Sawdust. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Cedar Wanted

Good Eastern Cedar, suitable for boat building. Peterborough Canoe Company, Ltd., Peterborough, Ontario. 15-2

Wanted

Two or more cars 1 in. Cull Basswood, also Mill Run Basswood. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Wanted

100,000 ft. 1 in. and 2 in. Cull Lumber, White or Red Pine, Spruce and Hemlock. Apply, Hamilton Lumber & Coal Co., Limited, Hamilton, Ont. 15-18

Birch Wanted

Wanted to purchase 100,000 feet first class Birch, 1 in. x 8 in. in lengths 6, 8 and 9 feet or multiples thereof. Please give full particulars in first letter. Box 775, Canada Lumberman, Toronto, Ont. 16-19

For Sale-Lumber

For Sale

One car of B. C. cedar silo stock, 2 x 6-28 and 30 in transit.

F. McGIBBON & SONS, Sarnia, Ont. 18

Standing Timber

Avont 65 acres of Elm, Birch, Soft Maple, and Hemlock. One mile from C. N. R. or G. T. R., Colborne, Ont.

JOHN R. HANCOCK,

18-18 Colborne, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

c Montreal, Que.

If you are looking for any—

Birch saw logs,
Cedar fence posts,
Green birch wood any length,
Mixed wood any length,

Write to Box 702, North Bay, Ont. 18-21

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11¼ sq. miles.
Berth No. 6 McCraney, 15 sq. miles.

For further particulars apply

BANK OF MONTREAL,

16-19 Hamilton, Ont.

Hardwood Timber

Between thirty and forty acres of Hardwood Timber for sale on Lot 4, Concession 7, Gosfield North, Essex County, Ontario.

Apply George Woods, R. R. No. 1, Essex, Ont. 18-21

FOR SALE

2 cars 1 x 4—8/16 M. R. Jack Pine and Spruce
1 car 1 x 6—8/16 M. R. Jack Pine and Spruce
1 car 1 x 8—8/16 M. R. Jack Pine and Spruce
1 car 1 x 10 & 12 M. R. Jack Pine and Spruce
5 cars 2 x 6 M. R. Jack Pine and Spruce
2 cars 2 x 8 M. R. Jack Pine and Spruce
2 cars 2 x 10 & 12 M. R. Jack Pine and Spruce
1 car 4 x 6 M. R. Jack Pine and Spruce
2 cars 6 x 6 and up M. R. Jack Pine and Spruce
2 cars 1 x 4 M. C. Jack Pine and Spruce
3 cars 1 x 4 & up M. C. Jack Pine and Spruce

Address,
NORTHERN LUMBER MILLS, LTD.,
18-21 North Cobalt, Ont.

SPRUCE

14 to 16 ft. long	All 16 ft. long
25 M ft. 1¼ x 10	35 M ft. 1 x 4
20 M ft. 1¼ x 9	55 M ft. 2 x 4
50 M ft. 1¼ x 8	60 M ft. 2 x 6
40 M ft. 1¼ x 7	70 M ft. 2 x 7
30 M ft. 1¼ x 6	140 M ft. 2 x 8
25 M ft. 1¼ x 5	60 M ft. 2 x 9
22 M ft. 1¼ x 4	95 M ft. 2 x 10
80 M ft. 2 x 4	65 M ft. 2 x 12
50 M ft. 2 x 5	126 M ft. 3 x 6
150 M ft. 2 x 6	32 M ft. 3 x 7
190 M ft. 2 x 7	90 M ft. 3 x 8
192 M ft. 2 x 8	48 M ft. 3 x 10
90 M ft. 2 x 9	35 M ft. 4 x 6
200 M ft. 2 x 10	
60 M ft. 2 x 12	
120 M ft. 3 x 6	
40 M ft. 3 x 7	
70 M ft. 3 x 8	
28 M ft. 3 x 10	
20 M ft. 4 x 6	

J. E. Harroun & Son
Watertown, N. Y.

Wanted-Machinery

ONE SIX FOOT BAND MILL AND FILING OUTFIT; must be in first-class order; terms cash.

The Laberge Lumber Company, Ltd.,
18-19 Sudbury, Ont.

For Sale-Machinery

One 7 x 12 Double Drum, Double Cylinder Hoisting Engine and Boiler complete. Has only been used a short time, is in excellent condition.

Herman H. Hettler Lumber Company,
18-18 Midland, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

POSITION AS WOODS FOREMAN for licensed log scaler. 15 years' experience and best of references. Address A. W. Grundy, 40 Brock Crescent, Toronto. 17-18

Position Wanted

By a young married man, 33 years of age, of good address and appearance. Fifteen years' experience as an inspector, wishes to make a change. Best of references. Box 760, Canada Lumberman, Toronto, Ont. 14-18

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-tf.

Experienced Office and Sales Manager

desires to change; 25 years with three firms in wholesale and retail lumber, sash and door business, on office and sales force as Accountant and Sales Manager.

Would like position on executive staff of reliable firm or would act as representative and sales agent.

Box 786, Canada Lumberman,
347 Adelaide St. West, Toronto.

Vacancy on Woodworking Journal

We have an opening for a man who has a practical knowledge of woodworking and furniture making, can put his ideas in writing, and is desirous of engaging in journalistic work. He would first be given editorial charge, with the purpose of ultimately becoming manager of the publication. Good opportunity for man of ideas who will put forth effort to improve his position. Direction given until work becomes familiar.

Woodworker Publishing Co. Limited,
345 Adelaide St. West, Toronto.

Business Chances

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

FOR SALE—Planing Mill and Retail Lumber Yard, doing \$225,000 annual business. Complete line of machinery. Established 18 years. Customers all A-1. Owner retiring ill health. This is a bargain for a good business. Write P. O. Box 596, Buffalo, N.Y. 15-18

Wanted

Timber and Pulpwood Lands; any size tracts in Quebec and the Maritime Provinces.

R. R. BRADLEY, Timber Broker,
Box 5, Ottawa, Ont.
Box 1384, St. John, N.B. 16-19

Planing Mill and Sash Factory For Sale

Fully equipped and in a thriving Village. Power driven from an oil burning engine. Must be sold to close up an estate. For particulars apply to McCullough & Button, Barristers, etc., Stouffville, Ont. 17-t.f.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Watrous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
8-t.f. Montreal, Que.

Protect Stock in the Yard

There is often damaged stuff in old piles that have stood too long without repiling. There should be no such old piles in any yard. New lumber is often put on top of a low pile which perhaps has laid there for a year or more. This should be taken out and piled on top of the fresh lumber so as to run it off on the next bill. In this way you will keep reduced the old stock on hand and the whole yard will look better. During the hot weather the piles

should be kept covered with some old boards kept for that purpose. This will prevent a good deal of the warping of the top layer on the pile. Every day before leaving the yard for the night the yard man should go round and turn over what has been warped during the day. By giving a little extra attention to this matter you can avoid having much of the stock getting damaged by the weather and therefore less to bother you in getting rid of.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"
Send for samples and prices.
SALADA TEA CO. TORONTO

Manufacturers of
WIRE For TYING, BUNDLING
and many other purposes.
NAILS, etc.
LAIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

DR. BELL'S
Veterinary Wonder Remedies
10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

 **CUT YOUR SELLING COSTS**

Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

Rates and Samples on Request.

MacLEAN DAILY REPORTS, Ltd.
345 Adelaide Street West, TORONTO

William E. Litchfield, President.
Herbert F. Hunter, Treasurer.
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MANUFACTURERS
AND DEALERS IN

**Western and Northern
HARDWOODS**

MILLS:

Litchfield Bros., No. Vernon, Ind.
Ash, Oak, Walnut, Maple.

Irasburg, Vt.

Beech, Birch, Maple, Softwoods

WE WILL BUY

50,000 ft. Hardwood, No. 2 and No. 3

Common.

Clear Maple Square, 4 in. to 8 in., in

lengths 8 ft. and longer.

Maple and Birch, Good and Common.

1 to 2 in. Basswood, Log Run.

Dimension Spruce and Hemlock.

Factory Flooring.

1 and 2 in. Ash, Log Run.

WILL SELL

Selected Philippine Mahogany.

L. & H. Lumber Co., Inc.

Successors to Herbert H. Hunter,

77 Kilby St., Boston, Mass. U.S.A.

FOR SALE

No. 1 Mill Cull Spruce	Cull Jack Pine
100 M. ft. 1 x 3	200 M. ft. 1 x 4
100 M. ft. 1 x 4	25 M. ft. 1 x 5 and up
26 M. ft. 1 x 5	No. 2 Mill Cull W.P.
100 M. ft. 1 x 6	15 M. ft. 1 x 4 and up
45 M. ft. 1 x 7	16 M. ft. 1 x 10 and up
10 M. ft. 1 x 9	up
7 M. ft. 1 x 10	Crating Spruce
26 M. ft. 1 x 4 and up x 6/9	100 M. ft. 1 x 4 and up

Also Pine and Hemlock Lumber. Crating Lumber a Specialty.

JAMES R. SUMMERS

95 King St. East TORONTO

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

**PEDWELL HARDWOOD
LUMBER CO.**

79 Spadina Ave - TORONTO

**COAL CREEK
LUMBER CO.**

Port Alberni, B. C.

**FIR TIMBERS
LUMBER**

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

Also OTTAWA, ONT., P.O. Box No. 5

HORSES
UNION STOCK YARDS
OF TORONTO, Limited

"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Union Lumber Co.

Limited

**White Pine
Jack Pine
Red Pine
Spruce**

Spruce, Red and White Pine Lath

Union Lumber Co., Limited

701 Dominion Bank Building
TORONTO, CANADA

**Dr. Stewart's
Veterinary
Remedies**



For Quick Results in Emergencies

There are probably many times when your valuable horses need assistance—and in a hurry. A fall, a bad cut or disease may make it absolutely necessary to have immediate help that may be depended on for quick, reliable work.

A List of Dr. Stewart's Veterinary Remedies

Stewart's Sure Cure (antiseptic gall cure) the original, in liquid form	\$10.00 doz.
Stewart's Excelsior Liniment, 32 oz. bottles	12.00 "
Stewart's Lightning Colic Cure, the only colic cure that removes the cause, 16 oz. bottles	10.00 "
Stewart's Condition Powders, 25-lb. pail, net.	6.00 pail
Stewart's Hoof Ointment, 1-lb. can	6.00 doz.
Stewart's Heave Relief, large can	6.00 doz.
Stewart's Cough and Distemper Cure, 50 doses to bottle	8.00 doz.
Stewart's Proud Flesh Powders	3.00 "

Dr. Stewart's Remedies have been used in the lumber trade for years. They provide the best form of insurance you can buy, and may mean the saving of time and money in replacing your horses. Order a trial from this list, or send for information of our complete line.

The Palmer Medical Co., Limited
WINDSOR, ONT.

Review of Current Trade Conditions

Ontario

Conditions have not materially changed in the general lumber situation during the past two weeks. Building appears to be picking up in a number of Ontario towns and cities, and there is considerable repair work in all directions going on which keeps the larger proportion of retail dealers fairly active. At the recent gathering of the Ontario trade held in Toronto, it was learned from interviews with the majority of the delegates that this had a much better season than was expected last spring. Farmers are now commencing to look around for material to put their buildings in shape for the winter. There is a good demand for hemlock of all kinds and prices are well maintained. The requisitions for western stock, particularly boards, shiplap, etc., have been quite active.

In the hardwood market it is a sort of "betwixt and between." While there has been some price cutting in isolated instances, the general trend of the trade is firm, and there are enough enquiries being quietly made to justify the faith of wholesalers that, by no means, will quotations be reduced, although trade is a little quiet at the present time. There has been some sales at a diminished figure. With the resumption of full activities it is expected that factories and large consumers will be purchasing as heavy as ever. A good deal of hardwood is being used in the making of motor trucks, while furniture factories are moderately busy. The great trouble which the manufacturer and wholesaler have to-day is that of definitely determining costs, owing to the perplexing labor problem.

Various companies are now getting ready to operate their winter camps, and while it is reported that considerable help is forthcoming in certain centres, there is a decided shortage in other localities, the reason being that the harvesters' excursions to the West have taken away considerable available labor. Everything points to the fact that the cut this winter will be even less than last season, which will mean a reduction of the output of lumber of all kinds next year, as there are no old logs left over upon which to fall back and make up for the decimated yield in the bush.

Some firms report that the car situation is beginning to get complicated as the time for rushing western wheat to the seaboard approaches. One company stated this week they had more difficulty in getting cars to make shipments during the past ten days than they had during the whole summer. On the whole the lumber situation is at present in a rather transitory condition. Prices are keeping up well, but the demand is not very pronounced during the present month.

In soft wood there is no particular activity, although some good sales are reported. Business in this line has been rather on the quiet side for some time. While a number of sawmills will close down during the present month, others will continue operations for some time. There is a fair amount of shipping going on to the United States. Retail dealers are being strongly urged by wholesalers and manufacturers to order any autumn requirements that they may desire now when distribution may be made and thus avoid the long delays and many vexations of last winter.

The building permits in Toronto for the first eight months of the present year total \$5,772,405, against \$4,938,583 for the same period of last year, an increase of \$834,115. Reports from other cities also show a gain. During the past few days an important meeting of building contractors was held in Toronto. Many large firms were represented. The object of the gathering was to discuss plans for holding a large conference, which will take place later on in Ottawa, at which a permanent organization of the contracting interests of the country may be formed. There was some talk as to whether the builders' supply men should be included in the membership of the proposed association. It was thought that, as builders' supply men are members of various builders' exchanges—and it is hoped to work in conjunction with these local organizations—that they could not be very well left out.

The cut in prices which took place in Ontario recently on B. C. timbers lasted only a short time and figures are once more normal. Owing to the contracts which have been recently placed at the Coast for new ships there is again a good demand for ship timbers. The shingle market is rather quiet, but dealers look for a little flurry later on. There is always an improvement toward the close of the year, and it is expected that lath will also move a little more freely.

United States

An interesting report comes from Washington to the effect that the War Industries Board will place all non essential building under strict government control through the state councils of the defence. Every projected building operation involving more than \$2,500 will be under supervision and no application for such a building permit will be approved at Washington unless it has been first investigated and duly sanctioned by the proper state council.

Another matter that is giving the lumbermen some concern is the coming draft of men up to forty-five years of age and, more particularly, as the administration has not yet declared that the lumber industry is one of national importance and welfare. If such a declaration was made, it would place the men in the saw mills and wood-working plants in the deferred classification list. As it is now, it is feared that many men will quit their jobs and take up work in some other line, where they are protected from the draft to such an extent. A group of southern pine manufacturers has brought this to the attention of the Government, with a request that the industry be declared essential without delay, as the labor situation already is too serious to permit it to drift farther; and if this request was supplemented with requests from manufacturers in other sections of the country, probably it would have the weight of hurrying along such a declaration. There is no question but that the lumber industry is essential, and very much so, or that it eventually will be declared as such; but eventually may be too late to save the lumbermen from much embarrassment and probably costly shutdowns, and the declaration should not be held back, in view of the circumstances.

During the past few weeks there has been great activity in the southern pine industry and much new business has been received by the mills. Some of it is on government account and the remainder is for railroad administration. In the hardwood line activities are confined principally to government war requirements.

There still are some manufacturers who offer lumber at prices out of proportion with production costs and who therefore disturb the markets more or less. These manufacturers are those operating very small plants, who began cutting a few months ago on a rising market when everything looked exceedingly propitious to them. There are many of them, and as they all started operations at the same time all their lumber likewise reached a dry state at the same time, and when they were ready to ship the trade suddenly began to hold back, having loaded up with ample stocks prior to the freight advance. Alarm resulted, and instead of awaiting sales en bloc, as usual, these little fellows began feverishly to poke around to find jobbers willing to accept bargains, and many of these seized the advantageous chance to stock up at the low prices the operators offered in their panic, and resultant competition among the jobbers caused still lower prices. Naturally prices on the general market have begun to feel a reaction as a result of this; but practically the entire body of important manufacturers calmly stand aside and await with confidence the exhaustion of these low-priced offerings. These small mill stocks, while of course large enough to cause temporary disturbance, are not large enough to fill more than an infinitesimal part of the demand, and therefore the larger manufacturers should soon regain control of the situation, and if their courage holds up and there is no weakening prices on southern hardwoods should again attain their previous or even higher levels within the next month or two.

In taking a survey of the current lumber trade generally the "American Lumberman" says: "Great commercial activity would prevail throughout the country were it not for the imperative war requirements, for considerable business is offering and consumption requirements are heavy, but supplies for regular channels of trade are light, they being converted more and more into war supplies. The Government is pressing harder and harder for larger supplies of essential character. Manufacturers having goods available for public consumption select their customers, and retailers find it hard to carry sizable stocks because of high prices and inability to secure full credit facilities. The public tendency is to buy goods only as absolutely needed, the future being uncertain enough to cause charyness. Some sections of the country, however, are more cheerful than others, the South, North and Northwest being especially optimistic, this probably due to improved crop conditions in those sections."

Great Britain

Owing to the restrictions in selling and the shortness of supplies, there is no change in the general condition of the timber trade. Latest



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

reports are to the effect that trading is conducted in a very desultory manner, and there are very small arrivals of American hardwoods. There is still some timber coming in for work of national importance, but very little for private trading. Before the timber trade can regain its former position, many valuable cargoes will have to arrive. Oak, both quartered and plain, poplar, red and sap gum are needed to satisfy the wants of private consumption and, in the meantime, the trade is marking time awaiting the dawn of peace and future action by the timber controller. Then too, much depends on the labor situation and what proportion of men will be released from the army obligations, more particularly skilled hands. The shipyards will absorb some of the discharged men and this will benefit the timber trade, as large quantities of material will be used in the fitting out of vessels of every description. Other trades will also press their demands for wood of very kind, and it is expected there will be a revival in the whole lumber business, which, for over four years now, has been upset very much by the exigencies of the war.

There is not much doing in the home-grown timber line. Word from Manchester states that the timber trade is getting stale and that many firms will make a poor showing at the end of the year. The way that wages have gone up, especially in aeroplane factories, is declared to be nothing less than a scandal. It is suggested that it is time that an inquiry was started regarding the methods adopted, and that it is no wonder that men in other places are dissatisfied.

Saying that "Rationing Must be Made a Success," the "Timber Trades Journal," in a recent issue, asserts: "Criticism has this week been very active in regard to the rationing scheme and to the conditions under which the timber trade is now working; and as the next few weeks may be very momentous ones for the trade, it is necessary for all merchants and importers to get a clear idea not only of the

scheme itself, but of the circumstances which led up to its adoption and the alternatives before the trade if the present procedure does not prove a success. The rationing scheme is now on its trial, and a somewhat severe trial it is proving. From the very start there were many critics, both inside the trade and in official circles, who were not in sympathy with the Controller's ideas; the failure of the scheme was freely prophesied, and all its weaknesses mercilessly exposed. The idea of rationing timber was first discussed in the autumn of 1917. Towards the end of last year, when the trade was protesting so strongly against the conditions, the Controller was in a difficult position. He had to act in a dual capacity. On the one hand, as the Controller, he was responsible to the Government for the prompt fulfillment of all orders for wood for work of national importance and for the requirements of the Government departments; it was necessary, therefore, for him to arrange a scheme which would provide for the import of the necessary timber, and which would also secure the expeditious delivery of the wood in this country. On the other hand, as the control was not contemplated as a permanent institution of the country, the Controller naturally felt it incumbent on him to provide in some way for the resumption of business by timber importers and merchants after the war was over or whenever the control ceased to exist. To fulfil either part of his duty would have been easy, but to combine the two in one scheme was a problem, and clearly such a difficult operation that the Controller may well be excused if he has not entirely succeeded in his first attempt. If we were compelled to contrast the relative importance of the two aspects of the question, and if they were proved to be incompatible, the trade would come off badly. Were it a case of the good of the country as opposed to the life of one individual trade, there is no occasion to give an answer as to which would be the more important."

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Hears of Big Federal Building Project

Firm prices and a slow demand prevailed in the Ottawa lumber market during the latter part of August and the opening period of September. The volume of business transacted was somewhat below that done during a corresponding period a year ago.

Stocks do not show a great deal of change. If anything they are less than those carried into the fall and winter months of 1917. In some grades reports were that stocks are short, while in other circles it is believed that stocks and grades whatever they may be can always be secured, providing the purchaser is willing to pay the price asked by the holder. No great scarcity of stock has been heard of during the last month.

The outlook for good fall business is difficult to gauge. On the surface it appears rather gloomy. Building operations in Ottawa will be greater this fall than for any year since the war commenced. Such operations, however, do not begin to compare with pre-war operations.

Orders and inquiries, both domestic and foreign, were hardly as numerous as a year ago, or in fact even six months ago. The greater part of this is attributed largely to the slump in American business. Lumbermen for some time past have generally believed that the demand for lumber in the United States is being met with American grown product, coming principally from the western states. Good rail transportation facilitates its movement, but when transportation becomes poor or lines congested, a good deal of American trade will probably again revert to Canada. What the volume of such business will be is problematical. However, some of it may be counted in as a fall and winter prospect.

Another prospect which, if it materializes will in all probability mean much more to lumbermen in Eastern Canada, is the rumored contemplation of building of military hospitals and soldiers' discharge depots. The "Canada Lumberman" understands that there is at present under contemplation by the Militia department and the Public Works department the largest building programme for such structures that has been undertaken since the war began.

No official announcement had been made regarding it up to September 10th. In lumber trade circles, however, it has been heard that such a project is already under consideration, and that the chains of hospitals and depots are to be located in eastern Canada.

The execution of the programme now believed to be under consideration is taken by the trade to mean the utilization of thousands upon thousands, if not millions of feet of lumber. Besides great quantities of sash, doors, flooring, etc. and other interior fittings will in all probability be needed.

One Ottawa lumber firm, early in September informed the "Can-

ada Lumberman" it had received contracts for many thousands of dollars for government work. It did not say when, where, or how the material is to be used, but it is in no way connected with the contract for shell boxes that this company already has.

Speculation on the big project was perhaps the uppermost topic in the minds of certain lumbermen. If the scheme goes through they see not only possibilities but big possibilities for real good domestic business. Stocks are already lower than a year ago, and if this great demand for existing stocks arises it will make a hole in the present supplies and may at the time or later on become an important factor tending toward increased prices, subject or governed by supply and demand.

The utilization of a great quantity of lumber at home would do much to offset the present depression in business largely brought about in the decline in the American demand for Canadian stocks.

The Military Hospitals Commission will not undertake the work, and in all probability the programme will be decided by the department of Militia and Defence and executed by the Public Works department. The exact extent of the programme will not be known until an official announcement is made.

The transportation situation remained good. Reports received during the latter part of August indicated that manufacturers were not carrying, nor had in stock, all the grades they carried in pre-war years, and simply quoted on what grades or sizes they had.

The labor situation, both as to the woods and sawmills, remained unsettled. Quite a few of the floating class from the Ottawa sawmills and woodworking plants went west for the harvest. Factory help for the manufacture of shell boxes became scarce. In one instance three firms making shell boxes in Ottawa advertised on the same day for workers. The class of labor applying at the woodworking plants is not as capable as the men they are replacing.

Just how the woods situation as regards labor will work itself out is a big question. Indications with the Ottawa firms is that labor will be scarcer than last year, even though wages are higher, and the class of woodsmen offering their services are not up to the standard of cutters and workers employed in the camps in 1914. From fifty seven to sixty-five dollars per month and board is being paid for the ordinary run of woodsmen, and they are scarce at that.

The closing down of the sawmills may help the labor situation with the shell box manufacturers, but as far as the woods camps are concerned there seems to be a feeling among the bushmen that they can make just as good money in town, and enjoy added pleasures that the camps do not afford. An advance of from two to three dollars per M in the better grades is reported to have taken place with the wholesalers. Seconds and other grades were not effected by it. Slabs and



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wood fuel from the mills continued in good demand and prices remained high. Lath remained slow. Sash and doors did not show much activity. The demand for the building grades was mostly for repair and reconstruction work.

Must Increase Production Five Times

If All the Matured Timber of B.C. is to be Used on Paying Basis Declares Mr. J. G. Robson

The lumber production of British Columbia must be increased by five times in order to make use of past maturity timber before it goes to waste. This somewhat startling assertion was made by Mr. J. G. Robson, managing director of the Timberland Lumber Company, at a get-together banquet given recently in Vancouver by the B. C. Loggers' Association to lumber manufacturers.

Mr. Robson says there are millions of feet of timber all through the province which are past maturity and are now going back. The trees are still growing and living, although in some cases the topmost branches are dead. Even in cases where the whole tree is still green and looks good, the timber is no longer in its prime. At the present rate of cutting much of this timber will still be uncut after it is practically useless. No logger can afford to cut this stuff exclusively. He would go broke in short order turning into the mills log after log of which a considerable portion had to be thrown on the scrap heap. The only way to handle it is to mix in a proportion of it with absolutely sound timber. And to keep the proportions on a paying basis and make use of all the past maturity timber, total production must be increased about five times. This involves action by the provincial and Dominion governments.

The increased production of which he speaks Mr. Robson regards as within the range of possibilities, although it cannot be achieved in a year or two. He has unlimited faith in the possibilities of expansion in the British Columbia lumbering industry. The prairie provinces alone, he believes, will eventually take twice the present annual production of all British Columbia mills, to say nothing of the foreign markets that can be developed by proper methods. The development of countries having little or no timber of their own, coincident with the depletion of timber stocks in large timber producing areas will work together to provide a demand for British Columbia timber far in excess of the present demand.

Budget of Briefs from Ottawa

James Davidson's Sons of Ottawa have established two woods camps about thirty miles from Fort Coulonge. About fifty men are at present at each of the camps and eighty are needed. The wood-working plant received another order for two carloads of doors for South Africa. This makes the fourth car since the war began. Good progress is being made by the plant on the large shell box order which will keep it busy days for about two months more.

The John R. Booth sawmill will continue to operate this fall as long as labor is available. Quite a few of the employees of this mill have either left for the western harvest fields or have signified their intention of soon going to the woods camps.

The contracts recently let by the British Cordite Company went to two firms, one located near Montreal and the other at Burlington, Ontario. The tender of the Burlington firm was \$1.02 per box, and that of the Montreal firm one dollar. Tenders from Ottawa firms ranged from \$1.15 to \$1.20. It is estimated about seventeen feet of lumber would be required per box.

Mr. Frank Hawkins, secretary of Canadian Lumbermen's Association, reports a satisfactory season so far as forest fires in the area looked after by the Lower Ottawa Forest Protective Association are concerned. No serious fires had occurred up to the end of the first week of September and the rainfall has been such as to warrant a continuance of favorable conditions.

John R. Booth donated two thousand dollars to the "Sailors fund" campaign. Jackson Booth and Fred Booth gave \$250 each. Subscriptions from the employees of the plant amounted to several hundred dollars.

New Fire Prevention League Formed

An important move was made in the matter of fire prevention when the Ontario Fire Prevention League was formed with the object of reducing the appalling fire loss in the province. There was a splendid attendance at the gathering in Toronto and the greatest interest was aroused in the progressive movement. The head of the new organization is Arthur Hewitt of Toronto and definite steps are proposed for the prevention of fires in Ontario.

The recommendations approved of were:—

The adoption by municipalities of a standard building code so that fire-resistive building construction may be encouraged, the use

of inflammable roof coverings prohibited, adequate exit facilities from buildings secured, and interiors so designed and fire-stopped as to make easy the extinguishment of fires therein.

The adoption by the Province of a minimum building code for the protection of hospitals, schools, asylums and similar institutions, outside the city limits and in small communities in which the establishment and enforcement of a building code is impracticable.

The adoption by municipalities of the "Suggested By-laws" published by the Fire Marshal's Office providing for the systematic inspection of all buildings, for cleanliness, the removal of rubbish, the maintenance of proper exits, fire fighting apparatus and other protective devices.

Application of the principle of common law of personal liability where a fire originates in the premises occupied by any person as a result of his criminal intent, design of wilful negligence.

Wider general use of automatic sprinkler and the more general adoption of the fire division wall.

Careful study of water supplies, fire department efficiency and possibility of co-operation among neighboring cities and towns.

Universal adoption of the safety match, and legislation prohibiting smoking in all parts of factories, industrial and mercantile buildings.

Regulation or transportation, storage and use of inflammable liquids and explosives.

Education of the public in careful habits regarding the use of fire, and prohibition of fireworks except by special license.

Statutory obligation upon every municipality to equip and maintain a fire brigade and provide a water supply.

Equipment of barns containing farm produce with standard lightning rods.

Inspection of all electric wiring throughout the Province.

Will Burn Cordwood in Institutions

By the end of the month some 15,000 cords of wood from Algonquin Park will be shipped for Government use to the different provincial institutions. Some of the wood will be used in the furnaces of the parliament buildings in the early part of the winter, and in the late spring, so as to conserve coal as much as possible. Hon. G. H. Ferguson has considered the matter and feels that wood could be burned at the first of cold season, and work out as well as if coal was being used. In all the provincial institutions wherever possible the Government will use wood for fuel.

The twelve municipalities who have taken advantage of the government's offer to cut wood in the park for the use of the citizens, had cut something like 30,000 cords, and it is expected that this amount will be taken out at the end of the year.

Toronto Lumber Firm is Retiring

The Chelew Lumber Company, who have been carrying on a retail lumber business and planing mill at 74 Van Horne street, Toronto, are retiring from business. Their property has been bought by the Hamilton Gear & Machine Company of Toronto, who will erect a large factory thereon. The Chelew Lumber Company own a large block of land on Wallace Ave., and may resume on this site in the spring if railway siding and other accommodation can be secured. J. R. Chelew, who is the head of the Chelew Lumber Company, will take a long holiday after many years' close attention to business. His brother, Lieut. W. E. Chelew, who was associated with him, is at present in France, having left Toronto about a year ago with the 84th battalion.

Lieut. MacBeth Accidentally Killed

Lieut. Robert E. A. MacBeth, third son of W. J. MacBeth, 60 Brock Ave., was recently killed in an aviation accident at a training camp in Birmingham, England. Prior to his enlistment Lieut. MacBeth was assistant city engineer in Toronto. He completed his course in aviation in December, 1915, and was sent to England where he had considerable service along the British Coast. He had lately been employed in passing upon aeroplanes before their acceptance by the Imperial Government, and it was thought that he met his death while instructing graduate students of the Air Force in their work. Lieut. MacBeth was 27 years old and was a graduate of the School of Practical Science. Besides his parents two brothers are left, Capt. W. C. C. MacBeth, now with the British Recruiting Mission, Chicago, and Lieut. B. MacBeth, R.A.F., who is undergoing treatment in England, having seen service in France.

The Western Canada Shipyards lately received a contract to build five ships for the French Government. The vessels will be of 1,500 ton voltage. The Foundation Company of Victoria recently closed a contract with the French Government for 20 wooden steamers.

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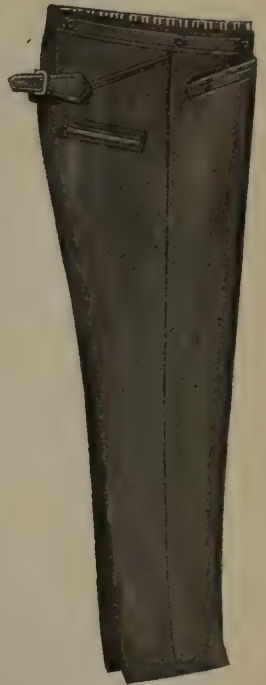


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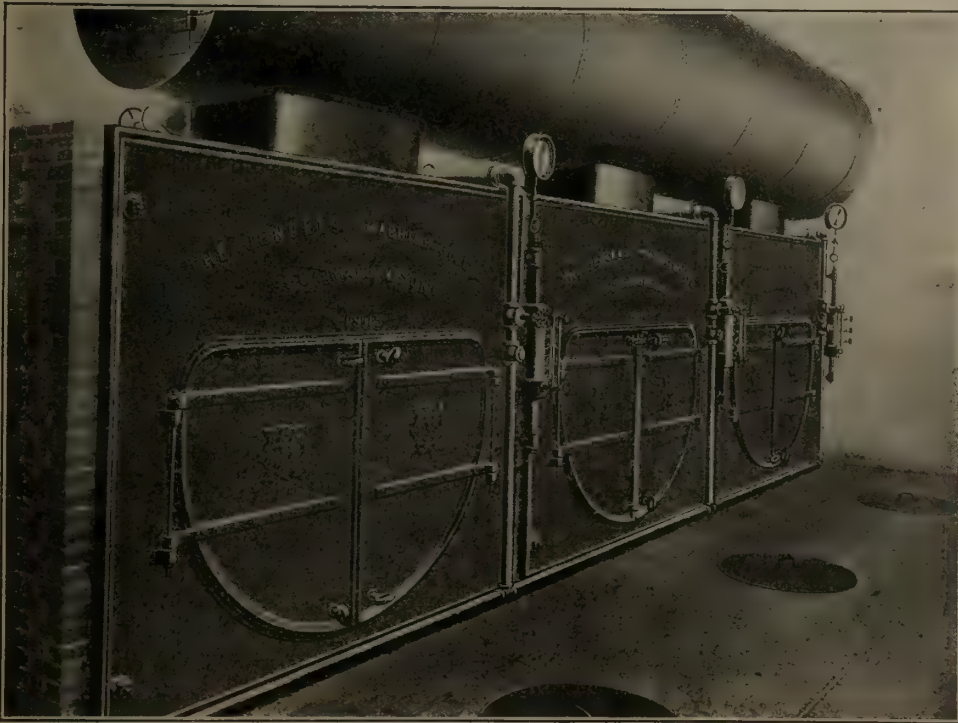
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Decreased Pulpwood Cut in New Ontario

The prospects for a large cut of spruce logs and pulpwood in New Ontario are not very favorable for the coming season. The labor situation is not only uncertain, but the help is very scarce. The New Ontario Colonization Company, whose land, office and mills are at Jacksonboro, on the Transcontinental Railway and the president of which is W. K. Jackson, stated that they have plans laid to get out a fair stock, the quantity of which will be determined entirely by the number of men they are able to put in the bush. The settlers, which the company have been getting in on their own townships, aid them some in getting out logs and pulpwood in the way of taking on small jobs.

Speaking to the "Canada Lumberman" recently Mr. Jackson said:—"I really do not know what the prevailing prices on rough and rossed wood are along the line of the Temiskaming and Northern Ontario Railway, as it is rather early for contracts to be made. I understand, however, that any of the wood along the T. & N. O. that has not been shipped out is sold and simply awaiting loading on the cars. I believe that the settlers along the T. & N. O. as well as the Canadian Government Railways will be putting out some spruce logs and pulpwood during the coming winter. The quantity can only be a mere guess. One thing is certain and that is the pulp and paper mills will not be able to secure their regular quantity of pulpwood simply because of the scarcity of help to get it out. The price that one is obliged to pay for labor when it can be found means that saw logs and pulpwood must bring real prices to-day."

The New Ontario Colonization Company state that their sawmill at Jacksonboro is still running and they are also rossing some pulpwood. They expect the mill will finish its cut the latter end of October and it will not resume again before next spring. The company have disposed of a portion of their output and expect the balance on hand will move out during the fall, winter and early spring.

Fixing Newsprint Prices Had Adverse Effect

The fixing of newsprint prices by the Canadian and U. S. governments had an adverse effect on the earnings of the Spanish River pulp and paper mills, the net revenue showing a reduction of approximately \$390,000. The annual financial statement is a fairly satisfactory

one and in their report the directors say that it is with satisfaction that the directors now report construction work completed. With the sulphite mill enlargements and improvements finished, the board mill in full operation, and paper mills brought to a state of high efficiency, the company's now balanced plants should proceed in their operations with improving results. The total daily production of pulps, boards and paper for market sale now amounts to 570 tons, which, under normal conditions will shortly be increased to 600 tons, the capacity of the plants. Stocks of newsprint paper throughout Canada and the United States are unusually low, the demand strong, and as newsprint has been declared to be an essential to the prosecution of the war, the directors anticipate no difficulty in disposing of the entire output during the ensuing year.

While it was expected that the profits for the year would provide sufficient funds to complete the above enlargements and improvements as well as supply additional working capital for the increased output, the low prices fixed by the Governments rendered necessary additional accommodation from the banks. The inventories, particularly of pulpwood, might have been materially reduced, but your directors considered it the part of wisdom to keep heavily stocked in all raw materials, and the company is fortunate in having been able to obtain, under great difficulties, a full supply of pulpwood for the coming year.

The Grading of Stained Basswood

Editor "Canada Lumberman:—"

Can you give me any information on how stained basswood lumber should be graded? I have about 50,000 feet of basswood 4/4 and 5/4 which got blue-molded in the pile. Some of it is badly stained. The lumber was cut about four weeks ago when I noticed the stain. Would this be classed as dead culls, or would it pass as No. 2 common?

E.G.B.

Basswood unless in the water at this late date would be dozy ended and if in the water one would fully expect considerable stain on stock sawn during the latter part of the summer time. Stock that was blue molded would naturally go into mill cull unless so seriously molded as to be rotten when it would go into dead cull.

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EDGINGS

Ontario

Reports received at the Department of Lands, Forests and Mines, Toronto, show that no merchantable timber has been destroyed by fire in New Ontario during the past summer.

M. J. O'Brien, the big contractor, timber and pulpwood man of Ottawa and Renfrew, is quite likely to succeed to the vacant Ontario Senatorship in place of the late Brigadier-General Mason.

David B. Ritchie, saw miller and dealer in lumber and building material, St. Chrysostome, Que., has sold out his business there and removed to Collingwood, Ont., where he has bought out the Collingwood Hardwood Co.

Mrs. E. J. Zavitz of Toronto has been elected to the Senate of McMaster University to represent the Arts graduates for a five-year period. This is the first time a woman has been elected to this position. Mrs. Zavitz is the wife of the Provincial Forester, who is also a graduate of McMaster University.

The Savanne Lumber & Tie Corporation has been licensed to carry on business in the province of Ontario as timber merchants, sawmill proprietors, timber growers and to manufacture, buy and sell lumber bark, wood, ties, pulpwood and all products made therefrom. Mr. W. A. Dowler of Fort William, Ont., is attorney for the company.

In view of the scarcity and high cost of fuel City Architect Pearse of Toronto is considering a warmer type of house for Toronto so that fuel bills may be lessened. Warmer houses would cost more to construct, and it is just a question with the official as to whether such a type at a greater cost would be acceptable to the people on the possibility of using less coal.

Henry Walmsley Welch, of Toronto, died recently of pleuro-pneumonia and complications, in his seventy-eighth year. He was born in Quebec city, but came to Toronto to live more than 30 years ago. For over 25 years Mr. Welch had been connected with what is known as the Cook Land Company, formerly the Cook Lumber Company, in the capacity of accountant. He is survived by his wife.

History was made in Waterloo County recently when a beautiful woodland lot of 40 acres at the confluence of the Grand and Conestogo Rivers at Conestogo was handed over by Mr. Walter J. Snider to Hon. Finlay Macdormid, Minister of Public Works, representing the Ontario Government, with the object of furthering the policy of conservation and reforestation throughout Canada.

The Provincial Lumber Company Ltd., has been incorporated with head office at Toronto, Ont., and capital stock of \$40,000, to carry on business as timber and lumber manufacturers, sawmill proprietors and timber growers; to buy, sell, grow, prepare for market, manipulate, import, export, and deal in timber, lumber and wood of all kinds; to purchase and deal in timber limits, and to carry on business as ship-owners, etc. The provisional directors are W. J. Forrester, G. C. Campbell, and A. D. McKenzie.

Fire of unknown origin caused damage estimated at more than \$200,000 in Eddy Bros.' lumber yards at Blind River recently. The fire started about noon at the edge of the dock and worked inward, fanned by a west wind, until at least one-third of twelve million feet of lumber piled in the yards was reduced to a charred mass. Two tugs and the town fire engine taxed their capacity in throwing streams. The Wallace Lumber Company also lost considerably, being owner of part of the burned lumber.

Hart & McDonagh of Toronto have entered into a contract with M. P. Prince of Wallace, Ont., to cut and deliver for them during the coming year 1,000,000 feet of lumber, principally birch and spruce. The timber is located in Nipissing County on the line of the C. N. R. Hart & McDonagh have also made another contract with John Marshall of McDonald's Siding, Hastings County, to cut 1,500,000 feet of lumber, consisting of hemlock, birch, spruce and brown ash. The larger portion of the stock, however, will be maple.

Robert Elliott, of Magnetawan, Ont., was a recent visitor to Burks Falls, and according to a local newspaper, he has been a resident of that district for 49 years, being one of the pioneer settlers. He says that the waste of valuable timber in that section has never been stopped. Fire has destroyed much of it every year. This year a four-mile stretch of woods in the vicinity of Lake of Many Islands was visited by the destructive element. Mr. Elliott thinks that the Minister of Lands, Forests and Mines should do something to prevent the cutting down of small trees, some of them being mere saplings.

Eastern Canada

Williamson & Crombie, lumber dealers, Granby, Que., have dissolved.

A modern sawmill at Stanley, N.B., owned by Stanley Douglas, was recently destroyed by fire. Mr. Douglas has not decided whether he will rebuild or not. The plant was valued at \$20,000 and was insured for only \$6,000.

Suspicious circumstances attended three or four fires which broke out recently in the Pointe St. Charles district, Montreal. One of the premises visited was the Jas. Shearer Lumber Yard. A search revealed a quantity of wool waste soaked in oil and tightly packed under a wood pile.

Baptist, Cloutier & Pothier Limitee have been incorporated with head office at Three Rivers, P.Q., and capital stock of \$49,900, to carry on business as sawmill, shingle mill and planing mill operators, etc. Among those interested are G. E. Baptist, A. G. Cloutier and R. Pothier.

The box factory of H. Chagnon & Co., Burnett Street, Montreal, has been destroyed by fire, together with a large quantity of lumber. The building was two storeys high and was constructed of wood. The firm had a large Government order for shell boxes in hand. The company will rebuild at once.

Robert Godfrey passed away recently in Chatham, N.B., after an illness of several weeks, aged 69 years. He was one of the best known lumbermen on the Miramichi River and had a large number of friends. The late Mr.

Godfrey was a highly respected citizen and leaves a wife, six sons and one daughter. Three of the sons are overseas.

Golding & Starrett, Ltd., have been incorporated with head office at Petersville, N.B., The incorporators are Geo. M. Golding of Brooklyn, N.B., and Edward B. Starrett of Sougis, Mass., and they are empowered to carry on a general timber business.

The Adanac Color Company has been incorporated with head office at Montreal, P.Q., and capital stock of \$20,000 to carry on business among other things as lumbermen, and to purchase, acquire, lease, hold and dispose of timberlands and timber limits, etc. Among those interested are L. J. Beique, P. R. Bisailon, H. R. Bisailon and F. J. Bisailon, all of Montreal.

Commercial circles will be interested in the revival, at the meeting of the Canadian Bar Association, of the discussion regarding bankruptcy legislation. S. W. Jacobs, K.C., M.P., reviewed the measure which has been introduced into Parliament, and which has been delayed in order to enable conferences to be held regarding it. He argued in favor of assistance being given honest debtors to rehabilitate themselves, after they had given up everything to their creditors.

A recently incorporated addition to the Riordon Pulp and Paper organization is that of the Riordon Sales Company, which has just been incorporated with a capital of \$50,000, \$100 par, and with headquarters in Montreal. This new concern will act in the capacity of a general selling company, and will buy and sell pulp, paper, lumber and other commodities. Charles Riordon is the president of the Riordon Sales Company; Carl Riordon, vice-president, and F. B. Whittet, secretary-treasurer.

For some time negotiations have been under way for the purchase of the B. A. Mowat lumber mill and limits by Fraser Ltd., of Fredericton. During the early spring cruisers went over the limits and appraised the property. Now it is understood that the deal has gone through and the transfer will be made shortly. Frasers, Limited, own a considerable block of pulp ground in Quebec on streams emptying into the Matapedia, and it is said the Mowat mill will be converted to ross this fall for the Edmundston pulp mill of the Fraser Co.

A reduction of fifty per cent in the lumber cut in New Brunswick during the coming winter is forecasted by one of the prominent operators. One of the chief reasons given for this prediction is the fact that most of the operators have their storage space completely filled with manufactured lumber which they have been unable to ship owing to the scarcity of vessels. Another important factor is the difficulty in securing labor, which is becoming more pressing as war's demands removes more and more of the men. The cost of supplies and equipment is going up and this, with higher wages for the men, is making operations more costly and therefore more of a speculation. These latter features of situation also point to increased prices for the product.

Net profits of the Laurentide Company, Limited, Montreal, for the year 1917, as shown by the annual report presented to the shareholders, amounted after fixed charges, war taxes, depreciation, etc., to \$1,704,655, equal to 17.8 per cent. on the capital stock of the company, as compared with \$1,720,011, or 17.9 per cent., for the year 1916. Gross profits of the company amounted to \$2,593,834, an increase of about \$373,000, which increase was absorbed by a reservation of \$150,000 for war taxes, against nothing for the previous year, and an additional \$389,000 to the reserve pension fund. Allowance for depreciation was about \$20,000 less than during 1916, so that the surplus carried forward amounted to \$744,655, compared with the previous year's carry forward of \$856,011. Profits from lumber showed a slight decrease, while interest from investments rose about \$8,000.

Western Canada

The Atlas British Columbia Timber Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$20,000.

The Cameron Lumber Co., Garbally Road, Victoria, B.C., intend laying 6 in. main throughout their yard with hydrants for fire protection.

A new sawmill, with a capacity of 15,000 feet a day, is being built in the Surrey section, B.C. It will be operated by Lawrence and Rherin of Port Moody, who have bought a large quantity of timber in that section. The mill will be electrically driven.

A new sawmill is being built on the Zimacord River, six miles west of Terrace, B.C. The mill will have a sawing capacity of 40,000 feet a day, and will saw spruce from timber limits on the Kitsumkalum River held by Sir Henry Pellatt of Toronto. A. Ludgate is erecting the mill.

The sawmill at the mill camp of the Canada Copper Corporation at Penitction, B.C., is cutting about 20,000 feet of lumber a day. Twenty-five new cottages have been erected by the Copper Company, as well as water tanks holding 100,000 gallons of water each, and other improvements.

Sealed tenders are being received by the Minister of Lands for B. C., until October 8th, 1918, for the purchase of License X1035, to cut 11,000,000 feet of cedar and fir on an area adjoining Lot 913, New Westminster District, situated on Haslam Lake. Three years will be allowed for the removal of the timber.

The Fir Tree Lumber Company are operating a modern shingle mill on the Coquahalla River, fourteen miles from Hope. One of the features of the new mill is a cable car system driven by power from the mill, which conveys the trucks of shingles from the mill to the railway siding to be loaded. The principals of the Fir Tree Lumber Company are Messrs. Collins and Farmer.

There is more than a possibility, it is stated, that the big lumber mills at Ruskin, B.C., belonging to the Heaps Estate, in liquidation, will be refitted. It will be remembered that the machinery in the big mills at Ruskin was sold to the Robert Dollar Company and is now being used in their large mill at Roche Point, but if the deal for the logging of the Heaps limits goes through, it is the intention of the company interested to at once install machinery in the big buildings and manufacture their output from the limits.

A get-together meeting and banquet was held by the B. C. Loggers' Association and lumber and shinglemen recently in Vancouver, and problems of the trade were discussed. Among the subjects were the surplus product of the log, and how to dispose of it to the best advantage, curtailment of production and closer co-operation. Mr. A. E. Munn presided. The committee in charge of the affair was composed of Messrs. G. G. Johnston and R. Morse.

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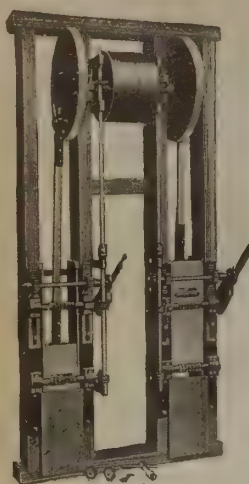
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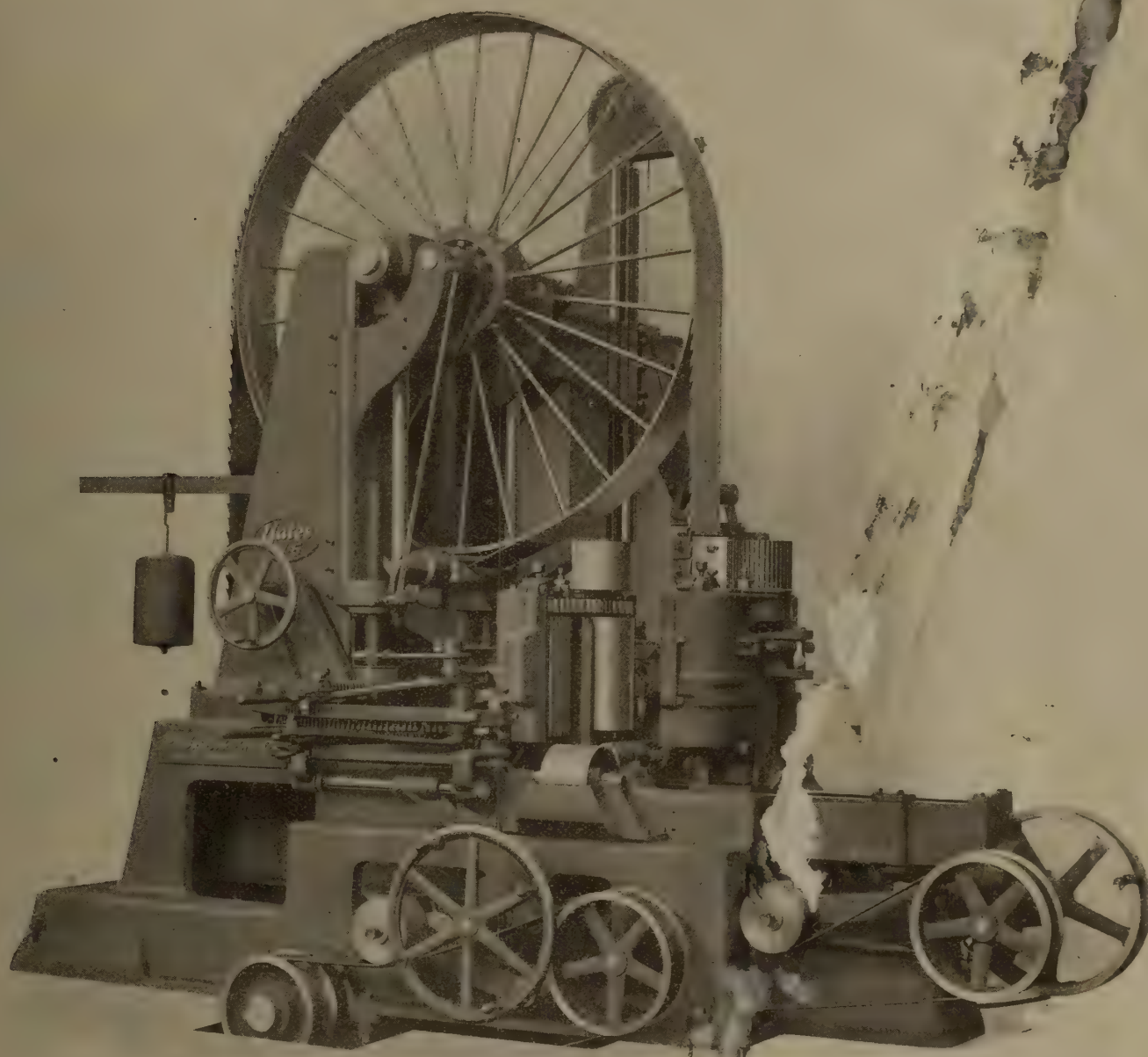
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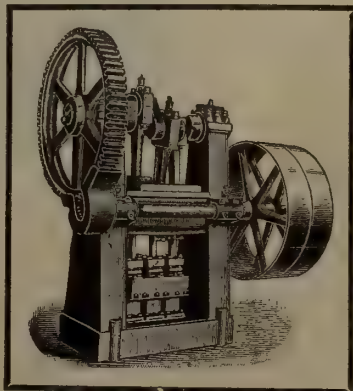
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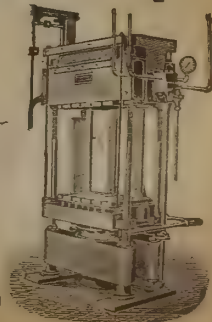
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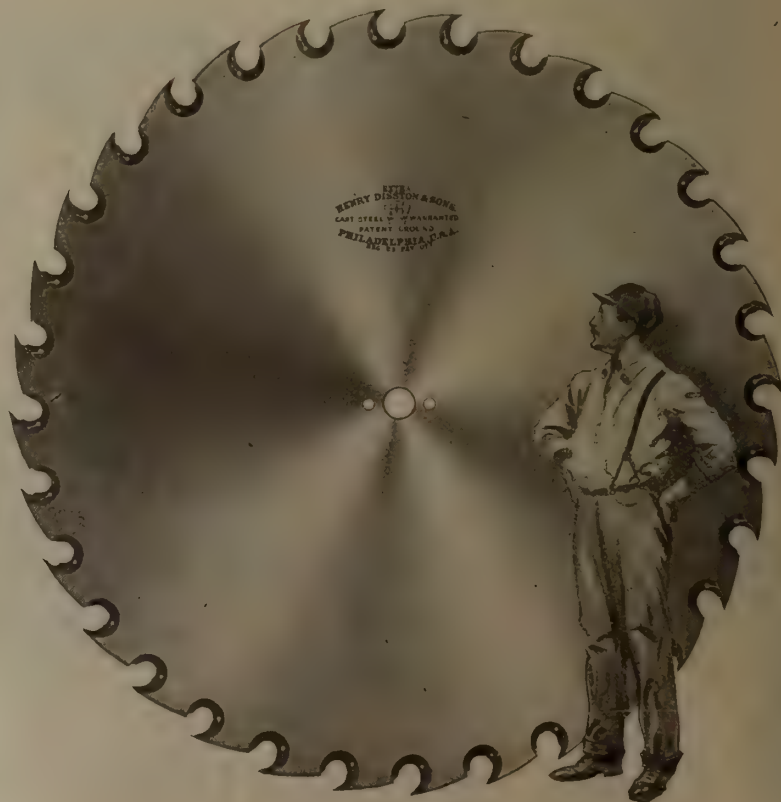
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White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 1/2 x 4/7 Good Strips ..	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 1/2 x 8 and wider Good Sides ..	88 00	90 00
2 x 8 and wider Good Sides ..	90 00	92 00
1 in. No. 1, 2 and 3 Cuts ..	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts ..	65 00	67 00
2 in. No. 1, 2 and 3 Cuts ..	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	49 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run ..	47 00	49 00
5/4 and 6/4 x 5 Mill Run ..	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00

Red Pine:		
1 x 4 and 5 Mill Run	40 00	42 00
1 x 4 and 5 Mill Run	41 00	43 00
1 x 6 Mill Run	44 00	46 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
2 x 4 Mill Run	41 00	43 00
2 x 6 Mill Run	44 00	45 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face ..	53 00	54 00
2 in. Clear and Clear Face ..	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
1 x 12 Mill Run	47 00	49 00
1 in. Mill Culls	34 00	36 00
Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft. ...	31 00	33 00
1 x 6 in. x 9 to 16 ft. ...	37 00	38 00
1 x 8 in. x 9 to 16 ft. ...	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft. ...	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft. ...	35 00	37 00
2 x 4 to 12, 10 and 16 ft. ...	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft. ...	35 00	36 00
2 x 4 to 12 in., 18 ft. ...	37 00	38 00
2 x 4 to 12 in., 20 ft. ...	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft. ...	28 00	29 00
2 in. No. 2, 4-in. and up in width, 6 to 16 ft. ...	28 00	29 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 00	
6x10, 8x10, 10x14, 12x14, 14x14	52 50	
6x12, 8x12	53 00	
14x16, 16x16	53 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain ..	62 00
Fir flooring, 1 x 4, edge grain ..	62 00
Fir flooring, 1 x 4, jat grain ..	44 75
No. 1 and 2, 1-in. clear Fir dough 50 00	60 00

(Depending upon widths).

No. 1 and 2, 1 1/2 and 1 1/2 in., clear Fir rough	60 00	64 00
No. 1 and 2 2-in. clear Fir rough ..	53 00	61 00
1 x 5 and 1 x 6 Fir casing ..	62 00	
1 x 8 and 1 x 10 Fir base ..	64 00	
1 1/2 and 1 1/2 x 8 x 10 x 12 E. G. stepping ..	72 75	
1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping ..	62 75	

1-in. clear Fir, d. 4 sides ..	49 50	57 50
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides ..	57 50	59 50
XX B. C. cedar shingles ..	3 50	
XXX 6 butts to 2 in.	4 50	
XXXX 5 butts to 2 in.	5 17	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
	No. 1	No. 2
	1s & 2s	Com.
4/4	\$75.00	\$58.00
5/4 & 6/4 ..	80.00	63.00
8/4	110.00	75.00
10/4 & 12/4 ..	130.00	100.00
16/4	140.00	115.00

Ash, Brown		
4/4	70.00	50.00
6/4	75.00	60.00
8/4	78.00	65.00

Birch, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
	1s & 2s	Com.
4/4	65 66	48 50
5/4 and 6/4 ..	67 70	50 55
8/4	70 72	51 57
10/4 and 12/4 ..	85 90	70 73
16/4	95 98	80 83

Basswood, dry weight 2500 lbs. per M. ft.		
	No. 1	No. 2
	1s & 2s	Com.
4/4	\$70.00	\$55.00
5/4 & 6/4 ..	80.00	65.00
8/4	82.00	67.00

Chestnut, dry weight 2800 lbs. per M. ft.		
	No. 1	No. 2
	1s & 2s	Com.
4/4	\$65.00	\$50.00
5/4 & 6/4 ..	72.00	56.00
8/4	72.00	56.00

Wormy		
4/4	\$45.00	
5/4 & 6/4 ..	58.00	48.00
8/4	72.00	56.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$35.00
6/4 & 8/4 ..	63.00	50.00	40.00
12/4	85.00	75.00	50.00

Gum, red, dry weight 3300 lbs. per M. ft.

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$65.00	\$42.00
5/4 & 6/4 ..	70.00	60.00
8/4	70.00	60.00

Gum, Sap

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$50.00	\$45.00
5/4 & 6/4 ..	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$75.00	\$45.00
6/4	100.00	75.00
8/4	90.00	60.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$38.00
5/4 & 6/4 ..	63.00	48.00	38.00
8/4	70.00	60.00	50.00
12/4	95.00	80.00	60.00
16/4	105.00	90.00	55.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ..	\$38.00
No. 2 and better ..	47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$85.00	\$60.00
5/4 & 6/4 ..	92.00	65.00
8/4	100.00	70.00
10/4	100.00	95.00
12/4	105.00	95.00
16/4	115.00	95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$130.00	\$85.00
5/4 & 6/4 ..	132.00	95.00
8/4	135.00	100.00

Red Oak, quarter cut.

	No. 1	No. 2
	1s & 2s	Com.
4/4	\$95.00	\$70.00
5/4 & 6/4 ..	110.00	85.00
8/4	115.00	90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$80 00	70 00
1 1/4-in. and 1 1/2-in. x 8-in. and up 70 00		75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up ..	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/4-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/4-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings ..	40 00	

Pine, No. 1 dressing sidings ..	47 00	50 00
Pine, No. 1 dressing strips ..	40 00	45 00
Pine, No. 1 dressing shorts ..	38 00	40 00

Pine, 1-in. x 4-in. s.c. strips ..	44 00	
Pine, 1-in. x 5-in. s.c. strips ..	44 00	
Pine, 1-in. x 6-in. s.c. strips ..	46 00	
Pine, 1-in. x 7-in. s.c. strips ..	46 00	

Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	

1 1/4, 1 1/2 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 6 ..	40 00	
Pine, s.c. and bet., 6'-11', 1"x10" ..	45 00	

Pine box boards:		
1"x4" and up, 6'-11'	38 00	
1"x3", 12'-16'	42 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up		
	38 00	

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.		
	36 00	

O. culls r & w p		
	26 00	

Red Pine, log run:		
mill culls out, 1-in.	32 00	38 00
mill culls out, 1 1/4-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1"x7" and up	34 00	

Mill run Spruce:		
1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16'	34 00	
1"x9"-10" and up, 12'-16' ..	40 00	42 00
1 1/4"x7" 8-9" and up, 12'-16' ..	40 00	42 00
1 1/4"x10" and up, 12'-16' ..	46 00	
1 1/2" & 2" x 12" and up, 12'-16' ..	46 00	

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	35 00
Tamarac	24 00	28 00
Basswood, log run, dead culls out ..	40 00	50 00
Basswood, log run, mill culls out ..	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1 1/2, 2-in.

Ash, black, log run	25 00	30 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft. 4 75	5 00
No. 2 white pine	4 50
Mill run white pine	4 75
Spruce, mill run 1 1/2-in.	4 00
Red pine, mill run	4 25
Hemlock, mill run	4 00

32-in. lath	2 00	2 25
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White Cedar Shingles:

xxxx, 18-in.	5 00
Clear butt, 18-in.	4 00
18-in. xx	2 75

Spruce logs (pulp)	13 00	15 00
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Cts. Per Cubic Foot

White Pine		
First class Ottawa waney, 18-in. average, according to lineal ..	80	90
19 in. and up average	85	95

Spruce Deals

3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

Oak

According to average and quality ..	85	95
55 ft. cube	85	95

Elm

According to average and quality, 4

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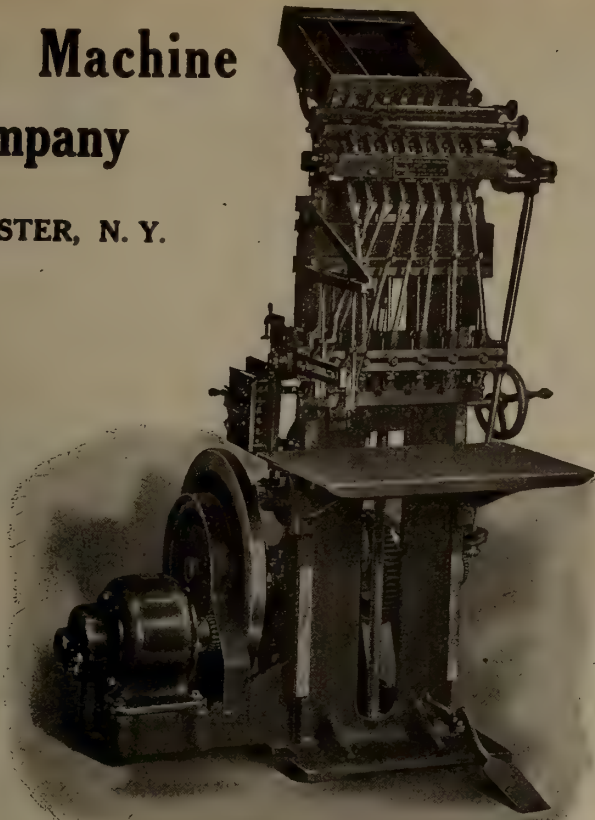
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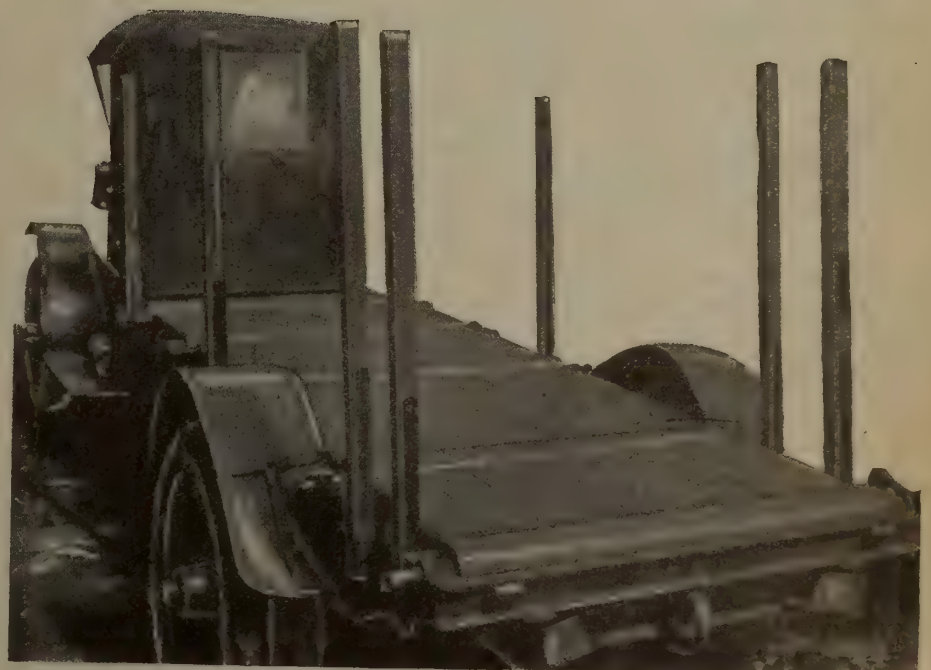
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5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4 4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4 4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	65 - 67	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

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Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.	
White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1 1/4 to 2 in.	100 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1 1/4 to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	90 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	62 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	60 00	1 x 2	40 00
No. 3, 1 x 12	59 00	1 x 3	40 00
No. 3, 1 x 10	50 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 8	52 00	1 1/2 in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	New Brunswick Cedar Shingles	
1 x 10 in.	55 00	Clears	5 25
No. 1 1 x 4 to 7 in.	56 00	Second Clears	4 75
No. 1 1 x 8 & 9 in.	57 00	Clear Whites	4 25
No. 1 1 x 10 in.	58 00	Extra 1s (Clear whites in)	3 75
No. 2 1 x 4 & 5 in.	45 00	Extra 1s (Clear whites out)	2 25
No. 2 1 x 8 & 9 in.	46 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	1 90
No. 2 1 x 10 in.	48 00	Red Cedar Extras, 18-in. 5 butts to 2-in.	5 08
No. 2 1 x 12 in.	52 00	Red Cedar Eurkas, 18-inch 5 butts to 2-in.	5 40
Spruce, 12 in. dimension	58 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
Spruce, 10 in. dimension	56 00	Washington 16-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00		
2 x 12 in., random lengths,	45 00		
	48 00		

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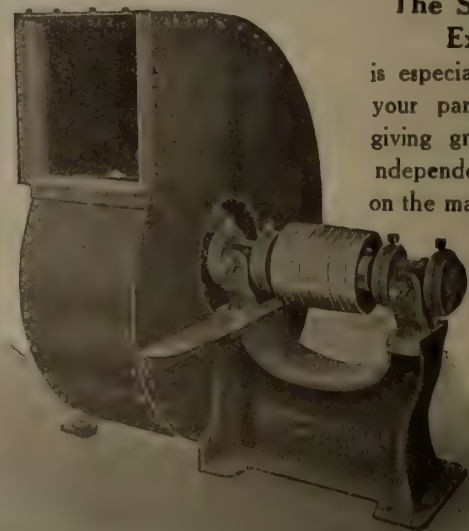
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The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

"Wood and Forest," by William Noyes. Published in 1912 by the Manual Arts Press. 309 pages, illustrated. Price \$2.00.

Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/2, 110 pages. Price \$1.00.

Seasoning of Wood: A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

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Canadian Western Lumber Company.
Chicago Lumber and Coal Company.
Coal Creek Lumber Company.
Foss Lumber Company
Godfrey Company, L. N.
Heeney, Percy E.
Knox Brothers.
Long Lumber Company.
Mason, Gordon & Co.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

DRAG SAWS

Pennoyer & Company, J. C.

DRY KILNS

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DRY KILN TRUCKS

Corbet Foundry & Machine Co.

DRYERS

Philadelphia Textile Mach. Company.

DUST COLLECTORS

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Toronto Blower Company.

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Green Company, G. Walter
Long Mfg. Company, E.
Waterous Engine Works Company.

ELEVATING AND CONVEYING MACHINERY

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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Waterous Engine Works Company.

ENGINES

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Jenckes Machine Company.
Waterous Engine Works Company.

EXCELSIOR MACHINERY

Elmira Machinery and Transmission Company.

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Toronto Blower Company.

EXHAUST SYSTEMS

Sheldons Limited.
Toronto Blower Company.

FILES

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Nicholson File Company.
Simonds Canada Saw Company.

FIRE BRICK

Elk Fire Brick Company of Canada.

FIRE FIGHTING APPARATUS
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Waterous Engine Works Company.

FIR FLOORING

Genoa Bay Lumber Company

FLOORING (Oak)

Long-Bell Lumber Company.

GEARS (Cut)

Smart-Turner Machine Co.

GRAVITY LUMBER CARRIER
Can. Mathews Gravity Carrier Co.

GRINDERS (Bench)

Can. Bond Hanger and Coupling Co.

HARDWOODS

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Bartram & Ball.
Bennett Lumber Company.
Blakeslee, Perrin & Darling
Cameron & Co.
Davison Lumber & Mfg. Company
Dobell, Beckett & Company
Dunfield & Company
Elgie & Jarvis, Ltd.
Fassett Lumber Company.
Fraser Limited.
Gillespie, James.
Godfrey Company, L. N.
Heeney, Percy E.
Keenan Bros.
Knox Brothers.
Lauder, Spears & Howland.
Long Lumber Company.
McLennan Lumber Company.
Milne, Hall & Johns.
Moore, Jr., E. J.
Nicholson & Co., E. M.
Pedwell Hardwood Lumber Co.
Spencer Limited, C. A.
Stearns Salt and Lumber Company.
Summers, James R.
Taylor Lumber Company, S. K.
Webster & Brother, James.

HARDWOOD FLOORING

Long Lumber Company.

HANGERS (Shaft)

Can. Bond Hanger and Coupling Co.

HEMLOCK.

Anderson Lumber Company, C. G.
Bartram & Ball.
Bourgouin, H.
Canadian General Lumber Company
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Company, W. C.
Elgie & Jarvis, Ltd.
Foss Lumber Company
Godfrey Company, L. N.
Hart & McDonagh.
Long Lumber Company.
McGibbon Lumber Company.
Mason, Gordon & Co.
Spencer Limited, C. A.
Terry & Gordon.
The Long Lumber Company.

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Union Stock Yards.

HOSE

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Gutta Percha and Rubber Company.

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Canadian Western Lumber Company.
Eagle Lumber Company.
Mason, Gordon & Co.
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Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

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Canadian General Lumber Company
Dupuis Limited, J. P.
Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Harris Tie & Timber Company, Ltd.
Long Lumber Company.
McGibbon Lumber Company.
McLennan Lumber Company.
New Ontario Colonization Company.
Rideau Lumber Company
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Company.

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Green Company, C. Walter.

LOCOMOTIVES

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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Climax Manufacturing Company.
Montreal Locomotive Works.

LATH TWINE

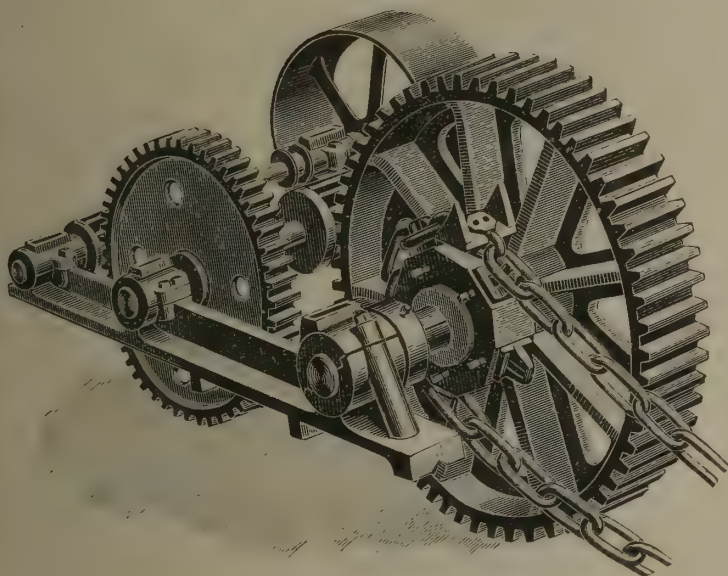
Consumers' Cordage Company.

LINK-BELT

Williams Machinery Co., A. R., Vancouver.

(Continued on Page 62)

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No. 2 Jack Works

"Hamilton" Machinery is built in a plant that has been specializing in **High Grade Dependable Saw Mill, Pulp Mill and Hydraulic Equipment** for over sixty years. We guarantee our products in material, design and workmanship to be the equal of any on the market, and to give perfect satisfaction wherever used.

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Edgers	Steam Feeds
Slashers	Filing Room Machy.

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Shingle Mill Machinery	Brass Castings
Conveyers	Special Machinery
Transmission Machy.	Built to Order
Refuse Burners	

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Pulp Grinders
Triplex Stuff Pumps
Centrifugal Stock Pumps

Pulp Wood Slashers

Pulp Screens

Log Haul-Ups

Cut Wood and

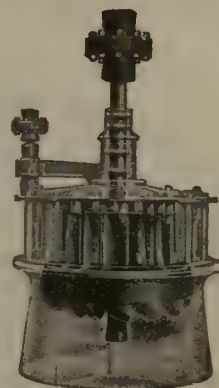
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Boilers
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Steel Plate Work
Smoke Breechings
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Samson Turbines
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Trash Racks
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William Hamilton Co., Limited

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Marsh Engineering Works, Limited**LOG HAULER**Green Company, G. Walter
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Beck Manufacturing Company, C.
Bennett Lumber Company, Ltd.
Bourgouin, H.
Cameron & Co.
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Cleveland-Sarnia Sawmills Company.
Davison Lumber & Mfg. Co.
Donogh & Co., John.
Dudley, Arthur N.
Dunfield & Company
Eagle Lumber Company.
Excelsior Lumber Company.
Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
Godfrey Company, L. N.
Gordon & Co., George.
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Hart & McDonagh.
Hettler Lumber Company, Herman H.
Keenan Bros.
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Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
McGibbon Lumber Company.
McLennan Lumber Company.**Montreal Lumber Company.**Moore, Jr., E. J.
Parry Sound Lumber Company.
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Jenckes Machine Company, Ltd.**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
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Waterous Engine Works Company**PUMPS**Canadian Allis-Chalmers, Ltd.
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Hamilton Company, WilliamJenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**RUBBER GOODS**Atlas Asbestos Company
Dunlop Tire & Rubber Goods Co.
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SAWSAtkins & Company, E. C.
Disston & Sons, Henry
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company**SAW MILL LINK-BELT**

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SAW MILL MACHINERYBurns & Roberts.
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Dunbar Engine & Foundry Co.
Firstbrook Bros.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Huther Bros. Saw Mfg. Company
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Payette Company, P.
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Yates Machine Co., P. B.**SHINGLE MACHINES**

Marsh Engineering Works, Limited

SHOEPACKS

Copeland Shoe-pack Company

(Continued on Page 64)

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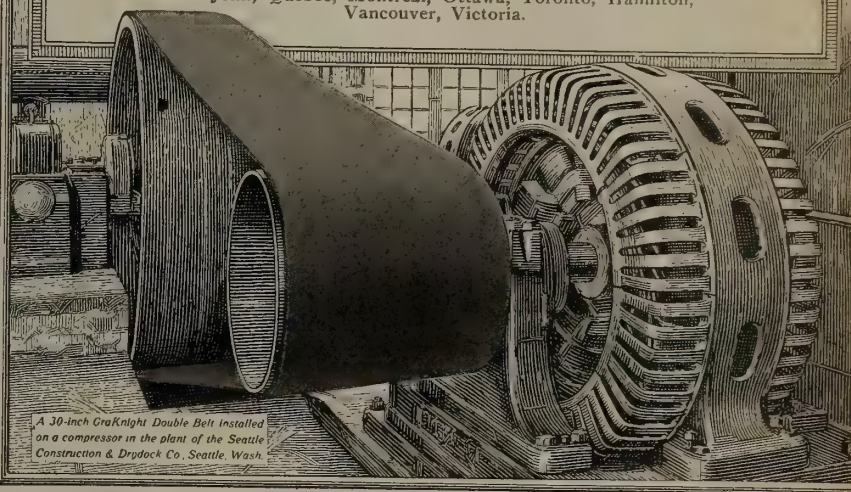
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Oak Leather Tanners, Makers of Leather Belting, Lace Leather, Packings, and Specialties

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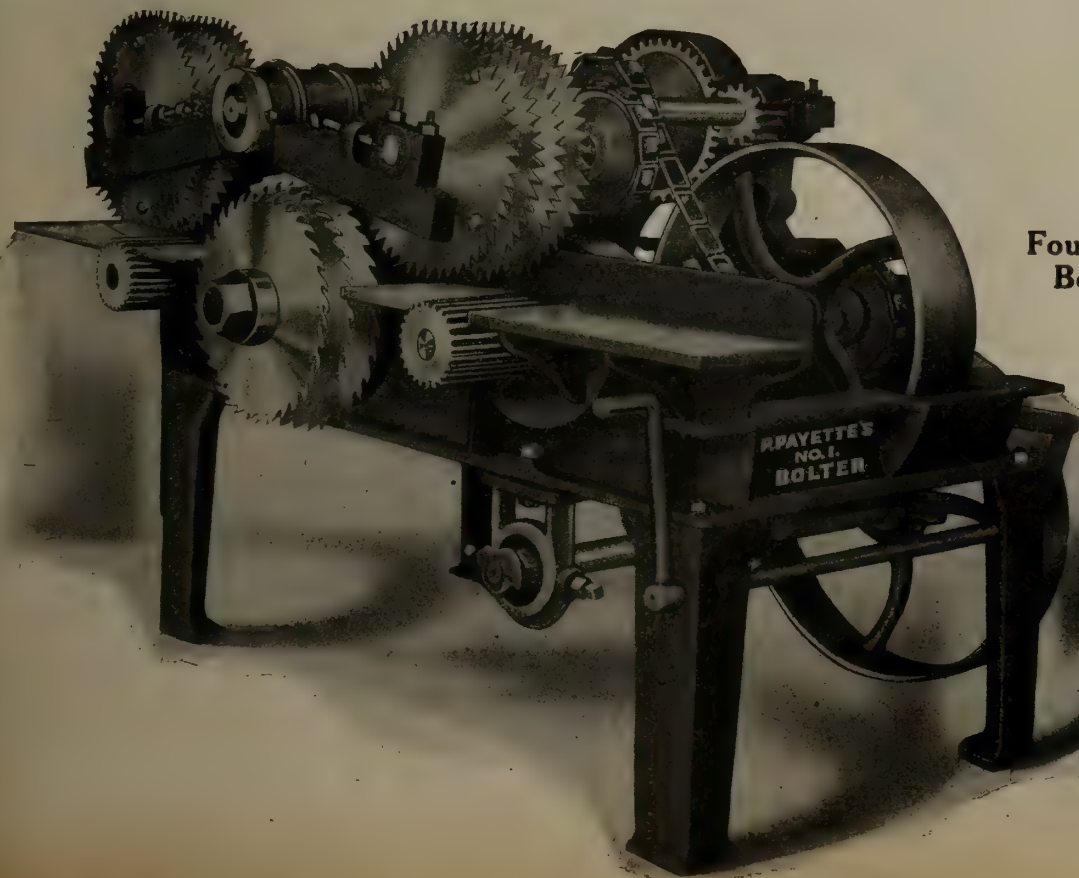
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Godfrey Company, L. N.
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Gillies Brothers.
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Grant & Campbell.
Hart & McDonagh.
Lauder, Spears & Howland.
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McLennan Lumber Company.
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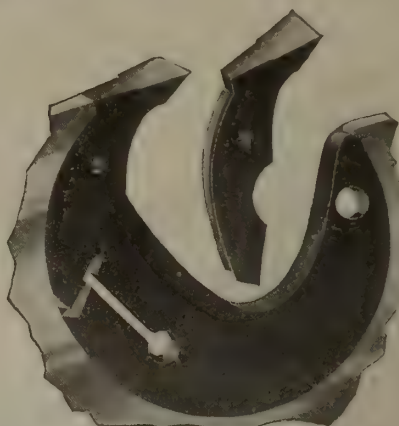
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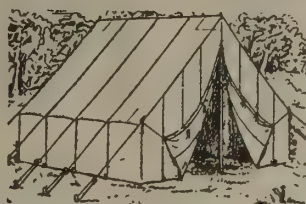
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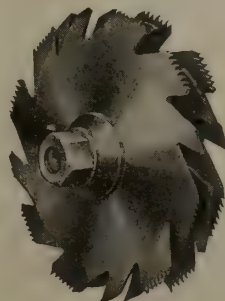
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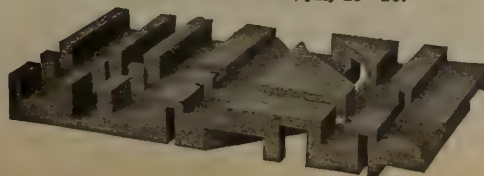
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Our Direct Acting Feeds are built in any desired size



This mark on your saw-mill machinery is an indication that your lumber manufacturing equipment is the best and most economical money can buy.

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The cylinders are made in 6-ft. sections, and are bored to exact diameter. The flanges on cylinders are faced perfectly true, and finished to templets, so that each section is interchangeable. The flanges are also turned on the outside, which is a great convenience for levelling or lining the feed when placing same in mill. For each end of the completed cylinder we furnish short pipes, which are long enough to reach the valves and permit the valve connections and steam feed to nicely clear the floor timbers.

The front cylinder head is our improved pattern.

The piston rod is made from double thickness, seamless steel tubing, of extra large diameter. It is made in two or more sections, according to length of feed.

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one Portable Saw Mill outfit with Right hand Saw Frame and Carriage—set of track timbers, also the following items:

No. 1 Log Jack with foot wheel and idlers.

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10 inch by 36 ft. Steam Feed.

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We have one second hand plain slide valve engine, right hand, side crank, 9 x 13, suitable for a small saw mill plant.

Write at once for information regarding the above
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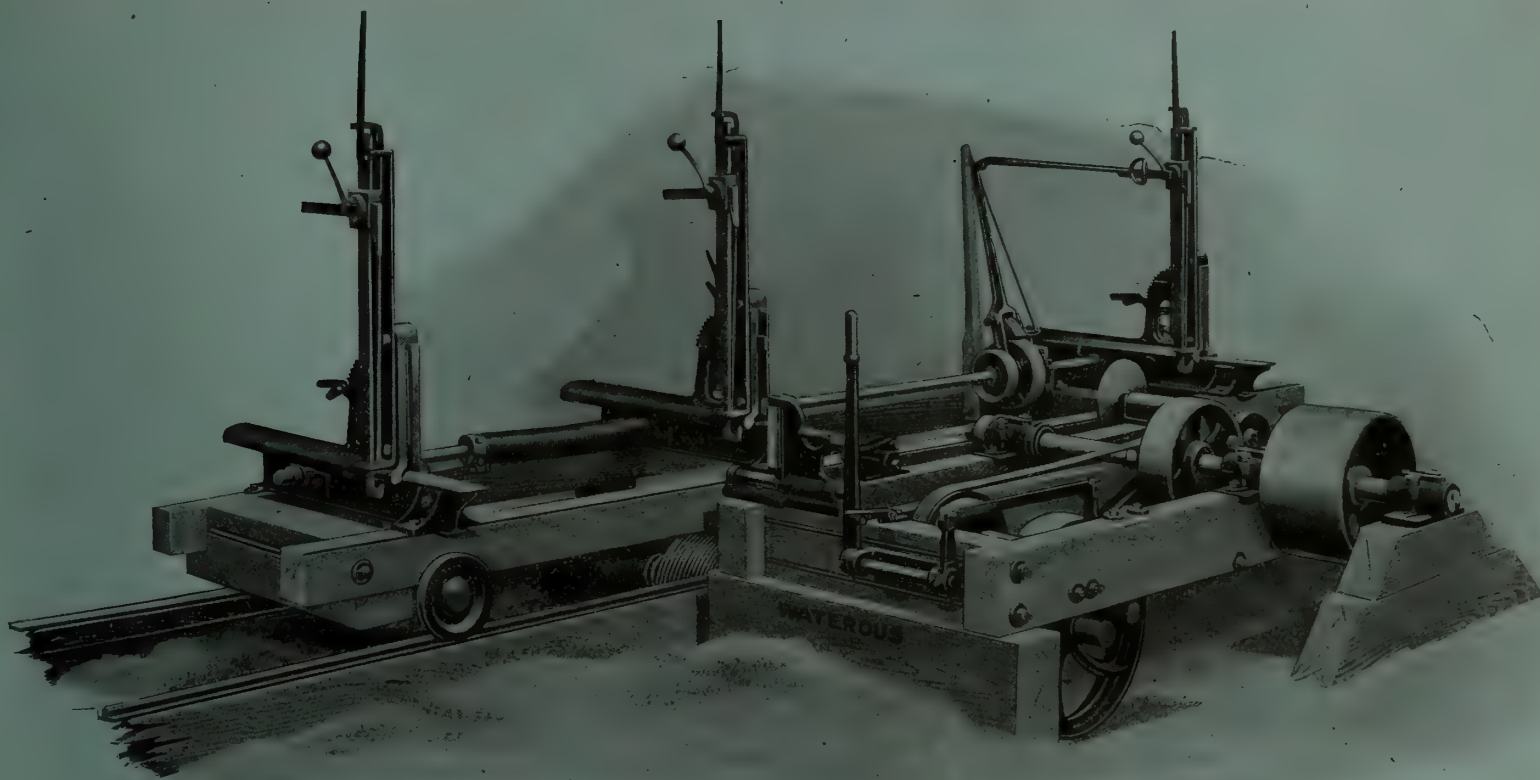
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They cut on an average of over 12,000 ft. per day, they turned out 200,000 ft. for their own use, sold several thousand dollars worth of lumber, produced over 2,000 ties and 100,000 ft. of lumber for stock. All this lumber came off their mill sight and was cut on the

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We back this mill for strength, efficiency and simplicity against any portable outfit being manufactured. Hundreds are in use in every part of Canada.

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If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

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Will move a bag containing 60,000 logs, in calm weather, 30,000 in a head wind.

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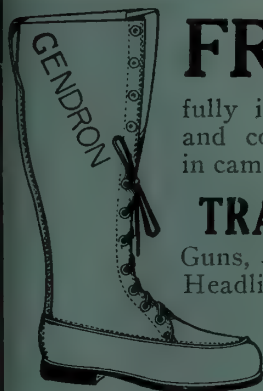
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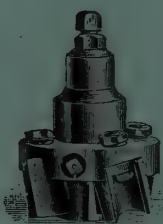
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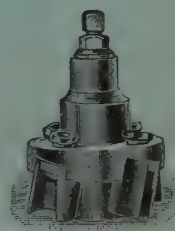
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from 1" to 3"; always ready for the job without a set up, saving you money,
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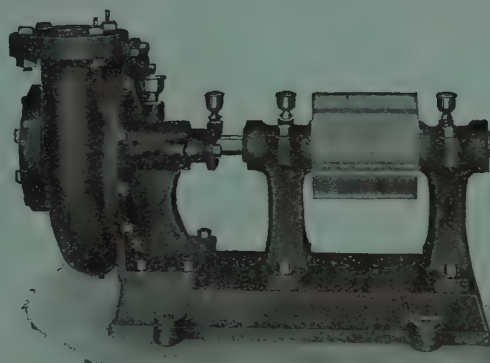
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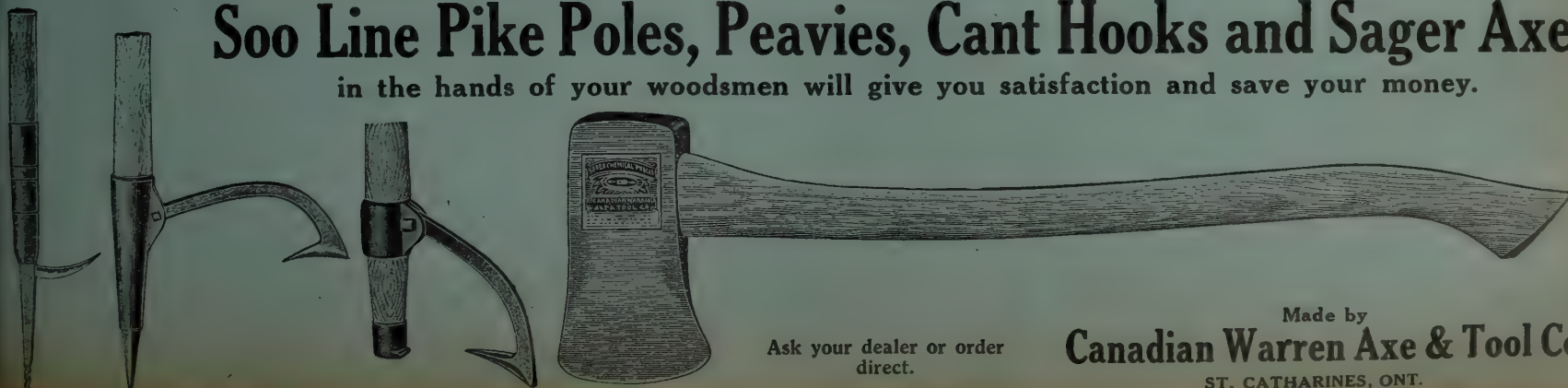
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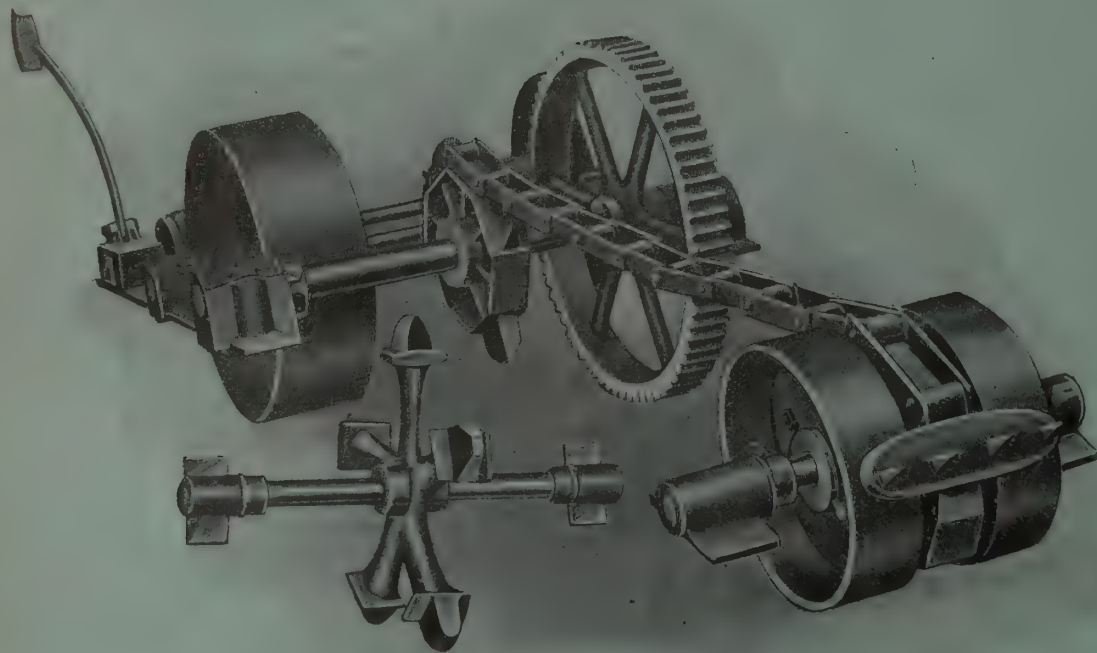
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New Double Powered Log Jack

The accompanying illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

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PINION on intermediate Shaft has 13 teeth, 4 in. face and 1½ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

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Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE 1918 Sawing

2 x 4 x 10/13	40,800 ft.
2 x 5 x 10/13	67,200 ft.
2 x 6 x 10/13	125,400 ft.
2 x 7 x 10/13	80,400 ft.
2 x 8 x 10/13	54,500 ft.
2 x 9 x 10/13	107,200 ft.
2 x 4 and up x 6/9	9,200 ft.
1 x 4 x 10/13	204,200 ft.
1 x 5 x 10/13	90,600 ft.
1 x 6 x 10/13	164,800 ft.
1 x 7 x 10/13	76,600 ft.
1 x 8 x 10/13	31,200 ft.
1 x 9 x 10/13	2,000 ft.
1 x 4 and up x 6/9	37,200 ft.

1 x 4 and up x 8/16	65,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16	180,000 ft.
2 x 5 x 8/16	100,000 ft.

CULL SPRUCE 1918 Sawing

1 x 4 and up x 6/13	200,000 ft.
2 x 4 and up x 6/13	110,000 ft.

MERCHANTABLE SPRUCE 1918 Sawing

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	675,000 ft.
4 x 5 and up x 8 and up	100,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M
1 x 9 x 10/16 Merchantable	42 M

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Rough and
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Shipped Aug. 9th	1 x 4 V Joint ... 17170
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Shipped Aug. 10th	1 x 3 F G Fir flooring 31885
Car CP 209877	
Shipped Aug. 13th	1 x 3 E G Flooring .. 37068
Car CP 135426	
Shipped Aug. 13th	2 x 6 Rough clear fir 5322
	2 x 8 Rough clear fir 720
	2 x 10 Rough clear fir 2090
	2 x 12 Rough clear fir 3220
	2 x 14 Rough clear fir 1918
	2 x 16 Rough clear fir 2187
	2 x 18 Rough clear fir 888
	2 x 20 Rough clear fir 1260
	2 x 22 Rough clear fir 506
	2 x 28 Rough clear fir 112
	18223

Car WM 50190	
Shipped Aug. 10th	10 x 10—22/24, 7/26, 2/28, 2/30, 5/32, 11/34, 2/36, 5/38, 25/40.
Car LVR 9826	
Shipped Aug. 19th	10 x 10—11/24, 10/26, 4/28, 2/30, 9/32, 6/34, 11/38, 3/40, 4/36, 15583 ft.
Car CCC & St. P 76161	
Shipped Aug. 19th	12 x 12—10/24, 4/26, 1/28, 1/30, 1/32, 3/36, 6/38, 30/40, 23640 ft.
Car CP 327059	
	14 x 14—2/20, 4/24, 1/26, 2/25, 5/28, 2/31, 1/22, 1/23, 14 x 16—2/30, 1/22, 1/24, 1/21, 1/27, 1/24. 15 x 18—1/31. 15 x 15—1/21, 1/22. 15 x 16—1/23.

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Clear Kiln Dried B. C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

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Let us quote you on your requirements.
We have the Stock and can give quick
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Mills at Bathurst, Petit Rocher, Burnsville

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Will Make Price Interesting

2 cars 1 x 4 and up Midland 1917 cut White Pine Culls.

50,000 ft. 2 x 6 and 8 in. Merchantable Spruce.

5 cars 1 x 4 and 5 T & G Spruce Flooring.

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1 x 4
1 x 5
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1 x 9
1 x 10

**ALL
FOURTH
QUALITY
AND
BETTER
SPRUCE**

1 x 11 and 12
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thoroughly dry

2 x 10 10/16 ft. scant thickness
2 x 10 10/16 ft. full thickness
2 x 8 scant thickness
2 x 8 full thickness
2 x 6 16 ft. scant thickness
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With extensive stocks to draw from at different mills throughout the Province of Quebec, we are splendidly situated to supply your requirements in all kinds of lumber and timber —adequately—quickly—and to your complete satisfaction. Among the many kinds of lumber we handle, we have unusually fine stocks of Spruce, and in Timber we specialize in Douglas Fir of all sizes and lengths. With our up-to-date re-saw and planing mill, we can resaw stock to suit any requirements. Send us your enquiries.

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READY FOR SHIPMENT

30 Pcs. 12 x 12 x 50 ft.
50 Pcs. 12 x 12 x 40 ft.
150,000 ft. 3 x 11 x 15 to 26 ft.

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Let us quote on your requirements in Bill Timbers.
We can ship promptly.

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Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



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Best Stock for Factory and Pattern Lumber

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1 in., 1¼ in., and 1½ in., Dry Basswood

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All thicknesses and grades in

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Let us quote on your requirements

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SHINGLES



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THESE SPECIAL VALUES SHOULD INTEREST YOU

500,000 pieces 1 5/8 in. x 4 ft. N. B. Merchantable Spruce Lath.
68,000 feet 2 x 10—10/16 ft. Good Mill Run White Pine, 1917 cut.
Full assortment 1918 cut Ontario White and Red Pine, dry.
2,000,000 feet B. C. Western Soft Pine, sawn to Ontario standard sizes, dry.
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700,000 Feet 5/8 Merchantable Spruce, dry.
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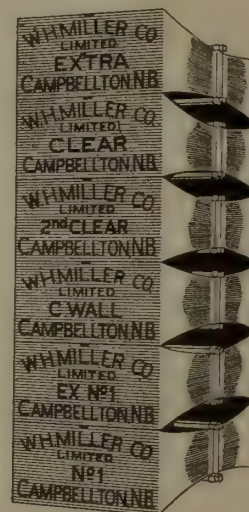
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Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

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Engine—28" x 62"	
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All the machinery for a clothes pins mill	
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PRODUCTION 40 MILLION FEET PER ANNUM

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**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
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OUR SPECIALTIES:

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
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Laths

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Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.								
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds ..	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft
No. 1 Com. . .	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft
No. 2 Com. . .		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft
CYPRESS.								
1st and 2nds ..		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft
Selects . . .		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft
No. 1 Shop . .		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft
HARD MAPLE.								
1st and 2nds ..	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft
No. 1 Com. . .	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft
No. 2 Com. . .		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft
SOFT MAPLE.								
1st and 2nds ..	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft
No. 1 Com. . .	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft
No. 2 Com. . .		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft	
PLAIN RED OAK.								
1st and 2nds ..	5,100 ft	138,000 ft	77,000 ft	39,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft
No. 1 Com. . .	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft
No. 2 Com. . .		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft
PLAIN WHITE OAK.								
1st and 2nds ..	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft
No. 1 Com. . .	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft
No. 2 Com. . .		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft
IMPLEMENT GRADE WHITE OAK (free of heart)								
50,000 ft. 1 1/2 in.		200,000 ft. 2 in.		70,000 ft. 2 1/2 in.		100,000 ft. 3 in.		45,000 ft. 4 in.
SOUND SQUARE EDGED WHITE OAK								
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.								
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.								

A Few Miscellaneous Cars We Wish to Move

1 car 1 in.	1 and 2 White Ash.
1 car 1 1/2 in.	1 and 2, White Ash.
1 car 2 1/2 in.	1 and 2 White Ash.
1 car 1 in.	No. 1 Com. Wh. Ash.
1 car 1 1/4 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 3 in.	No. 2 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Beech.
8 cars 2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
2 cars 1 in.	No. 1 Com. Cherry.
1 car 1 1/4 in.	No. 1 C. Cottonwood.
2 cars 3 in.	1 and 2 Elm.
2 cars 3 in.	No. 1 Com. Elm.
1 car 1 in.	1 and 2 Pl. Red Gum.
1 car 1 1/2 in.	1 and 2 Pl. Red Gum.
1 car 2 in.	1 and 2 Pl. Red Gum.
1 car 1 in.	1 and 2 Poplar.
1 car 2 1/2 in.	1 and 2 Poplar.
1 car 1 1/2 in.	Sap and Sel. Poplar.
1 car 1 in.	C. and B. Sycamore.
1 car 1 in.	No. 1 Com. Walnut.
1 car 1 in.	No. 2 Com. Walnut.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

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FIR TIMBERS

Rough Clear Fir,
Ceiling
Interior Finish

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**Wholesale Lumber and
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No matter what you require in
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Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers
Any size up to 60 feet long

Select Grades a Specialty

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Market wanted for Rough Cedar Timbers
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Our name signed to a report
means that the work has
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OLD TOWN. - MAINE

We are buyers of
Spruce, 10ft. & up

Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8
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**Spruce 1" & 1 1/4" Rough or
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Advise us of what you have to offer

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176 Federal Street, BOSTON, MASS.

**Lumber, Lath
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Work, done by experts.**

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**Spruce, Balsam, Poplar
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Bought and Sold for Canadian or
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Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 48 in.

Power House Equipment

2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.

1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.

1—Baldwin retootheer for band saws.

1—Wm. Hamilton band saw shear, 12".

2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

About 15 tons each 45 and 56 lb. rail. Booms and boom chains, ½, ¾ & 1. Winches and other mill supplies. Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros. Limited

Penetang or Toronto, Ont.

"Well Bought is Half Sold"

SOME SPECIALS!

White Pine

Bright — Right

11M' 1 x 4—6' No. 1 Stocks

50M' 1 x 4—8 "

7M' 1 x 6—6 "

40M' 1 x 6—8 "

35M' 1 x 4/6"—6 and 7' Mill Run

16M' 1 x 8—6 to 9' Mill Run

150M' 1 x 10 and 12" No. 1 Mill Culls

40% 10" largely 14 to 16'

60% 12"

145M' 5/4 x 4 and up No. 1 Mill Culls

55M' 6/4 x 4 and up " "

110M' 2 x 4 and up " "

The 5/4, 6/4 and 8/4 No. 1 Mill Culls contain the 10 and 12"

15M' 6/4 No. 1, 2 and 3 Cuts

Average about 11"

32M' 8/4 No. 1, 2 and 3 Cuts

Average about 10"

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be scarce*

Let us have your inquiries NOW

Canadian General Lumber Co.

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WOOD TOOLS

for Immediate Delivery

Wood Lathes

16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, patternmakers.
14" Sidney.

Band Saws

36" Sidney, pedestal.
32" Sidney, pedestal.
30" Cowan, bracket.
30" Ideal, pedestal (3)
27" Sidney, pedestal.
20" Crescent, pedestal.

Saw Tables

No. 2 Sidney, variety.
No. 2 Crescent, combination.
No. 4 Sidney, combination.
Ballantine variable power feed.
No. 257 Berlin power feed rip.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
No. 4 Canadian, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Champion planer and matcher, with moulding attachment.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash stick.

Mortisers

Cowan, upright power.
Fay, upright, power.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey automatic lathes (8).
Humphrey double slotters (4).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 7 Sidney, post boring machine.
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dove-tailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
No. 6A Fox wood trimmer.
20" American wood scraper.
MacGregor Gourlay 2 spindle shaper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
Waterous lath machine.
18" Crescent disk grinder.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
20" Superior, saw arbors.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

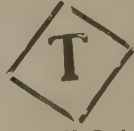
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Hardwood and Pine Lumber

We carry at all seasons a full
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In All Sizes and Grades

We are Specialists in this Line—Write us.

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From the
FAR NOR' WEST

Direct to you

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Small, Sound-Knotted Stock
Boards, Shiplap, Flooring, Siding
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for QUICK SHIPMENT**

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For Immediate Shipment

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We can save you money and give you
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THE FESSERTON TIMBER CO., Limited

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White Pine, Red Pine, Spruce^a and Hemlock

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Prompt shipments*

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RIGHT GRADES QUICK SHIPMENTS



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KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
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Dry White Pine Uppers and Factory Plank

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Also BOX and CRATING STOCK

in PINE, SPRUCE and POPLAR

Saw Mills, Planing Mills and Box Factories at
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Correspondence solicited

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Get Our Special Prices on NORWAY

52 M. 1 in. C. and C. F.	139 M. 2 x 12, 10 to 16
71 M. 2 in. C. and C. F.	68 M. 2 x 6 and 8-18 ft.
248 M. 1 x 4 and up	140 M. 2 x 10 and 12-18 ft.
48 M. 2 x 4 and up	6 M. 2 x 4 and up, 20 ft.
23 M. 2 x 4, 10 to 16	25 M. 3 x 6—10 to 16 ft.
95 M. 2 x 6, 10 to 16	25 M. 3 x 8—10 to 16 ft.
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Above stocks are dry and ready for immediate shipment.

Also send us your enquiries for anything you may need in
WHITE PINE or SPRUCE

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"For Immediate Shipment"

CULL SPRUCE

1 x 3 in. and wider	28249	3 x 3 in. and wider	1100
1 x 3 in.	47970	3 x 4 in.	9780
4 in.	20960	5 in.	25700
5 in.	11930	6 in.	30800
6 in.	5700	7 in.	22100
6 in. and wider	2900	8 in.	17400
7 in. and wider	3400	9 in.	9200
		9 in. and wider	9430
2 x 3 in. and wider	16665		125410
2 x 3 in.	38300		337454
4 in.	19409		
5 in.	9620		
6 in.	5700		
7 in. and wider	1400		
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Mills at—
Elbow Lake and Dane

109 Stair Building,
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We offer you the Best Grades of

WHITE PINE, SPRUCE, HEMLOCK, HARDWOODS

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OLIVER LUMBER COMPANY

of Toronto, Limited

6 King St. West,

Toronto

Established
1873

GILLIES BROS. Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

We have to offer:

70 M. 2 x 4 Merch. Spruce, 75% 12' Lengths, \$45	
100 M. 2 x 5 " " " " " "	45
75 M. 2 x 6 " " " " " "	45
35 M. 2 x 7 " " " " " "	45
42 M. 2 x 8 " " " " " "	45
6 M. 2 x 9 " " " " " "	45
15 M. 2 x 10 " " " " " "	45
26 M. 3 x 6 " " " " " "	45
15 M. 3 x 7 " " " " " "	45
10 M. 4 x 4 " " " " " "	45

The above prices f.o.b. Weston

Canada Lumber Co., Limited
WESTON, - ONT.

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Along with an assortment of 1 in. and 2 in. Mill Run White Pine 1918 Cut, Dry, we have a small cut of Hemlock and Spruce in 1 in. and 2 in., Dry.

WE SOLICIT YOUR ENQUIRIES

Remember all dressing and resawing can be done here. Your orders placed here will therefore save freight charges.

"WE AIM TO SERVE YOU WITH THE BEST"

TELEPHONE MAIN 5324

NIGHTS HILLCREST 6054

Lauder, Spears & Howland

502 Kent Building,

TORONTO

Manufacturers and Dealers in

Pine, Hemlock and Hardwood Lumber Lath, Posts and Ties

We have now, dry and ready to ship, the following stock of White Pine Lumber:

1 x 4 and 5 M. R.	158,942	1½ x 12 "	24,559	6/4 Mill Culls	30,000
1 x 4 and up M. R. Pine	250,365	1½ x 4 and 5 "	9,735	5/4 x 4 and up No. 1 and 2 M. C.	14,559
1 x 6 "	98,765	2 x 4 "	57,674	1½ x 4 and up No. 1 and 2 M. C.	24,155
1 x 8 "	49,046	2 x 4 and up "	36,914	1 x 4 and up Shorts	14,028
1 x 7, 9, 11 "	22,894	2 x 4 and 6 "	39,955	2 in. No. 1 and 2 Culls	75,000
1 x 10 and 12 "	72,664	2 x 6 "	102,490	1 x 4 and up Dressing & Better	13,095
1¼ x 10 "	33,555	2 x 8 "	258,690	1¼ in. No. 2 Common & Better	12,870
1¼ x 10 and 12 "	13,851	2 x 10 and 12 "	365,944	3 x 4 and 3 x 6 Birch	39,487
1¼ x 12 "	33,396	2 x 4 and up Norway	26,742	1 in. Spruce	26,177
1¼ x 8 "	30,188	1 x 4 and up No. 2 Cuts and Bet.	12,168	2 in. Spruce	43,830
1½ x 6 "	45,426	1 x 4 and up No. 3 Cuts and Bet.	11,508	1 x 7 and up Spruce	14,040
1½ x 8 "	80,842	3 x 8 Mill Run Pine	26,000	1 x 6 Spruce	10,290
1½ x 7, 9, 11 "	12,567	3 x 10 Mill Run Pine	15,700	1 x 4 and 5 Mill Run Spruce	24,630
1½ x 10 "	73,442	3 x 12 Mill Run Pine	15,900	1 x 4 and up Cull Spruce	23,976
		5/4 Mill Culls	10,700		

Wire, Write or Phone for Quotations

PILING and ROUND TIMBERS

Any length and size cut to order.

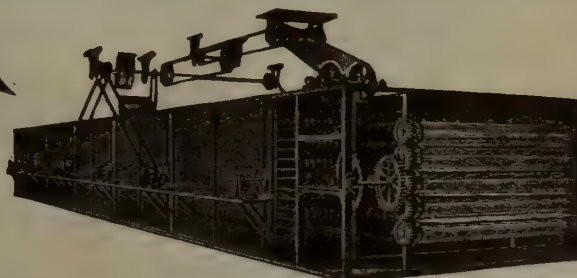
We are operating in the woods summer and winter, and can make fairly prompt shipment.

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KNIGHT BROS. & McKINNON, LIMITED

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PROCTOR VENEER DRYER



Dries enormous amount of veneer perfectly flat and pliable at minimum cost, without checks or splits

Send for catalog and list of users

The Philadelphia Textile Machinery Co., Philadelphia

Southern Pine
**YARD STOCK
TIMBERS**
CREOSOTED POSTS and POLES



Southern Pine
**CAR MATERIAL
GUM LUMBER**
SALINE RIVER WHITE OAK

"FORKED LEAF" BRAND
OAK FLOORING

ANY OAK FLOORING THAT BUILDS BUSINESS

is a good Oak Flooring for all dealers to handle

"Forked Leaf" Brand Oak Flooring

"The Kind That Makes Good"

WHY? BECAUSE it is guaranteed to be of superior grade and perfect manufacture, even as to color and texture, and is made of the best of all the Oaks.

THE LONG-BELL LUMBER COMPANY

R. A. LONG BLDG. KANSAS CITY, MO.

"FORKED LEAF" BRAND
OAK FLOORING



HIGH GRADE LUMBER FROM GENOA BAY

**FIR TIMBERS,
LUMBER, LATH,
CEDAR, SHINGLES,
FIR FLOORING,
CEILING, FINISH,
KILN DRIED.**

We have large stocks for immediate shipment, with an up-to-date plant located on the east coast of Vancouver Island.

Our mills cut up to 85 foot lengths. We specialize on ship building material in the rough, and long timbers.

We are equipped for all classes of cargo shipment abroad and can make rail shipments to all usual points reached by C. P. R. or C. N. R.

GENOA BAY LUMBER CO., Genoa Bay, B.C.

Dealers in

Lumber, Lath, Cross-Arms, Mouldings, Doors, Sash and Shingles

Telegraph Address, -Duncan, B. C.

Code: A.B.C. 5th Edition

Phone 25 Duncan

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Oldest and Best

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Chisel Tooth Saws

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The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

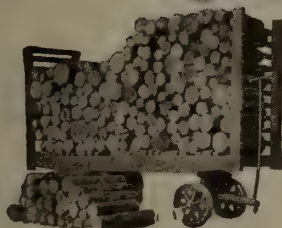
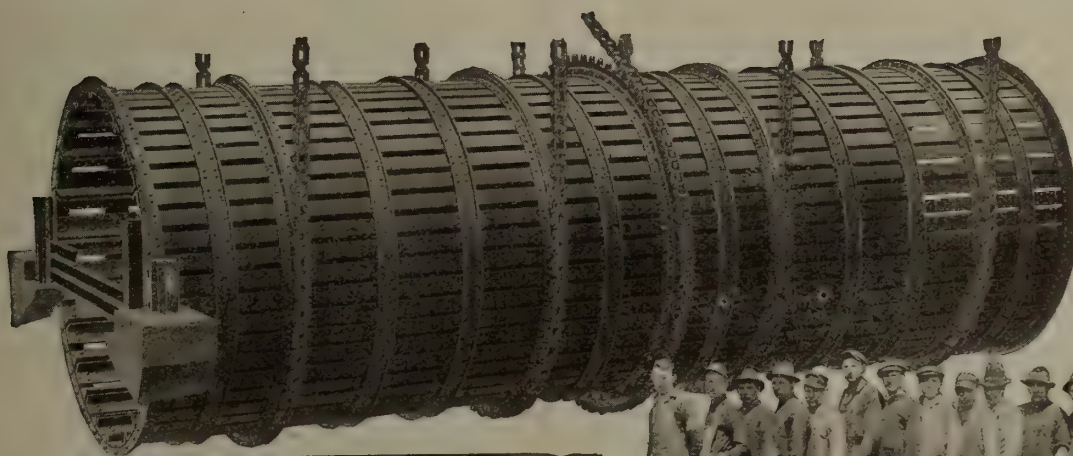
More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

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America's Oldest Saw Manufacturers

An economy too large to postpone



OBERVE the big part of every cord of wood wasted where wood is barked the old way. All your wood goes into pulp when you use the barking drum pictured above.



TWO of these men and our barking drum will release all the rest for other work. The annual saving reaches an astonishing figure. Labor is scarce. Investigate this short-cut.

Write today for the figures

If your mill barks wood the old-fashioned way, let our engineer tell you the actual saving our method will accomplish in your mill. It will in no way obligate you to get the facts.

American Barking Drum Company, 440 South Dearborn St. **Chicago**

Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material
of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have every facility for shipping either by rail or water, making prompt shipments.

MUSGRAVE & CO., LIMITED

HALIFAX, Nova Scotia

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

100,000 ft. 1 x 4, 10/16 Merchantable Spruce, dry.
100,000 ft. 1 x 5, 10/16 Merchantable Spruce, dry.
50,000 ft. 1 x 6, 10/16 Merchantable Spruce, dry.
20,000 ft. 1 x 8 to 12, 10/16 Merchantable Spruce, dry.
18,000 ft. 4 x 4, 10/16 Merchantable Spruce, dry.
50,000 ft. 1 x 4 up, 6/16 Log Run Poplar.
1 car 2 inch Tamarac (narrow).

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

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MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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and Woodworker

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Carrying out Contracts and Adjusting Trade Troubles

When is a contract not a contract, and under what circumstances can it justifiably be broken; how far is the letter and spirit of an agreement to be observed? It is not infrequently the case that fellows who talk about the sacredness and obligation of filling an order, so far as others are concerned, will, when it comes to dealing with this thing themselves, not think twice in the matter of violating an agreement. Too many men in business to-day are painfully conscious of the faults of others, but are purblind with respect to their own. They lay down the law for everybody else with little thought or effort to live up to it themselves. While it has been charged that certain wholesalers are slow or negligent in the matter of filling an order, particularly on a rising market, there is, on the other hand, ample evidence of certain retailers wanting to cancel as soon as the price on any particular line of lumber declines. It is not well to render judgment hastily or form a superficial view as when a thorough investigation is made, it is frequently found that retailers who charge wholesalers with neglecting to carry out their contracts, are very much in the position of the man on the outside looking in instead of the one on the inside looking out, and vice versa. In such a case as this the wholesaler is possibly not seeking at all to avoid the issue, but is prevented from making delivery owing to embargoes, shipping conditions, labor situation and many other causes. He is in all likelihood doing the best he can under very trying circumstances to make good the requirements of his customer, but if the lumber has to be secured from some distant point, it is not always easy to have the business attended to promptly since there are so many obstacles to overcome during these difficult war times, when permits, licenses, etc., never seem to end.

On the other hand, instances have been known where retailers have promptly cancelled orders for specific lines of stock on the ground of their being able to buy a satisfactory substitute at a little less cost and on the plea that they are in a terrible hurry for the merchandise.

Of course, in the discussion of delayed deliveries of stock and the adjusting of difficulties between wholesaler and retailer there are many points to be considered on both sides. There is no particular body of men which can claim a monopoly of all the virtues and excellencies of character with which some are prone to plume themselves. In other words, there are faults and shortcomings on both sides when market conditions are upset and transportation presenting all sorts of trouble. The retailer perhaps charges the wholesaler with a desire to evade responsibility, and the latter in turn is inclined to blame the retailer for not placing his order sooner and being too impatient, without an adequate appreciation of what the mills and the railways are up against at this juncture.

However, by the organizations which now exist, a better understanding prevails to-day between wholesaler and retailer. As was pointed out at the recent social gathering of the trades in Toronto, in times like these when sources of supply are uncertain, prices constantly shifting and general conditions unstable, differences may arise between individual retailers and wholesalers, but fundamentally their interests join and are inseparable. The wholesaler wants strong customers and the customers want reliable sources of supply, and if the spirit of give and take is exercised there should be, in the growing disposition of the times, when the principle of co-operation and conservation is receiving more attention than at any other period of the history of the world, an ever increasing desire and movement in the direction of eliminating friction, honoring agreements and keeping up the good name of the lumber business in all its varied activities.

What Constitutes Success in the Struggle of Business?

What makes one lumber merchant go ahead in the business arena and win increasing trade and wider connection each year, while another man with equally as well equipped yard and facilities and possessing a personality as attractive as that of his competitor, never seems to forge ahead, but apparently marks time as the seasons come and go? The same question may be asked with respect to saw mill operators, wholesale lumber dealers and timber merchants generally, and the problem affords scope for careful analysis.

If the query, what constitutes or makes for success was put to a score of men, the nature of the answers received would vary as widely as the character, disposition and mental equipment of those replying. It is a proposition which engages the best attention and most profound thought of many efficiency experts and others who seek to guide and direct their fellows on to larger achievements and greater expansion.

There is no fixed, definite rule that can be laid down regarding what success is in the lumber business. To hear some men speak of success they would give it a general application, irrespective of personality, conditions, opportunity or environment. It is generally the outsider who can tell the enquirer all about it and to hear him discourse glibly on the elements or factors of success, one would think the latter was a kind of commodity cast in a mould or measured by some metrical system. Ask the man who has made a distinct success in his line exactly how as he did it and he will tell you that he does not know. He cannot put his finger on a single thing and say this and this alone is responsible for his present status in the financial or commercial world. Many authorities will assert that industry, integrity, energy, perseverance, application, initiative and half a dozen other things thrown in are the ingredients which create success. There are scores in every line of trade who possess all these desirable qualities, and yet have never made much more than a living or expanded in any way, so that it cannot be revealed by chart or compass as to what in itself constitutes success.

All other things being equal success is knowing and doing the proper thing at the proper time—not after some one has done it, for it is then too late to reap any large measure of reward, although there is an old and true axiom "better late than never."

There are scores of manuals on business management, methods, procedure and practice, all of which are in themselves valuable and helpful, yet not one of which could transform some humans into any-

thing like making "a go of it." They will be "mark-timers" all their lives, or more in a groove all their days, which all leads up to the deduction that success largely lies within. Like the good-will of a business it is a certain, intangible, uncommercial something which cannot be properly appraised from the outside, but must come from within. Many persons, however, possess the spirit of content and complacency and seem to regard it as a special endowment. Recently a leading citizen talked to a man who had spent 48 years in a certain line of business and was in many respects, clever and original, yet at the end of nearly a half century's experience, was practically forced to liquidate his affairs and begin life in a clerical capacity, after being the employer of half a hundred or more men, and doing a business of over a quarter million dollars annually. When some associates sought to extend their sympathy his response was to this effect. "Oh well, we cannot all be successes, or even win a competence in business. There must be some who must fall back and I just happened to be one of them."

All of which goes to show that it takes all kinds of people to make a world, and very frequently a combination of many characteristics to score success. Exactly what success is in each business, and what it implies will always remain an undefined and somewhat unsatisfactory term, but there is one quality at least which it must embody and that is service, first, last and always.

What Proper Cost Accounting System Means to Retailers

A matter of vital importance to the retail lumbermen in these days of constantly increasing outlays for material, advancing freight rates, scarcity of labor, spasmodic demands, delivery and shipping difficulties created by the war, is the question of cost accounting. It has been suggested that a uniform system of bookkeeping throughout Ontario might be established for the yardman, so that he would know exactly where he is at. As it is now, no two dealers figure output and percentage of the cost of doing business exactly the same way. There should be a general working basis for all yards, so that each retailer would know what to take in and what to leave out. By this means an accurate, comprehensive and feasible plan would be arrived at and the general cost of doing business fully determined. This would help put the industry on a strong financial basis. It is rather surprising that the percentage of total sales, which represents the cost of doing business, varies, according to the reports received, all the way from 18 to 45 per cent. There is certainly too much discrepancy here. Either the one is much too high or the other far too low or there is a cog loose somewhere in the gearing of the cost mechanism.

A cost survey based upon definite data would afford a practical illustration of wherein errors have been made. The man who knows his costs and can gauge how his stock stands, what his turnover is and who prices his goods on a certain per cent. and sees that he gets it, is the one who is forging ahead. He knows whether he is making money or not, by eliminating all guess work and rule-of-thumb ideas; he is taken out of the happy-go-lucky or trust-I-will-come-out-all-right-in-the-end- class and his business placed on a firm footing.

Cost accounting and the question of figuring costs has always been one of the principal themes at trade gatherings, and, if the Ontario Retail Lumber Dealers' Association is successful in instituting an efficient system of account keeping that will tell its user at all times where he stands in the way of stock, turnover and expense of doing business and net amount of his profits it will have performed a real service and converted many dealers to a new and desired state. The more efficient that the average business man becomes the better the service he renders and thus the dignity, integrity and best traditions of the trade are maintained.

It has been said that there are any number of storekeepers in Canada, but comparatively few merchants, and in a similar sense, it might be pointed out that there are scores upon scores of suppliers of building materials, but the live wire, competent retail lumber merchant is not to be found in every centre. When you see him it does not take long to recognize him by the character of his premises, the

layout of his yard, the facilities of his equipment and the arrangement of his stock. When there is outward evidence of system, order and service one will generally find that the cost system of such a man is based on proper considerations; and that he knows, financially and otherwise, where he is at at the end of each selling season. He believes in the dignity of his calling and devotes his best interests to upholding and preserving its good name and well being.

How Service Counts in the Steady Expansion of Trade

The chief opportunity for the expansion of trade in the retail lumber line during the fall months is in the matter of supplying material for repairs. While probably no large structures will be undertaken this autumn, there is a fruitful field for the exploitation of new business in connection with the alterations and renovations which are usually carried on in rural communities. The majority of farmers in Ontario, and the eastern provinces generally, have had a bumper crop and, with the present exalted prices for produce they are in a better position and in a more plastic frame of mind than ever to undertake some long delayed work in connection with their houses, barns or outbuildings.

The retail lumberman who makes a special study of farming conditions, who gets in intimate touch with the requirements and aspirations of the average resident in the country surrounding his yard, will build up a business much more rapidly and extensively than his neighbor who sits around an office all day waiting for something to turn up. It has been demonstrated time and time again that service wins and pays every time. Trade naturally follows friendship and directs its course along the channel that has been made smooth and easy by the various courtesies rendered by those who believe that service counts first, last and always. Then again, the retail lumberman, by circulars and the use of printed post cards, leaflets and other means can drive home the idea that he is willing and ready to supply anything in the building line, and, if he has not got it in stock, that he possesses special facilities for meeting any want in the shortest possible time.

At any gathering—other things being equal—the most instructive, cogent and impressive addresses are delivered by men who possess an abundance of knowledge on the subject which they are discussing. They are filled with its importance, inspiration and ideals. The expression "on fire with his theme" aptly suits in connection with many practical talks that lumber merchants and others hear from time to time. It is the same with catering to the needs of the community in building materials. He who is alert and watchful of the interests of others, who believes that no task is too small or no undertaking too great, and who goes out of his way to oblige, is bound to win friends and favors on every side.

Selling doors, sash, flooring, interior trim, etc., at a moderate price, will not hold custom in itself. There must be something behind the enterprise with which the man is connected. He must have personality and feel that his is a business in which pride can be justly taken, that he is of some service and direct benefit to the city, town or village in which he resides, and that every promise he makes must be fulfilled. Service means more than simply quick salesmanship and the prompt delivery of goods. It means honest values, satisfaction on the part of the buyer; every promise kept in connection with a transaction and the establishment of a basis of confidence that will result in a pleased patron not only recommending the retail lumberman to his relatives and friends, but in speaking a good word for him on every auspicious occasion. It is marvellous the impressions which are made upon us through our contact and association with others. When a retailer is well thought of and well spoken of on every hand and bears the goodwill of the people whose needs he serves, he has earned something worth while in this day of strong competition; there is nothing that tells and tallies more than the high regard of those about us. Let the conviction prevail that we are making the most of our opportunities by giving service in all that this frequently much abused term implies.

Some Logging Problems at Woodlands Section

Continued Shortage of Labor Turns Attention of Operators to Varied Uses of Mechanical Equipment in the Woods—Practical Methods Reviewed

Although the original plans of the fall meeting of the Woodlands section of the Canadian Pulp and Paper Association, held at the Windsor Hotel, Montreal, on September 20, had to be altered, owing to the inability of members to prepare papers, consequent on business pressure, the proceedings were of great interest. The meeting was successful in every respect; the attendance was large; the speeches were short and mainly of an informal character; and the suggestions were all in the direction of improving the woods operations of the various companies. Mr. Gerard Power, of the River Ouelle Pulp & Lumber Co., St. Pacome, P.Q., presided.

The first business was the acceptance of the following new members: Messrs. R. M. Kenny, woods manager, James MacLaren Co., Ltd.; J. H. Addison, N. Rouillard, and S. H. Varney, Canada Paper Co.; R. Smyth, Canadian manager, St. Anne Lumber Co., St. Anne des Monts, P.Q.; R. O. Sweezy, forest engineer, Royal Securities Co., Montreal; M. Montgomery and R. L. Montgomery, Montgomery & Sons Co., Ltd.; Wm. Russell, James Richardson Co., Ltd., Matane, P.Q.; W. J. Williamson, Riordon Pulp & Paper Co., Calumet, P.Q.; S. P. Grogan, Ontario Paper Co.; H. T. Ham, St. Maurice Paper Co.

The chairman briefly reviewed the events which led up to the formation of the section, and proceeded to refer to the difficulties under which woodlands managers of the companies were working owing to the scarcity of labor and other conditions. It was owing to these that it was impossible to hold a woods camp of the woods managers during the past summer to discuss various problems. One of the most important points to consider was whether the companies would be willing to add to the cost, say \$3 or \$4 per cord delivered at the mill, in order to put their woods in better shape. Another point was as to a definite system of logging in Ontario, Quebec, and New Brunswick. Conditions and regulations were so different that it was not possible, he believed, to have a definite rule, and even different parts of the province of Quebec could not be handled in the same way. There were not sufficient experts available to examine all the territory and decide how it should be cut. There was no doubt in his mind that if the logging were done in company camps instead of by jobbers the limits would be in much better condition. He doubted whether co-operative logging was feasible at the present time; the matter had not been sufficiently studied to pronounce very definitely on it, but it was worth looking into, particularly in such cases as the St. Maurice and other districts where four or five companies were operating.

With regard to the amount of timber available, he questioned whether any of the companies knew definitely how long their timber would last; conditions were changing almost daily. Having referred to the immense quantities of timber in the province of Quebec which

could not be worked owing to their inaccessibility, Mr. Power spoke of the problem, in this connection, of dealing with birch and poplar, and suggested that the use of portable mills might solve the problem. Mr. Power also referred with satisfaction to the great reduction of the cost of fighting forest fires by the three Eastern associations.

Dr. Howe, of the Conservation Commission, gave some details of his investigations in the province of Quebec on cut over lands, in relation to mixed forests. In some of these forests hardwoods predominated anywhere from 50 to 75 per cent. In some instances practically all the spruce had been cut—which condition was favorable to the growth of balsam; then the land was cut for balsam, which made for the growth of the hardwoods. Dr. Howe pointed to the liability of balsam to disease, so that it was impossible to rely on the supply from the point of view of the paper-maker. There were many young spruce trees in these forests, but they grew with great slowness, and it would take from 150 to 200 years before they would make 12 in. trees.

Rational Methods of Forest Utilization.

Mr. Ellwood Wilson, Laurentide, Ltd., Grand Mere, P.Q., in a short talk on Rational Methods of Forest Utilization and Reproduction, spoke on the value of experimental methods, believing that problems could be best solved by these means. He suggested the creation of a central bureau for experimental purposes. They knew that cruisers' reports on timber stands were sometimes simply ridiculous, and the industry had to get away from reports, merely guesses, made by cruisers who simply paddled along the edges of forests. Logging was now being carried out in the more inaccessible parts of the forests, costing more to work, and the companies were trying to buy lands in more accessible sections. They were now face to face with the growing scarcity of timber, and they had to think about the future supply. Dr. Howe's reports showed that the companies had been cutting smaller timber, each time. The logging industry had practically stood still; they were still logging as say in 1850. He urged the use of mechanical equipment for logging; they must in fact use equipment that would help to do the heavy labor in the woods. The companies must also use mechanical transport—and must also adopt means by which logs could be driven by smaller crews. This was a position that would have to be faced and the sooner the better. Referring to the use of balsam, Mr. Wilson stated that the Laurentide Co. were using up to 75 per cent. of that wood. The company were also trying out new tools, such a saw to be handled by one instead of by two, and was also experimenting with small tractors. He urged the importance of a central bureau, where experiments could be tried out; if the companies would pool their resources



W. G. Power, St. Pacome, Que.
Chairman of the Woodlands Section



Ellwood Wilson, Grand'Mere, Que.
Director of the Woodlands Section



Dr. J. S. Bates, Montreal
Superintendent, Forest Products Laboratories

it would be of mutual advantage. There could be no doubt that they were turning their forests into hardwood forests, and it would be very difficult to re-convert them into soft wood forests. There was a good outlet for these hardwoods, and he understood the British Government were requiring a very large quantity of birch logs for rotary cut veneers for aeroplanes. Hardwoods, too, would make excellent ground wood, up to 10 per cent. of the ground wood.

Mr. F. J. Campbell, of the Canada Paper Co., referred to cutting land in strips, and said that his company had met with fair success, the only objection being that it was liable to damage adjoining land from windfalls. His company had used balsam for ground wood.

After a few words from Messrs. C. A. Gardner, B. W. Buchanan, and S. P. Grogan on the subject of mixed forests, and the difficulty of transporting hard woods, Mr. R. O. Sweezy referred to the gradual suppression of conifers by hard woods. There was a likelihood of spruce being affected by disease like balsam had been affected. New Brunswick spruce, he understood, was suffering from an attack of the bud worm, and the disease seemed to be spreading West.

The Chairman stated that on the south shore of the St. Lawrence some timber had been attacked by the bark beetle, and although at first the dead wood was attacked, green spruce had been badly affected.

Are Hardwoods Supplementing Softwoods.

Mr. J. M. Dalton, St. Maurice Paper Co., Three Rivers, said that Dr. Howe was right in his statements that hardwoods were supplanting the soft woods. He supported the idea of an organization by which logging methods could be improved. He was afraid that the paper mills men did not appreciate the woods end of the business. There was not sufficient co-operation between the woods managers.

A short discussion on the employment of jobbers followed, Messrs. A. C. Volkmar, J. McLaurin, F. J. Campbell, T. F. Kenny, and C. A. Gardner taking part. It was remarked that jobbers were cheaper,

replied that he was not satisfied that the time was opportune to make a change.

Messrs. Ellwood Wilson, Volkmar and Grogan were appointed a committee to report to the technical section of the Association regarding the use of hardwoods and other woods not at present utilized in the production of pulp and paper. In this connection, Dr. Bates of the Forest Products Laboratories of Canada, Montreal, promised the co-operation of that institution. He hoped that the two sections of the association would work together, and mentioned that the laboratories had already done some investigation work on hard woods.

Mr. Clyde Leavitt, of the Conservation Commission, Ottawa, referred to the elimination of the white pine and spruce in our forests, leaving a certain amount of balsam, and making them virtually into hardwood forests. The Conservation Commission had been co-operating with the Riordon & Laurentide Companies for the past two years in conservation work, and also with the Quebec and New Brunswick Governments. The idea was to find out the factors which would determine the future of the forests, and how to improve the forests. The Commission were making a study of burnt over areas, and also the slash disposal question.

It was decided to hold the annual meeting of the section the day prior to the annual meeting of the parent association, early in February, and it is possible that the fire protective associations will also hold their meetings in Montreal at the same date.

A resolution was adopted expressing appreciation of the work of the Entomological Department at Ottawa, under Prof. Swayne, in investigating insect pests, and asking the Government to study the diseases caused by fungus in addition to insect pests.

Another resolution was also adopted, appointing the following committee to study improvements in logging and driving methods. Ellwood Wilson, J. M. Dalton, P. W. Buchanan, M. R. Kane and T. F. Kenny, with instructions to report at the annual meeting.

Those Present at the Sessions.

The following representatives of paper and lumber companies were present:

J. McLaurin, St. Maurice Paper Co.
Dr. Howe, Commission of Conservation.
C. A. Gardner, Port Arthur Pulp & Paper Co.
A. D. McLachlin, Arnprior.
J. M. Dalton, St. Maurice Paper Co.
H. T. Ham, St. Maurice Paper Co.
A. W. Hennessy, Abitibi Paper Co.
T. F. Kenny, The James MacLaren Co.
M. R. Kane, Price Bros.
Clyde Leavitt, Commission of Conservation.
S. P. Grogan, Ontario Paper Co.
Roy Campbell, Riordon Pulp and Paper Company.
Geo. M. McKee, Donnacona Paper Company.
Guy Tombs, Canadian Northern Railway.
Ellwood Wilson, Laurentide Company.
P. W. Buchanan, Brompton Pulp and Paper Company.
Thos. Lapointe, Brompton Pulp and Paper Company.
J. Gwynne, Riordon Company.
J. Mather, Wayagamack Company.
F. J. Campbell, Canada Paper Company.
R. O. Sweezy, Royal Securities Corporation.
A. C. Volkmar, Riordon Company.
Wm. Little.
A. L. Dawe, Secretary, Can. Pulp & Paper Association.
Dr. J. S. Bates, Forest Products Laboratories.
W. Boyd Campbell, Forest Products Laboratories.

The minutes of the meeting are covered by stenographic report taken by Mr. R. C. Sturgeon and are on file at the offices of the Canadian Pulp & Paper Association.

During the meeting the following members were proposed and seconded, and were duly elected:

R. M. Kenny, The James MacLaren Company, Buckingham, Que.
T. F. Kenny, The James MacLaren Company, Buckingham, Que.
R. S. P. Smyth, Thé St. Anne Lumber Co., Ltd., St. Anne des Monts, Co. Gaspé, Que.
R. O. Sweezy, Royal Securities Corporation, Montreal.
M. H. Montgomery, Montgomery & Sons Co., Ltd., New Richmond, Que.
R. L. Montgomery, Montgomery & Sons Co., Ltd., New Richmond, Que.
Wm. Russell, James Richardson Co., Ltd., Matane, P.Q.
W. J. Williamson, Calumet, Que.
C. A. Gardner, Port Arthur Pulp & Paper Company, Port Arthur, Ont.
S. P. Grogan, Ontario Paper Co., Ltd., Quebec, P.Q.
J. M. Dalton, St. Maurice Paper Co., Cap. Madeleine, Que.
H. T. Ham, St. Maurice Paper Co., Cap. Madeleine, Que.

Measures of Round Logs Per Foot Length.

(Compiled by R. O. Sweezy, Forest Engineer of Royal Securities, Montreal.)

Diameter inches	Solid contents cubic feet	Contents in feet Board Measure (Quebec)	Contents in cubic feet of Board Measure.	Waste
6	0.20	1.0	0.083	60%
7	0.26	1.5	0.125	56%
8	0.35	2.0	0.166	52%
9	0.44	2.8	0.233	47%
10	0.54	3.7	0.308	43%
11	0.65	4.2	0.350	46%
12	0.78	5.0	0.417	46%
13	0.91	6.2	0.517	43%
14	1.06	7.5	0.625	40%
15	1.16	8.3	0.700	37%
16	1.39	10.0	0.833	40%
17	1.56	11.7	0.975	38%
18	1.75	13.3	1.111	36%
19	1.95	15.4	1.28	34%
20	2.17	17.5	1.46	33%
21	2.39	19.2	1.60	33%
22	2.62	21.7	1.80	31%
23	2.86	24.0	2.00	30%
24	3.12	26.2	2.18	30%
25	3.38	28.3	2.36	30%
26	3.66	31.7	2.60	30%
27	3.95	33.3	2.77	30%
28	4.24	36.2	3.01	29%
29	4.55	39.2	3.26	28%
30	4.87	42.1	3.50	28%
31	5.19	45.0	3.75	26%
32	5.54	47.5	3.96	27%
33	5.91	52.5	4.37	26%
34	6.26	54.2	4.51	27%
35	6.63	56.7	4.72	28%
36	7.36	59.2	5.00	32%

Take 1 cord = 100 cu. ft. solid wood.
= 128 cu. ft. in pile.

but it was generally stated that the best work was done by the companies' own camps. In connection with this, the difficulty of securing labor was pointed out, Mr. Kenny expressing the opinion that the companies could not compete with the contractors for Government building work, done on a cost plus percentage basis. Conditions were now such that unless a foreman said "Please" every time, the men stayed only two or three days. So far as labor-saving machinery in logging was concerned, the smallest item was cutting the trees; the chief expenditure was skidding the logs and the making of small roads.

Mr. Gardner having stated that his company had been paying on the piece work plan, this brought on a discussion as to methods of measuring, Mr. Ellwood Wilson declaring that the b.f. was an absurd method. The only rational method was the cubic foot, solid contents. No two scalers would agree as to measurement. The chairman

Retail Lumbermen Hold Gathering

National Association Urged to Get Together and Secure Adequate Representation at Washington

The second annual meeting of the National Retail Lumber Dealers' Association, which was held at Chicago, on September 18th and 19th, brought together over a hundred of the most energetic and enthusiastic members of the trade from various parts of the United States. Horace Boulthbee, of Toronto, Secretary of the Ontario Retail Lumber Dealers' Association, attended as the delegate from that body. While the programme for the meeting included the reports and other routine matters which pertain to an annual meeting, the gathering was chiefly notable for the earnest manner in which all the speakers discussed the great problems of the trade which have arisen out of the fact that the nation is engaged in war. Naturally, the embargoes and orders which the government has placed upon the shipment of lumber and the erection of houses and other buildings, was one of the main topics of consideration.

The crisis in the trade which has resulted from these embargoes and orders was thoroughly discussed, and the upshot was one of the most important developments of the meeting, namely, the appointment of a committee to meet with a committee of the State and regional associations and a committee of the wholesale sash and door



Charles A. Bowen, Detroit, Mich.
Re-elected Secretary of National Retail
Lumber Dealers' Association

interests, at Washington, for the purpose of waiting upon the War Industries Board to endeavor to secure a modification of the order regarding the securing of a permit for any building operations of a value of over \$2,500. The committee appointed consists of John J. Comerford of Detroit, John E. Lloyd of Philadelphia, and Warren J. Duffey of Toledo.

Washington will be Headquarters.

Another important result of the discussion of these matters was a decision that the headquarters of the Association should be moved to Washington for the time being, so that the officers may be in close touch with the important events affecting the trade that are daily having their origin at the national Capital.

The meeting opened on Wednesday, September 18th, at the South Shore Country Club, President E. A. Diebold of Pittsburgh, Pa., occupying the chair. The reports of the officers were presented and adopted, and showed that the Association had been accomplishing a wide range of important and valuable work. The secretary's report laid special emphasis upon the effort that the association is making to secure information on the cost of conducting a retail lumber business. This matter was made the subject of a lengthy discussion, which centred chiefly around two cost accounting plans drawn up by the dealers of St. Louis and Chicago, respectively. Finally these two plans were submitted to the Committee on Cost Survey, for further report.

The Finance Committee's report showed the necessity for adopting a new basis for the schedule of membership fees, as the association had finished its fiscal year with only a few dollars in the treasury, in spite of the fact that some of the directors had personally contributed to the funds of the association, considerably in excess of their

fees. A new membership fee schedule, which it is believed, will furnish ample funds for the coming year, was proposed and adopted.

Upholding Interest of the Retailers.

One of the most striking events of the meeting was an address by General L. C. Boyle, of Kansas City, legal advisor of the association, who strongly urged that the association should have direct representation at Washington, so as to make its interests felt whenever necessary.

In harmony with the points made by General Boyle were the suggestions contained in an excellent address by John E. Lloyd of Philadelphia, who spoke on the importance of organization among retail lumber dealers. He urged that the association should insist upon having a retail lumberman on the lumber committee of the War Industries Board, pointing out at the same time how much the retail coal dealers had accomplished by having a representative upon the National Fuel Administration. Some of Mr. Lloyd's other remarks were very forcible. He told the dealers that they should not be afraid to confide in one another in regard to the facts and figures of their business, and that the more they confided in one another now the better it would be for the entire trade after the war is over. The wonderful organization of labor was the best possible illustration they could have of the benefits accruing from co-operation. Such co-operation had made it easy for labor to get the ears of the "powers that be" at Washington. Those industries that were not so organized were just kept "going round in rings" at Washington, and were getting nowhere. It was all an illustration of the simple fact that "you can't get anywhere by sitting down at home."

The Work of Trade Associations.

A number of splendid addresses were delivered on subjects of timely interest. One of these, which was received with keen attention, was an address by Dr. Wilson Compton, the newly elected Secretary of the National Lumber Manufacturers' Association, and former Chief Dispatcher of the United States Shipping Board Emergency Fleet Corporation, who is one of the most advanced thinkers on economic subjects in the United States. Dr. Compton's address was a masterly review of the work of trade associations in the past and a consideration of their present activities.

Mr. John H. Kirby, of Houston, Texas, one of the largest manufacturers in the Southern States, delivered an inspiring address on "The Spirit of Democracy." One of Mr. Kirby's thoughts was of special significance to the members present. He said: "I would not make invidious comparisons as between the vocations of men, but you will permit me to say candidly that society can boast of no class of citizens that is doing more to perpetuate this Republic and to promote the happiness and patriotism of our people than you retail lumbermen. Why do I say that? The answer is obvious. Because you are home builders. In the very nature of your business you are studying out methods by which you can assist men and women to acquire homes, methods by which you can add to the jewels of the nation—more self-owned homes. This is the true Spirit of Democracy, the promotion of those things in our national life which add to our greatness."

Strong Staff of Officers Elected.

An address delivered by Charles S. Keith, of Kansas City, Mo., President of the Southern Pine Association, on the value of retail lumber associations working together in a national organization, was one of the most interesting of the meeting. The Southern Pine Association has undertaken to send to every retail dealer in the United States a printed copy of Mr. Keith's address.

The election of officers and appointment of new directors resulted as follows:

President—J. J. Comerford, of Detroit, Mich.
First vice president—Julius Seidel, of St. Louis, Mo. (Re-elected.)
Second vice president—J. H. Doppes, of Cincinnati, Ohio.
Treasurer—John Claney, of Chicago. (Re-elected).
Secretary—Charles A. Bowen, of Detroit, Mich. (Re-elected).
New directors—E. J. Barmer, New Orleans, La.; H. E. Montgomery, Buffalo, N.Y.; J. H. Doppes, Cincinnati, Ohio; Guy Gray, Cleveland, Ohio; D. S. Melloy, Erie, Pa.; Thomas R. Brown, Louisville, Ky.; F. W. Ferdon, Grand Rapids, Mich., and John J. Comerford of Detroit, Mich.

While a seaplane belonging to the B. C. Government was being sailed by Lieut. Victor A. Bishop, at Vancouver, recently, it fell, owing to engine trouble, and badly damaged the roof of a house. The machine was being tried out for the Forestry Department. The Provincial Government will be responsible for the damage sustained by the seaplane, which will be in the neighborhood of \$8,000. The forestry department had leased the machine from Hobar Brothers, the builders for one year, and the government undertook to be responsible for all repairs.

Wholesalers Discuss Embargo

Decide to Await Developments and Let the Situation Work Itself Out Normally

The Wholesale Lumber Dealers Association, Inc., resumed their monthly meetings on September 20th, at the Queen's Hotel, Toronto, where they met for dinner at 6 o'clock and held a business session afterwards. Mr. A. E. Eckardt occupied the chair. After several matters of routine business had been disposed of, a discussion took place in regard to the situation created by the embargo on the shipment of lumber into United States points north of the Ohio river and east of the Mississippi river, which has been ordered by the United States Government.

The subject was dealt with chiefly by Mr. A. C. Manbert, of the Canadian General Lumber Company, chairman of the committee on transportation, who gave his personal views of the significance of the embargo. The imposition of this embargo might seem pretty drastic to Canadian shippers, he said, but the basic significance of the whole matter to Canadians was this, that knowing what we did of the amount of lumber and other materials that were being used by the United States, up to date, and knowing also the existing restrictions of supply, we should feel that there was a reasonable guarantee, that every foot of lumber now existing, or that might be produced, would be wanted; because the statement might be fairly made that what the people of the United States had begun to do was only a starter compared to what they would be doing in the near future.

Mr. Manbert then gave figures to substantiate this statement, and added that in addition to the extensive programme for the erection of cantonments and other buildings directly related to the war effort of the United States, there was also the housing problem to be considered, and this was becoming very acute. Moreover, he was assured that the amount of business that was coming out in connection with boxes and box shooks was something absolutely overwhelming.

In referring to these matters, he said, he was seeking to explain indirectly why the United States government should take the steps they had taken in connection with the embargo on lumber. All it amounted to, boiled right down, was that we were in an acute phase of readjustment. We had never met this situation before in the way that other industries had to meet it. The Government had ordered what the other industries should do and was definitely controlling their output. The lumbermen were now up against the same proposition, and he believed that the only thing they could do was to await developments and let the situation work itself out normally. They could certainly count upon this, that every foot of lumber in pile, or to be produced this year would be needed, and then some, for governmental activities. As to the embargo, they might regret it as much as they liked, but he did not feel that there would be anything gained by going on record in connection with it in any way. This appeared also to be the feeling of most of the other members present and no action was taken.

Investigating Cost of Doing Business.

The cost of doing a wholesale lumber business also came under discussion at the suggestion of Mr. D. C. Johnston, of the Union Lumber Company, who thought that the Association should take some steps in the direction of investigating this problem because of the possibility of the government desiring to fix the price of lumber.

One of the members expressed the opinion that it would be well for them to give the subject careful study. His company had figured out its costs and had come to the conclusion that it cost them last year \$2.20 per thousand feet to sell their lumber.

Another member reported that his company figured on a percentage basis and believed that the wholesaler was entitled to ten per cent. gross profit over the mill cost to cover expenses and a margin for profit and loss, bad debts, etc.

A third member said that the cost of selling lumber should, in a sense, be divided into two categories, viz.:

- (a) Purely administrative and salesmanship costs, such as office expense, travelling, selling, etc.
- (b) Interest, insurance and items of that class.

His experience was that where they were not doing a specialized business but handling a miscellaneous line of merchandise such as pine, spruce, hemlock, etc., the costs of selling under the heading (a) were about four per cent. The average cost of pine products to-day was around \$40.00, which meant that the cost under (a) would be about \$1.50 to \$1.75. On top of that they would have to provide for their interest, insurance, etc. He therefore agreed with the former member who had placed the cost of doing a wholesale business at 10 per cent. One thing was certain, he imagined, namely that it was pretty hard to convince themselves that the costs of doing business had mounted in the degree in which they had. He doubted if all of them were fully awake to just how much it was costing them.

At the conclusion of the discussion a committee was appointed,

consisting of Messrs. Walter C. Laidlaw, J. B. Jarvis and A. E. Cates, to investigate the question of costs of operation as based upon the average experience of the members of the Association, and to report at their earliest convenience. The next meeting will be held on October 18th.

How War Industry Opens New Lines

Almost Every Sawmill in B.C. is Producing Contract Aeroplane Spruce Lumber

Military necessities for aeroplane parts required the creation of a special department of the war office to speed the production of spruce suitable for this work. The coast and island regions of British Columbia were known to contain high-grade Sitka spruce, as shipments of this magnificent wood had been sent to the Canadian Aeroplanes, Limited, Toronto, where the quality was demonstrated at this national plant of the Imperial Munitions Board which has a manufacturing capacity of approximately three hundred machines per month—a contribution of Canadian manufacturing skill and achievement to the science of aeronautics apart from its military advantages.

Mr. H. R. MacMillan of Vancouver, formerly chief forest ranger for British Columbia, supervised securing the aerial spruce requirements of this manufacturing plant. However, Canadian, Imperial and Allied requirements have grown to such an amazing extent that the war office was faced with the necessity of securing suitable aeroplane spruce in much greater quantities than the existing facilities would allow. It was not a case of making moderate increase in production, but a case of doubling, tripling, quadrupling, in fact multiplying tens of fold, the output with the least possible delay, or how was it possible to fulfil the plan for the present huge Allied air-fleet? Sitka spruce was needed. Clear, long-grained beams, free from knots or other defects were essential. Therefore, on the comparatively rare supplies of this timber in British Columbia, the authorities focussed their attention and allocated to the Imperial Munitions Board the responsibility of securing this supply.

A large number of contracts for sawing spruce lumber have been placed in British Columbia with the mills—in fact, almost every sawmill so situated that its facilities could be utilized for this purpose is producing contract aeroplane spruce lumber for the department. The pulp and paper mills are also large producers of aeroplane lumber.

Only the finest grades of clear, long-grained British Columbia fir free from knots or other defects are used in limited quantities as a substitute for Sitka spruce. Most of the fir lumber for this purpose is secured from the districts surrounding Vancouver and Victoria. The fir output of each sawmill is carefully inspected for selection if any contains aeroplane stock. The untiring assistance of the millmen and labor connected with this industry now permits monthly shipments of fir in amounts previously considered impossible. Ninety-three contracts covering this have been let for aeroplane fir, out of which forty-six mills have already contributed to this supply.

One of the most serious problems to be faced in connection with the aeroplane lumber industry was the necessity for organizing a water transportation system to enable equipment and supplies to be carried to newly established camps and facilitate the towing of logs or shipping of logs across Hecate Straits to Prince Rupert.

For this work the department secured the services of probably the largest and best tugboats on the Pacific Coast. Increased output has been reflected in increased demands for transportation facilities, necessitating the direct operation of a large fleet of towboats, barges and scows.

That these great natural resources of British Columbia are contributing to an important part of Canada's war activities is due to the organized effort to make available these undeveloped supplies of spruce and fir. Ordinarily this would have been an impossibility, but its realization has been accomplished by reason of the magnificent co-operative assistance of British Columbian interests which were in a position to aid in this work. Thousands of workmen, loggers and millmen contributed their efforts to the cause. Logging and mill operators individually and through their organization were consulted and freely gave their time and advice to the department. Government departments, particularly the forestry branches, also displayed their sympathetic interest in the work undertaken which with a loyal, efficient staff made it possible for the department of aeronautical supplies to fulfill its promises to supply large quantities of lumber for aeroplane construction.

The American Shipbuilding & Engineering Company, Ltd., Kitsona Reserve, Vancouver, B. C., have been awarded contracts for ships valued approximately at \$20,000,000. Work is to start immediately after yards, which are in the course of construction, are completed.

Making Your Plant Safe for Your Employees

Practical Pointers on the Proper Safe-Guarding of Woodworking Machinery—Prevention of Most Common Accidents—Various Forms of Guards

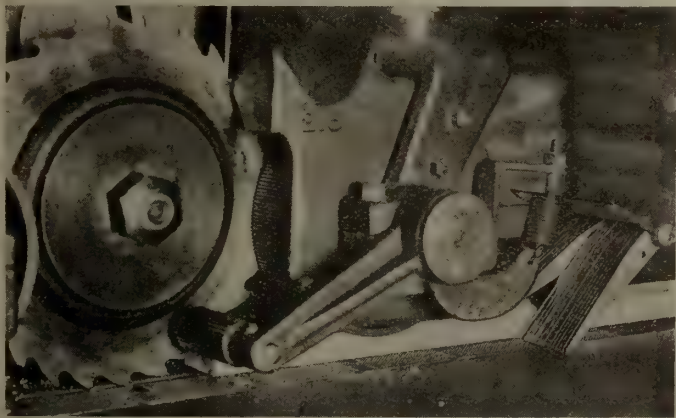
By Frank G. Lovett, Toronto*

The reason for guarding woodworking machinery or any other class of machinery, is to prevent accidents to operators and others, but before we designate what manner of guard is required we must know what the nature of the accident or accidents is, which we wish to prevent. There are certain accidents that are common to individual machines, and it is with these and the prevention thereof that I wish most particularly to deal.

The many varieties of work in a woodworking department and the number of operations to be performed, make it one of the most dangerous of modern employments. This is, perhaps, only natural in view of several facts—the comparative lightness of the material makes it easier to bring it to the tool than the tool to it. Again, good work requires the use of instruments sharpened to the extreme and run at very high speed. In the second place, this high speed and lightness of the material make it possible for waste pieces to be thrown by these tools in a dangerous manner, impossible in the case of metal or stone. For these reasons, among others, it is peculiarly essential that every possible precaution be taken to safe guard workmen against injury.

Ceiling and Floor Swing Cut Off Saws.

The first machine to which I wish to call your attention is the cut-off saw, the most common of which is the swing cut off saw, that which is hung from the ceiling or some other overhead construction. The accidents that are most common to this machine are to the operator's hands, by coming in contact with the saw while placing and holding material. The antidote for this is carefulness, keeping



A "kick-back" saw guard for which patent is being obtained

the hand away from the line of cut. Another accident is caused by the saw swinging too far over the bench and cutting the man about the abdomen. This can be prevented by a limit chain fastened to the saw frame and to the wall behind it, thus preventing the saw from coming past the edge of the bench. Still another is when the counter balance weight becomes loosened and falls on the operator's head. This can be avoided by a chain fastened to the weight by an eye bolt and the other to the ceiling or one of the hangers. The saw proper should also be equipped with a guard in the form of a half hood covering the top of the saw and the side next to the handle. A guard should also be placed behind the handle to protect the operator's hand from the belt.

We have also what is known as the floor swing cut off saw. This is a comparatively new machine and is not yet in general use, but I have submitted to the makers an idea for a guard, which I think should be effective on this machine. The saw is operated by a foot lever or treadle and for that reason is more dangerous than the older styles of over head swing, as the least pressure of the foot will bring the saw rapidly forward, and, like the punch press, requires the operator to be always on the alert.

Another cut off saw which is in general use is called the power cut off saw, which is also operated by the foot and requires a careful operator. One of the dangers that attend the two latter machines is that loose knots and slivers will be thrown in the man's face and endanger his eyesight.

A near relation of the cut off saw, but a much more dangerous

one to handle is the rip saw. This machine is responsible for more accidents than any other machine in the woodworking class.

The most common accidents are to men's hands and especially to his thumbs and it does not seem to make much difference what style of guard is used. This is due to the fact that in passing the work over a saw, the operator uses his thumbs more than any other part of the hand, and unless he is careful and keeps his eyes on his work, he is going to meet with an injury because, when the guard is raised high enough to clear a piece of material an inch or more in thickness, there is plenty of room for his thumb or fingers to go under

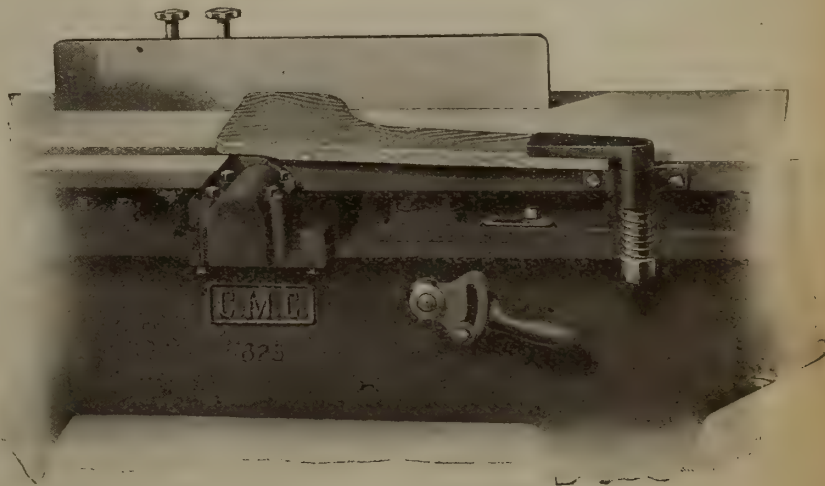


"Reliable Saw Guard," by Canada Machinery Corporation

also, and thus comes in contact with the saw; so that accidents to the hands are in most all cases due to carelessness on the part of the operator.

Another accident on this machine, while not happening as frequently as the ones mentioned, is of a much more serious nature and quite often results in death. I refer to kick backs. A kick back is caused from the piece of board which is being ripped pinching or binding on the saw and being thrown forcibly against the operator's body, usually striking him about the abdomen or groin, causing internal injury, which, as I said before, often results in death.

This accident can usually be prevented by having a proper spreader behind the saw. This spreader should be the same gauge



Jointer Guard, by Canada Machinery Corporation

as the saw and not less than two inches wide and should be set as close to the saw as possible—not more than an inch away—and in perfect alignment with the saw.

Placing Hood Over Top of Saw.

Another accident of a most serious nature is caused by slivers and loose knots being thrown upward from the saw, striking the operator in the face and quite frequently in the eyes, causing partial and often total loss of sight, which is very serious, indeed. This accident can be practically eliminated by the use of a guard or hood over the top of the saw. This guard may be hung by an adjustable

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frame from the ceiling or may be fastened to the spreader. The latter is, I think, the most convenient way and is the one which most workmen prefer. When no exhaust system is in use, it is necessary to guard the saw under the table. This may be effectively done by having a half disc of $\frac{1}{8}$ inch sheet iron fastened to the under side of the saw table. The radius of the disc should be two inches greater than that of the saw and should be placed as close to the saw as possible. With a rip saw thus guarded, and a careful workman, accidents on this machine should be reduced to a minimum.

There are many different styles of saw guards on the market, and in making recommendations we must take into consideration and be governed by the class of work for which that particular saw is used.

The Jointer or Buzz Planer.

This machine also has a bad record, but is gradually yielding to treatment. Accidents on the jointer are almost exclusively confined to the hands, the fingers being the part which suffers the most. Accidents are caused by the stock being kicked or thrown back from under the operator's hands, following the hand to shoot forward into the knives. This is generally due to the fact that the man had his hand too close to the forward end of the piece of work. An accident will also happen when edging stock, by holding the stock up to the gauge or fence with the left hand and passing over the exposed knives. The least kick of the knives cutting against the grain or striking a knot will cause the hand to slip and be caught in the knives. But much of the hazard has been removed by the introduction of the circular cylinder or safety head, and the use of an automatic guard which keeps all parts of the head not in use covered at all times. While there are certain classes of work for which the circular head is not adaptable, it can be most successfully used in the large majority of cases and should be strongly recommended.

Power Feed Planer Mishaps.

While this machine is much less dangerous than the jointer, still there are a number of accidents which are common to this machine. They happen where the operator in feeding stock into the machine has the habit of following the work up with his hand while he is picking another piece from the truck, and if he is not careful, or the proper protection is not provided, his hand is caught in the feed rolls and badly crushed. This can be prevented by having a guard rail placed across the machine in front of, and not more than six inches from the rollers, and not more than $\frac{1}{2}$ inch above the stock. This will stop the hand from reaching the rolls and thus avoid the accident.

All gears and pulleys should also be properly guarded. The off bearer, who is usually a boy, must also be protected. Accidents often happen to him because his hands are not kept busy and in those idle moments he has a habit of putting his fingers in the opening in the bed in which the feed rolls run. If the operator does not warn him when he starts to feed, a piece of stock comes through and pinches off the ends of his fingers. A good way to prevent him from getting his fingers in there is to have a fall board fastened to the cleaner bar over the roller with hinges, which rests on the bed of the machine and is lifted by the stock as it comes from the delivery rolls. Another good plan is to fasten an extension to the bed of the machine about eighteen or twenty inches wide. This will keep the boy far enough away that he cannot reach into the machine. Planers thus guarded, and with an exhaust hood over the cylinder only require carefulness on the part of the operator to eliminate accidents entirely.

Dangers of the Band Saw.

This is another wood tool that, while it is not as dangerous as the circular saw, is nevertheless dangerous. Saws will break and whip around in a dangerous manner or they will run off the wheels and often cause serious injury, and, as has already happened, cause the death of the operator by being thrown around his neck, or the operator may be thrown forward and run his head against the saw blades. These accidents can be avoided by placing proper guards over the upper and lower wheels. These guards should be (preferably) of metal frame with wire mesh filling and should be large enough to completely cover the face of the wheel. They should be hinged to a metal or wooden channel in which the return blade runs and is protected. An adjustable extension should be attached to the upper wheel guard, to come down in front of the cutting blade, to protect the operator's head.

The last machine we wish to deal with is the Shaper. This machine had a very bad record in the past, but like the jointer, has improved wonderfully during the past decade. The most serious accidents that happen on this machine are to the hands, because like the jointer again, the operator must hold the work with his hand while passing it over the knives and because the work is band-sawed in all manner of shapes and requires the operator to watch very closely the grain of the wood so that he does not cut against the grain, which, if he does will often cause the piece to break and let the handle

come in contact with the revolving knives. But, if this should happen, and the man is using an efficient guard—and there are a number of good ones on the market to-day—he will be comparatively safe as the guard will prevent his hands from reaching the knives.

The spindles of the shaper should always run out, rather than in. In this way, if a piece of work is kicked away from the knives, he will be thrown away from the other head rather than into it.

These are the general principles and reasons for guarding these machines. Couple with these a careful workman and accidents will be a thing of the past.

Beam Stock for Munitions Board

The Whalen Pulp & Paper Mills, Ltd., of which A. E. Millington is manager, have been turning out some splendid beam stock which has been accepted by the Imperial Munitions Board Inspectors. One of these perfect sticks as shown in the cut is 38 feet long, and in dimensions 6-in. x 24-in. Another recently accepted was of the



Splendid specimen of beam stock

same length 6 in. x 22-in. Both pieces were manufactured by the Whalen Company at their plant at Swanson Bay, where they have during the past three months shipped 1,000,000 feet of airplane lumber, and at the present time are very busy in all departments.

Holt Interests Purchase Oconto Operation

A deal of more than ordinary importance has just been consummated at Oconto, Wis., whereby W. A. Holt and associates have taken over the interests of W. E. Williams and a part of those of W. L. De Witt in the W. E. Williams Co. (Inc.). This gives Mr. Holt and his associates control of the corporation, the name of which has been changed to the Holt Hardwood Co. The officers of the new company are: President, W. A. Holt; vice president and manager, W. L. De Witt; treasurer, George H. Holt; secretary, A. Klass.

The new company will continue to manufacture the "Oconto Brand" of maple and birch flooring and will also specialize in kiln dried hardwood lumber. The plant of the Holt Hardwood Co. is an excellent one.

Highly Capitalized Lumber Company Sold

The assets of the British Canadian Lumber Corporation were recently sold for \$2,250,000 to a committee of the bond and security holders, and a new company has been formed under the title of the British Timber Corporation. The assets of the company include the mill and property of the old Pacific Coast Lumber Co., on George street, Vancouver; a mill and property of Lulu Island; a mill and 9,000 acres of timber land at Crescent Valley; five Dominion timber berths at Port Moody; logging railroad, camps and equipment at Port Renfrew; a sawmill in course of erection at Masset Inlet and between 200 and 300 provincial licenses.

The British Canadian was the company formed by G. F. Johnson, formerly of Montreal, and associates, in 1911, but it never succeeded and finally passed into the hands of British Security holders, who have since been endeavoring to reorganize it. The original capitalization was \$8,800,000 preference and \$9,930,000 common stock besides which it had over \$1,000,000 three year collateral notes outstanding in 1913.

The National Shipbuilding Company, Goderich, Ont., have received a \$50,000 contract for war work. They are in the market for supplies of iron and steel.

Why Lumber Retailers Want New Lien Law

Present Measure is Defective in Many Respects—The Good Points of Certain State Acts—Unjust Provisions of Business Assessment

E. M. Barrett of Ottawa, chairman of the Committee on Legislation and Transportation, presented an interesting and comprehensive report on the important work of that body at the recent special meeting of the Ontario Retail Lumber Dealers' Association, in Toronto.

The report is as follows:

Your Committee on Legislation and Transportation is composed of local committees in the different districts into which the Province has been divided, for the purposes of our association. The members of the local committees have given attention to matters coming under the head of legislation and transportation, and local meetings have been held upon such occasions as have been considered necessary for the purpose of discussing these matters.

Under the heading of **Legislation**, I propose, as chairman of the General Committee on this subject, to refer briefly to three matters; first, the Ontario Mechanics' Lien and Wage Earners' Act; second, the Ontario Assessment Act, and third, the Jacobs Bankruptcy Act, which was before the Federal Parliament at the last session.

The Mechanics' Lien Act of Ontario has always been a thorn in the flesh of the retail lumber dealer, and the objections he has to it are shared by the material men in general, as well as by building laborers. Lack of co-operation among retail lumber dealers in the past has made it impossible for them to present their views in an effective manner before the Ontario Legislature, and, for this reason, no attempt of importance has been made to have the Act altered in such a way as to make it resemble an Act to give protection to those who supply material and labor for a building. During the last session of the Ontario Legislature an effort was made to have a few amendments to the Act passed. This was done by a committee of the Lumbermen's Credit Bureau, Toronto, which is composed of lumber and supply dealers, and while all the amendments desired were not secured, on account of the large amount of other business, which the Legislature had to handle, some of the amendments were carried, making the Act somewhat more acceptable to the retail lumber dealers. The committee which had this matter in hand was composed chiefly of men who are members of the Ontario Retail Lumber Dealers' Association, and whose services have now been enlisted upon our Legislation and Transportation Committee.

The Points Cleared up Last Session.

The points, which the amendments that were carried at the last session, were designed to clear up, were as follows:

1. To make clear that the interest of an owner who sells land on agreement which requires the land to be built upon should be subject to lien.

2. The provisions of the old Act in regard to lien having priority on the increased value over a prior mortgage are in effect of no value. The amendment provides for such priority being made effective.

3. The law was made clear as to the material man's rights where material is delivered to a job where several houses or stores are being erected. Formerly, it was not clear as to whether he must prove use in each house or store.

4. Formerly, the Act said that the material must be delivered upon the land liened, and we have now included in it the words "or adjacent thereto."

5. Section 8, sub-section 4, reads: "The selling value of land encumbered by a prior mortgage or other charge, shall be deemed to be increased by the value of the work or service performed upon and of the material furnished or placed upon or adjacent thereto."

The chief point of interest brought out by our work was the fact that there is reasonable hope for success in securing a complete new Act, if our Association will take the matter up seriously. No half-hearted endeavour, however, will secure results. Therefore, I hope that if this association decides to enter a campaign for a new Act, the work will be done thoroughly, and that the committee in charge will have active assistance from every member of the association, not only in designing the new Act, but in steering it safely through the difficult channels of the Legislature.

Does Not Protect Material Man.

There is one great defect in the Mechanics' Lien Act of Ontario, and many minor defects. It is supposed to protect the man who furnishes the materials and labor for a building, but in reality it does nothing of the sort; in fact, it leaves him with scarcely any protection

and gives the greatest possible protection to the man who wants to put up a building at other people's expense. There is a provision of the Act, which, when it was passed, was thought to have the effect of giving the material man and the laborer ample protection. I refer to the provision that the owner must retain 20 per cent of the amount of the contract, for the satisfaction of all liens. This would be a good enough provision, if it were accompanied by directions regarding what the owner shall do with the other 80 per cent., but there is no such provision in the Act, and so long as the owner can show that he has paid to the contractor no more than 80 per cent. of the contract price for the work, which has been done, he has no liability under the Act. Those who have experienced the working of the Act know that this results in the owner being protected and the contractor being placed in a position where he can get his hands upon a large amount of money not belonging to him, and do with it very much as he pleases; while the material man and the laborer have only 20 per cent to fall back upon, if the contractor has been either dishonest or incapable. The dishonest contractor is encouraged to make improper use of funds, and the incapable contractor is encouraged to speculate with other peoples's money. When the show-down comes, the material man and the laborer always suffer.

Eliminate All Unsatisfactory Features.

In the discussions which we have had upon this subject, it has come to be recognized that we should seek, first of all, to have the Ontario Legislature pass a Lien Act which will do away with the unsatisfactory feature to which I have referred. We should centre our efforts upon this point and keep at it until we have been successful. I believe that we can persuade the Government to give us such an Act, if we show that we are determined. We may not carry our point during the next session, but if we keep up the pressure continually I believe the result will be as we desire in the end.

I have not ventured to prepare a draft of a new Act, as this would be a very difficult undertaking; one, in fact, which should be handled by a competent legal man. Rather, I have thought it best to lay this one point before you for consideration in order to secure your approval of our point of view, before going any further. Practically all the details of the Lien Act revolve more or less around this one point, and if we reach a unanimous conclusion upon it the rest of the work of drawing up an act and submitting it to the legislature, will be simplified. I wish, however, to draw your attention to the fact that a campaign of this nature cannot be carried on without considerable expense, for lawyers' services, both in drafting the Act, and in urging its passage by the Legislature. I would like you to give this matter thought, so that when we embark definitely upon the work we will not be hampered either by lack of unanimity among our members, or by scarcity of funds for carrying the campaign to a successful conclusion.

Features of Lien Acts in Certain States.

By way of intimating what our proceeding will be, if the suggestions we make meets with your approval, I will draw your attention to a few of the Lien Acts which have been passed by the States of the Union, which, I think, will serve us as a useful guide. Ohio, Wisconsin, Michigan and New York States, all have sound, progressive lien acts, which are based largely upon the one idea of rendering the owner fully responsible for the material and labor, which are put into his building. In their general features, these Acts bear considerable resemblance to one another, and for purposes of legislation, I will refer to the Act now in force in the State of Ohio, with the passing of which the Ohio Lumber Dealers' Association had much to do. The Act provides that when a payment becomes due to a contractor, the owner, before he makes payment, shall require from the contractor an affidavit made out by the contractor, in accordance with a form which is embodied in the Act, showing all of the names of unpaid laborers and the amount due to them, and the names of material men who have supplied material, and the amounts due to them, accompanied by certificates to verify the amounts. Similar affidavits are required in connection with sub-contracts. When he has received these affidavits, the owner must pay the amounts due, and it is at this stage of the proceedings that an important change is made, in comparison with the old acts like that which we now have in Ontario. The payments are not made to the contractor. They are made to the material men, laborers and sub-contractors direct. When

all these amounts have been paid, if their total is less than the contract price for the work that has been completed, the owner can then pay to the contractor the remaining difference. Moreover, if any of the material men or laborers file affidavits with the owner, showing amounts due, which do not agree with the amounts mentioned in the affidavit, the balance of the contract price cannot be paid over to the contractor until the difference has been settled.

It will be seen that that such a law is what all of us have supposed the Mechanics' Lien Act should be; namely, an Act giving protection to those who have supplied materials and labor, such protection being in the form of a lien against the property. If this point is made clear we will be in a position to discuss the future proceedings of our Legislation Committee and to arrive at a definite plan of action, and I hope that this meeting will pass a resolution instructing the Legislation and Transportation Committee to proceed along these lines. With this point settled, I believe that you can leave it with your committee to work out other details.

The Experience of N. Y. State Retailers.

I wish, by way of warning, to refer to the experience of the Retail Lumber Dealers Association of the State of New York. This association, in co-operation with other associations, who were interested in the same subject, prepared a proposed lien act, along the lines that I have already discussed, and they brought it before the New York State Legislature. Before the Act had been passed by the Legislature, however, it was subjected to very serious amendments, which obliterated many of the progressive changes that the lumber dealers desired. Finally, however, the Act, in its amended form, was passed, but before it could become law it had to receive the sanction of the Governor of the State, and I regret to report that the interests opposed to the Act put up such an effective lobby that the bill was vetoed by the Governor, and all the work of the lumber dealers was in vain. Moreover, they had spent a very large sum of money, promoting the bill. This was a very disheartening experience, and if we undertake any work along the same lines in Ontario you will realize, therefore, that we must study our plan of action and prepare every detail of it very thoroughly in advance. Personally, I feel that the Mechanics' Lien Act, as proposed by the Retail Lumber Dealers of the State of New York, could be adopted by us, with some alterations to make it fit in with our particular conditions. I am opposed to offering any amendments to the present Act, but that is my own personal opinion only. I feel that if anything is to be accomplished we must simply make up our minds that it is a big undertaking, and requires the undivided services of our biggest men, together with the co-operation of associations similar to our own.

Several suggestions in regard to particular features of the Act have been made by members of the various local committees on legislation and transportation. I will outline these briefly. Strong objection is taken by some members to any Act which requires that a motive shall be given to the owner prior to the delivery of goods, in order to give protection to the material man. In the State of Pennsylvania, I believe, the dealer is given ninety days after the delivery of last goods, to notify the owner, and an additional 90 days after this notice, to file his lien. Thirty days is too short a time after last delivery. Possibly a compromise might be reached on 60 days.

Claims of Wage Earner and Material Man.

One of the members of the Legislation and Transportation committee in our western district, in a letter discussing the Mechanics' Lien Act, says: "I had previously been under the impression that a wage earner, or a material supplier could apply to the owner of a building for protection of an account against a contractor, and that, providing the owner was served in writing, he would keep out for him the amount due to the contractor. I do not see any clause to this effect in the Act, however, and I think that one should be added so as to bring about this change. I would suggest the following: "In all cases the person primarily liable upon any contract under or by virtue of which a lien may arise shall, as the work progresses, or as materials are supplied, under the contract, reserve from the payments to the contractor an amount sufficient to pay in full the just claims of any wage earner or claimant for material supplied, for a period of thirty days after the completion or abandonment of the contract, if he has been notified in writing by the said wage earner or claimant to that effect, within three days after the first material is supplied or the work started."

In connection with the matter of responsibility of the owner, the opinion of the committee on Legislation of the western district is similar to that which I have already outlined. After holding a recent meeting of the committee, the chairman, Mr. W. J. Aitchison, of Hamilton, reported that they came to the conclusion that the most important point in connection with the Mechanics' Lien Act was to make the owner of the property responsible to the supply men for all the material supplied for that job and ordered by the contractor. This, they point out, would put the onus of selecting a responsible

contractor upon the owner, and make him share with the supply men the burden of seeing that the contractor does his work properly. It would also prevent the owner from stepping in, in case the contractor defaults, and using up the 20 per cent. on the building without any regard for the rights of the parties who supplied the material. "We feel that this is the most important point," Mr. Aitchison says, "and that it should be strongly urged."

Business Assessment of the Lumberman.

I come now to the second subject of my report, and what I have to say upon this will be brief: The Ontario Assessment Act contains a section, No. 10, dealing with "Business Assessment," sub-section one, paragraph (E) of this section says:

- (e) Every person carrying on the business of what is known as a departmental store or of a retail merchant dealing in more than five branches of retail trade or business in the same premises or in separate departments of premises under one roof, or in connected premises where the assessed value of the premises exceeds \$20,000, or of a coal or wood or lumber dealer, lithographer, printer or publisher, except the publisher of a newspaper, or the business of selling, bartering or trafficking in fermented, spirituous or other liquors in any premises in respect of which shop license has been granted, shall be assessed for a sum equal to 50 per cent. of the assessed value; but in cities having a population of not less than 100,000 coal dealers shall be assessed for a sum equal to 30 per cent. of the assessed value.

I wish to draw your attention to the following phrase: "But in cities having a population of not less than 100,000, coal dealers shall be assessed for a sum equal to 30 per cent. of the assessed value."

This provision is unquestionably unfair to the retail lumber dealers. I cannot, for the life of me, see why a coal dealer should get off with a 30 per cent. assessment, while the lumber dealer has to pay 50 per cent. If we had been on hand when this section was being enacted, and had presented our case properly, we would have been assessed on the same basis as the coal dealers. This matter is brought to your attention at the request of some of the members of our association, and if it is the wish of the Association that we should endeavor to have the Act altered as indicated, we will make it our duty to take whatever steps we can in this direction.

The Proposed Federal Bankruptcy Act.

I come now to the third subject referred to in my introduction; namely, the Jacob's Act respecting bankruptcy, which was before the Federal Parliament at its last session. I was only able to obtain a copy of this Act a few days ago, but from a perusal of it, I am led to the belief that it contains much that is of importance to the retail lumber trade. For instance, the idea of the Act is to allow the Court to take proceedings against any jobber and to demand a petition in bankruptcy. In other words, if a jobber commits an act of bankruptcy, the Court may adjudge him of bankruptcy. Then if the jobber proves that he made an assignment without intent to defraud, he will be free as soon as the assignment is made, not being required to wait for six years for a clear sheet, as at present.

TRANSPORTATION is one of the subjects with which this committee has to deal. There has not as yet been any occasion for us to take definite steps in this connection, but we have kept in touch with the general transportation situation, and are prepared, if the occasion should arise, to take any action that may be necessary. Transportation problems enter extensively into the affairs of a retail lumber dealer and are of much importance to him. For this reason the recent increases in freight rates upon lumber have affected us closely. These increases add just so much to the cost of the material which we carry in stock, and to a great extent the situation must adjust itself, as the consumer cannot expect to escape the increased cost. Nevertheless, on account of the various sources of supply that are available to us, and the frequent fluctuations—or rather increases nowadays—in the cost of lumber delivered at our yards, dealers sometimes feel that they can absorb the increased cost arising out of higher freight rates. Without wishing to enlarge this report into a consideration of prices or of the cost of doing business, it is worth while to impress upon the members of this Association the fact that, as an element in cost, freight rates must be checked up closely, and that increases in freight rates must involve corresponding increases in the prices of the goods which are delivered from our yards.

Effect of Increased Freight Rates.

Some of you may consider that if you buy upon a delivered cost basis, you need not take this matter into consideration, but in forming this conclusion you fail to bear in mind the fact that if the wholesaler is paying the freight charges, they are being included in the price which he quotes to you, and must finally come out of the con-

sumer, and for this reason it is not safe for the retailer to neglect the advances and fail to protect himself against them in his prices.

There have been a number of increases in freight rates on lumber, and lumber products, since this Association came into existence. For a time, the situation was quite confusing, but quite recently it has been simplified by an Order-in-Council, passed by the Dominion Government, which makes the present rate fairly easy to figure, by taking the old rate which was in effect at the beginning of the present year, adding to it one cent. per hundred pounds, and then adding twenty-five per cent.

There is another matter in connection with transportation to which attention should be drawn. Every retail lumber dealer should be thoroughly familiar with the allowances to which he is entitled from track scale weights, to cover absorption of moisture, accumulation of ice and snow, stake dunnage, etc. I find that many dealers are not aware of the full amount of allowance in this respect, and that the local agents of the railways frequently dispute the amount claimed. These allowances are covered by an order of the Dominion Board of Railway Commissioners, and if the agent of the railway company will not grant them in full, you should send particulars to the Secretary of our Association who will take it up for you.

The allowances to which you are entitled are as follows:

December 1st to April 30th:

On box or stock cars 500 pounds

On flat or gondola cars 1,500 pounds

May 1st to November 30th:

On box or stock cars 500 pounds

On flat or gondola cars 1,000 pounds

These allowances apply to shipments from all parts of Canada.

The Proper Share of Freight Cars.

The distribution of freight cars is a matter of much interest to retail lumber dealers. We have felt lately that we have not had our proper share of the cars during the last year or two. Then again, in the matter of per-diem charges, we think there is room for improvement upon the methods of procedure now in operation. In many instances delivery of freight is begun within an hour after cars are placed on private sidings, but firms which are prompt in this regard, are not allowed any latitude if they occasionally happen to be delayed for an hour or two over the per-diem limit. I think there should be some reciprocal arrangement in this connection. Referring once more to the matter of increased freight rates, I would suggest that our Secretary be instructed to ask the Chairman of the Dominion Board of Railway Commissioners for a statement of the arguments for and against this increase. My understanding is that they have been introduced under the cloak of the "War-Measures Act." This is borne out by the last paragraph of the Order-In-Council putting the increased rates into effect, which says:

"The rates herein prescribed shall be effective on and from the first day of August, 1918, and shall remain in force for the duration of the present war, and until further ordered, etc."

Being introduced as a War Measure, we are not at liberty to make any objection to these dates.

In connection with the filing of tariffs by the Railway Companies, I feel that it is an entirely wrong principle that the railways should be permitted to increase their rates by filing tariffs with the Board of Railway Commissioners without the public having ample opportunity to present their objections. I would suggest that our Secretary be instructed to get into close touch with the Secretary of the Canadian Lumbermen's Association, in order, at all times to be able to present arguments of the lumbermen before the Board of Railway Commissioners, when new tariffs or other changes of importance are proposed.

Better Outlook for Transportation.

I am glad to be able to report that, according to information I have received, we may hope for an improvement in the car supply during the coming winter. I understand that the Dominion Board of Railway Commissioners intend to see that the shipment of grain from the Prairies to the Sea Board is handled in the most expeditious manner possible, and that, as a result, we may count upon a reduction in the car shortage.

In conclusion, I have a proposal to make, which I would like to hear discussed, and in connection with which, I think we should pass a resolution. I refer to the work of the Dominion Board of Railway Commissioners. This board is greatly overworked, and, I believe, that it will be necessary, at an early date to relieve it of some of the detail work, possibly by the creation of Provincial Boards. At the present time, it would appear that the Government have only time to hear the arguments of the Railways, and it is a difficult matter for the public to present their side of the case. Nevertheless the lumbermen should have representation before the Commission. Their interests should be protected at all times.

Computing the Selling Price Quickly

Mr. John F. Scott of Bridgeport, Ohio, Outlines a Piece System Which is Worth While Using—How It Works Out

I would say to the person estimating lumber, especially frame lumber, would be whatever rate per M they want to estimate at, to figure up each piece and set down the price for each piece and multiply, as that is quicker than setting down a long column and extending it and then have to go over it.

One thing I have found in counting $1\frac{1}{2}$ in. lumber, 16 ft. long, without much multiplication and worry, is just to take the width of the board and multiply that by 2. $11\frac{1}{2}$ in. wide, $1\frac{1}{2}$ in. thick, would give you 23 feet; that is all that is necessary to arrive at; or $11\frac{1}{4}$ in. wide would be just twice the width of it, $22\frac{1}{2}$ ft. Of course, if it is 12 ft. or 14 ft. it would be that much less, and could be shortened that way.

When it comes to counting lumber, 1 in. boards, for example, take $\frac{1}{2}$ of the width and multiply by the number of boards.

Example:—

5 boards, 1 x 8—8, at \$30.00, would be	.80
5 boards, 1 x 10—9, at \$30.00, would be	\$1.12 $\frac{1}{2}$
5 boards, 1 x 10—14, at \$30.00, would be	1.75
5 boards, 1 x 12—10, at \$30.00, would be	1.50

That would make \$5.17. Now, if you want to tell how many feet there were in that, divide by 3, which would give you $172\frac{1}{3}$ ft. of lumber. That will work in all 1 in. at \$30.00 per M. If you want to make it at \$60.00, just take half of the width, multiply by the length and then by the number of boards. To get that into feet, you would divide by 6.

Multiply Length by One-half Width.

When it comes to 2 in. lumber, for example, you would multiply the length by $\frac{1}{2}$ of the width:

5 Pcs. 2 x 4—10, at \$30.00.....	\$1.00
5 Pcs. 4—12, at \$30.00	1.20
5 Pcs. 2 x 6—14, at \$30.00	2.10
5 Pcs. 2 x 8—16, at \$30.00	3.20
5 Pcs. 2 x 10—20, at \$30.00	5.00
5 Pcs. 2 x 12—24, at \$30.00	7.20

Making \$19.70 at \$30.00 per M. To find the feet, divide by 3, which would give you $656\frac{2}{3}$ ft. Of course, you can easily prove that it is correct by multiplying by 3.

If you wanted to take it at the rate of \$60.00 per M., 2 in. stock, multiply width by the length:

5 Pcs. 2 x 4—10, at \$60.00.....	\$2.00
5 Pcs. 4—12, at \$60.00.....	2.40
5 Pcs. 2 x 6—14, at \$60.00	4.20
5 Pcs. 2 x 8—16, at \$60.00.....	6.40
5 Pcs. 2 x 10—20, at \$60.00.....	10.00
5 Pcs. 2 x 12—24, at \$60.00	14.40

Which would make \$39.40 for this lumber, at \$60.00 per M. Then if you wanted to find how many feet in this, just divide by 6, and it gives you $656\frac{2}{3}$, and if you want to prove it, multiply by itself again, and it gives the first answer, \$39.40.

If you wanted to find how much 1,111 pcs. 2 x 10—20, at \$30.00 per M., you would just take $\frac{1}{2}$ of the width, which would give each piece at \$1.00; and all you would have to do to tell how much that this is worth, at \$30.00 per M. would be to multiply by the number of pieces you set down. This would be worth \$1,111.00, and to find out how many feet were in it, divide by 3, which would give you $3703\frac{1}{3}$ ft.; and to prove that, multiply by itself, and it brings \$1,111.00. If it was \$60.00 per M, just multiply this by the width of itself—say it was 2 x 4, multiply by 4, and that would be \$60.00, and if you wanted to run it at \$120.00 per M, if it was good stuff, you would just multiply 2 x 4, the width by the length, and divide by 12, and still give you your number of feet.

In counting yellow pine and poplar base, it will work out just to multiply the width by the length—say 1 x 5 casg. 8 ft. long, would be 40c. If it is hardwood, just double this and it will make a profitable figure to base on.

This is all based on the same principle as 12 in. to the ft. Most anybody can work it out and have it handy for any price. A piece system is a great deal better than throwing it into the thousand, and then multiplying each lot at whatever you want it per M.

A yellow poplar tree of giant size, which for years had stood in the hills of the Cumberland Mountains, Ky., where it was an object of unusual interest, has recently brought approximately \$11,000 as a manufactured product. The tree was cut down by a local lumber concern, and consigned to a firm in Cincinnati. When sawn, the product totalled nearly 7,000 ft. of first-class lumber with several hundred feet second-class lumber thrown in.

Personal Paragraphs of Interest

W. J. Lovering of Toronto, is on a business trip to various points in the west and will go as far as the Coast.

A. E. Gordon, of Terry and Gordon, Toronto, is visiting the principal mills in British Columbia.

J. L. Campbell, of Campbell, Welsh and Paynes, Toronto, returned recently from an extended visit to various points in Manitoba and Saskatchewan and reports having had a very pleasant holiday. It is three years since Mr. Campbell's last trip to the west and he noticed a great change in many of the leading centres.

Corp. George H. Gilchrist, son of John C. Gilchrist, lumberman, 180 Perth Ave., Toronto, died recently in France from gunshot wounds received in the abdomen. He was twenty-eight years old and, prior to enlisting, was Vice-President of the John C. Gilchrist Lumber Co. He was a member of the Queen Own Rifles for several years and leaves a wife and three children. A brother, Lieut. J. Campbell Gilchrist, is with the R. A. F. in France, while another brother, Pte. S. Morgan Gilchrist, of the Mechanical Transport Department is ill at his father's home.

Elwood Burt, who has been successfully engaged in the saw mill business at Burt's Corners, N. B., left recently for British Columbia, where he has purchased a mill on the Kootenay river in the Cranbrook district. The plant is well located in a rich timber section and the output will be about ten million feet a year. Many friends will wish him every prosperity in the west. The mill at Burt's Corners will be continued under the management of Roy Burt who has been associated with it for the last two years. An extensive campaign is being carried out this winter, the firm securing permits calling for a cut next season of five million feet of lumber.

Lieut. Sydney Haskell Ball, who died from pneumonia in the General Hospital at Dannes, France, was, prior to enlistment, a director and secretary of the James Shearer Co., Ltd., lumber dealers, Montreal.

Fred Macfarlane, president of R. Macfarlane & Co., Ltd., lumber dealers, Montreal, has been unwell for some little time, and has been in the Royal Victoria Hospital, Montreal.

George Taylor, manager of the Holt Timber Co., of Bolger Bridge, Ont., who underwent an operation in a hospital in Boston, Mass., a few weeks ago, has completely regained his health. His many friends in the lumber industry are pleased to see him around again looking as well and vigorous as ever.

John McGibbon, lumber merchant of Sarnia, Ont., recently received word that his only son, John Haining McGibbon, was wounded in the right shoulder by shrapnel, during the late offensive in France. He enlisted a year and a half ago, at the age of nineteen, with the 63rd Battery, and was transferred to the 64th at Guelph, Ont., and crossed to England in November last. He was at Witley Camp for some time, and was drafted to cross to France in April last. After matriculating at Sarnia Collegiate Institute and taking his diploma at the Sarnia Business College, Mr. McGibbon at once signed up for overseas service.

John McClellan, for sixty years harbormaster at Port Bowmanville, and for forty years senior member of the firm of McClellan & Co., dealers in lumber, wood and coal, died recently in Bowmanville, Ont., aged 80 years. He is survived by his wife, two sons and two brothers. The late Mr. McClellan was a man highly respected, and during his long business career won the esteem of a wide circle of friends.

The corporate name of Greig, Morris & Blair, Limited, wholesale lumber dealers, Toronto, has been changed to Greig, Morris and Company, Limited, Mr. Blair retiring from the firm.

R. H. Campbell, chief of the Forestry Department, Ottawa, who has been in the General Hospital, Winnipeg, suffering from concussion of the brain, caused by an accident on the Hudson Bay line, is improving, and his physicians hold out every hope of his complete recovery.

Thos. Gardiner, proprietor of the Galt Lumber Company, Galt, Ont., died very suddenly at his office on September 13th. He had just reached the yard when he expired from heart failure. Mr. Gardiner was born in Scotland and came to Canada 35 years ago, and located in Toronto, where he worked in the building trade for a long period. He had lived in Galt for the past nine years. The Galt Lumber Company is the oldest retail lumber enterprise in that town. For many years it was conducted by Duncan Murray, now in British Columbia. In 1909 his interests were acquired by P. W. Gardiner, who, after running it for some time, sold out to his brother, Thomas Gardiner, whose passing will be generally regretted. Mr. Gardiner was well known and highly respected, and his funeral was attended by a large number of citizens.

Toronto Firm Opens New York Office

John Berry of the Berry Lumber Company, New York, spent a few days in Toronto recently on business. His firm have been appointed American sales agents for Terry and Gordon, Toronto, who now have extensive connections all over Canada and throughout United States. It is five years since Terry & Gordon engaged in the lumber line in Toronto, and during that period they have branched out so that they now have offices in Vancouver, Montreal and New York. The first branch was opened in March, 1915, at 405 Metropolitan Bldg., Vancouver, which is in charge of R. W. Gordon, and the next branch was located in Montreal, where F. H. Stearns & Company are the eastern agents. W. C. Thuerck of Charlton has charge of the northern Ontario operations of this enterprising firm, and the recent appointment of the Berry Lumber Company, Hudson Terminal, 30 Church Street, New York, as United States sales agents, evidences continued advancement and expansion of the splendid business that Terry & Gordon have built up during the past few years.

High Honor Conferred on Canadian

It is pleasing news to the thousands of Canadian Odd Fellows to learn that Jos. Oliver, head of the Oliver Lumber Company, Toronto, was at the recent meeting of the Sovereign Grand Lodge, I. O. O. F., held in St. Louis, elected to the exalted office of Deputy Grand Sire of the order of which he has been a prominent member all his life. The selection of Mr. Oliver for this important post means that he is directly in line for advancement to the dignified position of Grand Sire. Only once has the dignity of Grand Sire been attained by a Canadian, and that was many years ago, when Dr. C. T. Campbell of London was so honored. Mr. Oliver has held many important positions in fraternal, civic and public life. Twenty-five years ago he was elected Grand Master of the Grand Lodge of Odd Fellows for Ontario, and he has always been an energetic worker in the ranks. His new preferment will entail considerable traveling, but Mr. Oliver is not averse to taking long journeys and is never quite so happy as when visiting distant centres or riding hundreds of miles on a train. He is a prominent member in the Masonic order, the Orangemen and other bodies, and for many years was a pronounced temperance advocate. A former mayor of Toronto, he has served as school trustee and controller at different times. He is a past president of the Canadian National Exhibition, and three years ago was appointed honorary Colonel of the Canadian Militia. He has resided in Toronto since 1855 and began his self-made career as a carpenter, forcing his way upward until he became a lumberman and eventually president of the Oliver Lumber Company.



Jos. Oliver, Toronto

Ship Knees Carved from Big Tree Butts

Few people possible have ever made inquiry about, or seemed interested in what is known technically as ship-knee production, yet this is one of the most important functions of ship building.

As a matter of fact, the first piece of material required after the keel of the ship is laid is a knee for the stem of the vessel, and another for the stern, and these are expensive. For the first wooden ship built in Portland, the government paid \$5,000 for knees.

This was because there were no knees on the market and a gang of men had to be assembled and sent to the woods to search for the right kind of timber. The present price is \$1.00 per inch for knees up to 12 inches in thickness, but the large stem and stern knees, fore and aft, cost the ship builders from \$75 to \$150 each.

One of the chief industries in Maine as the result of the government's ship building activities in the production of ship knees. Several contractors send gangs of men out into the fir forests where they carve ship knees from the butts of the big trees, and some of which are not so very large.

The best material for ship knees is near the bottom of the tree, often the roots forming the curved surface necessary. At the present time it is said enough knees are produced to supply the demand for a ship a day.

Investigate All Alien Inquiries

How Canadian Wholesale Lumber Firm Learned Some Startling Facts Arising out of Courteous Business Letter

The tentacles of the German octopus, in view of the terrible fate which is inevitably awaiting the Hun, are apparently being extended in a covert manner to secure supplies for that disrupted country, with a view to re-establishing market facilities and trade connections with other nations after the war. Negotiations along this line are not being conducted in the open, but in a clandestine manner and under various guises, such as the adherents of that land have developed in their world-wide espionage system.

All of which leads up to an interesting story. Some time ago a leading wholesale lumber firm in the Dominion received a communication from another organization engaged in the same line in a certain European country. The writers stated that this particular Canadian concern had been very favorably recommended to them as a live and aggressive organization. As things were looking brighter in the cause of the Allies, and as there was a strong probability that the timber trade of the continent would become active at no distant date, would the Canadian lumber merchants in question give them full information as to the lines which they handled, what quantities they could supply, what terms they would sell on, commission, etc. The foreign firm also asked to be appointed exclusive selling agents in Europe for the Canadian lumber house. It was understood subsequently that the foreign firm were to undertake all sales on commission, the customer being invoiced direct.

After due consideration a reply was sent to the enquirers to the effect that the Canadian concern could not see their way clear to appoint the foreign corporation exclusive agents. In the days before the war they had done business with certain representatives in important English and Scotch centres, and they did not wish, in view of the past connections, to trench upon the ground of these agents. The Canadians also asked for prices abroad before the war and at the present time, the grades, quantities, specifications, terms of payment, etc., which the enquirers might desire.

In due course there came back a letter from the ———— firm, stating that as the Canadian wholesale and manufacturing company had not seen fit to appoint them exclusive agents they were very much disappointed. The tone of their letter was one of regret, yet they did not consider it necessary to answer all the queries respecting prices, grades, sizes, etc.

Here matters might have ended, but the overseas organization proceeded to ask many other questions along certain lines, evidently hoping to get satisfactory replies to the same, although they had been denied exclusive selling rights. Before dealing definitely with this communication and thinking that there might be something beneath the surface of things, the Canadian merchants took the precaution of writing to the Trade and Commerce Department at Ottawa, asking if they knew anything about the foreign agents in question, their standing, etc. An answer was soon forthcoming to the effect that this particular house had been found trading with the enemy, and had secretly been establishing relations with several German firms.

Needless to say the negotiations were quickly dropped by the Canadian wholesalers, who think it might be well for others to refer all foreign enquiries—except those from reputable houses in Allied countries—to the Department of Trade and Commerce, Ottawa, before proceeding to enter into final business relations for after-the-war timber trade. It is just possible that some of these foreign concerns may be acting stealthily and incisively at the instigation of German merchants who are taking this underhand route to re-establish timber trade and place the depleted fortunes of the country on some sort of a footing ere the terms of the Allies have been agreed to and peace duly signed in the city of Berlin.

Not Difficult to Sell Flooring

One leading lumber association is sending out some bright and helpful pointers on the selling of hardwood flooring. Certain timely and instructive statements are made driving home not a few truths respecting the merits, economy, durability and quality of a particular brand. Here is a copy of a recent advertisement:—

There seems to be a rather general misunderstanding of the hardwood flooring proposition throughout the country.

It is probably due to the average laymen's ignorance regarding the amount of flooring needed to lay a certain sized space and as to the cost of same. The idea seems to be prevalent that oak flooring is too expensive for ordinary use. Such a conception is certainly a very grievous error.

There is no other one item in the building material field which may be purchased at so fair a figure as hardwood flooring.

The cost of laying an ordinary room with this superior covering is, including carpenter's charges, material charges and finishing, but

little if any more than the cost of a fair carpet which would be required to cover the old style unsightly pine floor.

The added convenience, the increased sanitation and the greatly enhanced value of a property are three good reasons why lumber dealers should preach hardwood flooring to their customers.

The fall and winter season offers a splendid opportunity for replacement of floors in old dwellings and other buildings. Oak flooring while never difficult to lay, goes down better in the winter time than in any other season.

Of course, it is very important that the dealer in recommending and selling hardwood flooring sees to it that his customer gets the best in its grade.

Build Thirty Ships in Quebec

T. M. Kirkwood Outlines his Plan to Make the Ancient Capital one of Greatest Shipping Centres in America

At a recent meeting of the Quebec Board of Trade, T. M. Kirkwood of Toronto and Three Rivers, submitted a memorial with respect to the building and operation of wooden ships in Quebec city during and after the war. Mr. Kirkwood proposes to build thirty wooden steam ships of five thousand tons each carrying capacity, the work to be done in Quebec or the vicinity. In the course of his memorial he pointed out that the port of Quebec offers exceptional advantages for wooden shipbuilding, as has been proved by the building of eight large wooden steamships during the present year, and it has been found possible to bring the larger timber from British Columbia by rail, to supplement the local timber used in building these vessels. The local harbor is of the best and much cheaper than in Vancouver.

This programme, I estimate, would involve an expenditure of thirty million dollars, in building the ships, docks and elevators.

How is this to be raised?

The parties most interested are the Dominion Government, the wheat-growing Province of Manitoba, Saskatchewan and Alberta, the Province of Quebec and the Maritime Provinces of Nova Scotia and New Brunswick.

The Dominion Government is interested in providing a constant stream of freight for the Government railways, in favoring trade by Canadian ports, and in removing the disgrace of seeing two-thirds of our trade diverted to United States seaports.

The Prairie Provinces are interested in saving three cents per bushel in the cost of sending their grain to market.

Quebec, Nova Scotia and New Brunswick are interested in getting the ships to their seaports and in reviving their shipbuilding and ship-owning industries.

It should be possible to have these different interests share in guaranteeing the securities of a company to carry this out.

This may appear to be a rather ambitious project, involving much money, but I would ask your Board to remember that the question is of the greatest magnitude, because it means:

1st. The revival of the shipbuilding industry which was once the great industry of your city.

2nd. It will give Canada a share of the carrying trade of the world by owning and navigating our own ships as we did forty years ago.

3rd. It will give Quebec a chance to profit by the wonderful opportunity it now has for the first time, to get a share of the trade of the new West, because you now have a new Bridge which extends that advantage to Halifax. Advantages which are now useless to you without steamships and elevators on a large scale.

4. It will remove the disgrace to the whole of Canada of having lost two-thirds of our trade to United States seaports.

After Mr. Kirkwood had outlined his proposal, the Council of the Board of Trade unanimously adopted a resolution which will be sent to the various provinces interested, the Dominion Government, the Western Grain Growers' Association and other important bodies.

That if the views of Mr. Kirkwood can be realized, his project would do much to make permanent in Canada the industry of building wooden vessels, which, he says, now gives employment to 7,000 men, and which was at one time one of Canada's greatest industries, would restore to Canada a share of the ocean carrying trade of the world, of which we once enjoyed so large a proportion, a share which it may be impossible for us to obtain by building steel vessels, owing to the limited supply of steel likely to be available for some years to come, would help to replace the six million tons of British shipping which have been destroyed by submarines and would remedy the alarming diversion of our western trade to the United States seaports, which has taken place during the last few years, and would thus help to solve the problem of employment for our people after the war, which is now causing so much anxiety.

That, without expressing any opinion as to the details of the project the Council of the Quebec Board of Trade is of opinion that it merits careful consideration on the part of the authorities interested.

Shipbuilding News From All Over Dominion

Splendid Development of the Great Industry and Wide Extension of Operations— Numerous Successful Launchings—Seamen Are Scarce

The War Taurus was recently launched in Toronto. She is the thirteenth vessel built by the Polson Shipbuilding Company and is of the standard size, being 261 feet long, 43 ft. 6 in. in width, with a depth of 23 feet.

The property of the Three Rivers Shipyards, Ltd., has been acquired by an American syndicate. A contract for wooden vessels for the French Government has been secured.

No time is to be lost in the construction of the five wooden steamers for the French government to be built at the Popular Island yard by the New Westminster Construction & Engineering, Ltd. The keel timbers are already coming in, blocks are being got ready, and the first keel has been laid. All five vessels are to be completed in ten months. Four berths will be used, and the frames of the fifth vessel will be cut, so that practically speaking the yard will be working on all five simultaneously.

Canada has again smashed all records for speed in wooden shipbuilding. The latest feat has lowered this country's own mark by about 60 per cent. The "War Camehin," a wooden ship of 3,100 tons, built for the Imperial Munition Board, was launched by the Foundation Company Ship Yards at Victoria on August 31. Installation of machinery commenced at the Imperial Munitions Board's installation plant at Victoria on September 3. The installation work was completed in 12½ working days. On September 17 a successful sea-going trip was held. This vessel will commence loading cargo within seven days of the trial trip. The previous record in Canada was held in Quebec.

Senator Curry, of the Canadian Car and Foundry company, has written Mayor Murphy at Fort William that his company is now arranging to sign contracts for the construction at the Fort William plant of 25 trawlers for the United States government. The senator states that Mr. Butler and Mr. Parks, chief officials of the company are now in Washington to sign these contracts. These trawlers will be larger than those now being built for the French naval commission.

The tern schooners Meredith A. White and Vincent A. White, which were launched a few weeks ago from the shipyard of C. T. White & Son, Limited, at Alma, New Brunswick, have been sold to Adam B. MacKay and J. H. Solery of Hamilton, Ont. The vessels were built from the same model and register 452 tons each. They are registered at Parrsboro, N.S., and were transferred to their new owners last week. Their builders have another schooner in their yard at Alma and will launch her this season.

A shipment of spars from the Pacific Coast reached Parrsboro, N.S., recently, and another lot arrived last Saturday. This makes at least eight importations of spars from the Coast this year, besides a considerable quantity of square timber. The tern schooner, Scotia Belle, which was launched at Meteghan, Digby County, last week, was a sufferer from German submarine activities before she was afloat. Her launching was delayed for some time on account of the fact that three successive shipments to Halifax of her chains and patent anchors from the English makers fell a prey to the operations of the U-boats. Fortunately the fourth shipment arrived safely and the vessel was made ready for sea. The Scotia Belle registers 345 tons, is classed for twelve years in Bureau Veritas, has all the modern improvements and is fitted with an eight horsepower gasoline engine for hoisting. She has been purchased by the French Government.

The sawmill at Alma of C. T. White & Son of Sussex, N.B., and Apple River, N.S., was destroyed by fire last Saturday with all its contents. The mill was situated in the shipyard, but the schooner now being constructed there was uninjured, although a large quantity of shiptimber was burned with the mill. The total loss is estimated at \$35,000, and there was no insurance.

Seamen appear to be getting scarcer all the time in the Maritime provinces and wages are advancing accordingly. Mates of tern schooners now get \$150 per month; cooks command \$125 and \$130, and it is a very poor sailor who cannot count on getting \$100 for every month he is on articles. Even with these wages—fully three times as much as they were five years ago—it is extremely difficult to get crews, especially for "off shore" voyages, and vessels are frequently held in port for several days while sailors are being induced to ship.

America now is leading the world in ship production, according to a recent despatch from Washington. Comparison of figures on de-

liveries announced by the Shipping Board with unofficial figures on the output of yards in the United Kingdom, show that plants in this country have delivered 1,636,403 deadweight tons since January 1, while British yards have turned out 1,545,826. American yards began to take the lead over those in the United Kingdom two months ago, but it was not certain then whether this was not a mere temporary advantage. In August, however, yards in the United States increased their lead, delivering 323,650 deadweight tons compared with 187,019 deadweight tons for the United Kingdom.

The Port Arthur Shipbuilding Company has been allocated the construction of two more full canal-sized freighters by the Dominion Government, delivery to be made in the Spring of 1919. "This will keep us busy right through the Winter," said General Manager Page. The boats will each have a capacity of 3,400 tons. The Dominion Government has placed contracts for seven new boats in various shipyards, and of these Port Arthur has obtained two.

The Dominion Government, Department Public Works, have awarded sub-contracts for a dry dock and ship repairing plant at St. John, N.B., Courtenay Bay. The Secretary is R. C. Desrochers, Ottawa, and the general contractors are the St. John Drydock & Shipbuilding Company.

The handsome new tern schooner Mollie and Melba, which was turned out at Grosses Coques, Digby, County Nova Scotia, was recently launched. The vessel was built by Capt. Amos Blinn for J. E. Gaskell, of Grand Manan. The Mollie and Melba measures 155 feet over all, 34 feet beam, 12 feet 6 in ches depth and registers 388 tons. She is well constructed in every particular, planked with hardwood. The cabins are superbly finished in hardwood and spruce, beautifully stained and polished, and are equipped with every modern convenience.

The wooden steamer Tanoo, the sixth and last hull to be built by the Western Canada shipyards for the Imperial Munitions Board, was launched recently at False Creek, B.C.

The second of the standard wooden steamships being built by the Quebec Shipbuilding and Repair Company on the St. Charles River site of the Louise embankment, Quebec, was recently launched. The new vessel is a sister ship to the War Quebec, which was launched recently at Poplar Island shipyard.

The four masted schooner Margaret Dick was launched at Hantsport, N.S., recently. She was built by Foley & Fanquier, and is of 1,050 tons. Her length over all is 224 feet, width 39 ft. 6 in., keel 179 feet and depth 18 feet. She is a yacht line model designed by R. Huntley of Parrsboro. Her masts are 96 feet high, with 50 ft. top mast, all being beautiful specimens of timber. Most of the lumber of which the Margaret Dick was built came from the Pacific Coast.

The 2,800 ton freighter War Fundy was successfully launched at Grant & Horne shipyards, St. John, N.B.

The Port Arthur Shipbuilding Company, Port Arthur, Ont., received a contract for the construction of two canal sie freighters for the Dominion Government, each to have a capacity of 3,460 tons.

The War Matane, the fourth standard wooden ship built by Quinlan and Robertson, at their yards on the St. Charles river, Quebec, was recently launched. She is a 3,000-ton steamer, measuring 261 feet, and her keel was laid on May 15 last.

Four buildings at the Halifax Drydock and Shipyards were destroyed recently. They included the dock pumping-house, the boiler-house, air compressor structure, and the old machine shop.

Pacific Coast shipbuilders working on Government contracts are seeking a revised schedule of prices from the Minister of Marine in view of the increased wage rates allowed on the Pacific Coast since the original contracts were entered into. The United States Government has fixed wages for shipbuilders at Seattle and other points on the coast and these new rates are higher than the rates allowed at Vancouver, Victoria or other Canadian shipbuilding centres on the Pacific.

The Mapleland was recently launched at Annapolis Royal, N.S. A change was made in the three-master, by which she becomes a twin screw steamer of the most modern type besides having her regular schooner sail power. The screws fitted are of three blades each, 42 inches diameter and driven by twin crude oil engines of the Diessel type and of 100 horse power each, giving a speed independent of sail power of upwards of seven knots. In addition to the propulsion en-

gines she has a 10 h.p. gasoline engine for hoisting sails, anchors, cargo, etc.

Twelve working days was all that was required to outfit the wooden steamer War Camchin at the Ogden Point Assembly Plant. This is a record as far as I.M.B. vessels are concerned on the coast. The vessel was launched from the yards of the Foundation Company at Victoria on August 31, and it is expected that she will be ready for her trials very shortly. The work of outfitting the vessel was greatly facilitated by the installation of the greater part of the engine-bed fittings and auxiliary machinery before the vessel left the ways. Eight ships are now moored alongside the assembly plant wharf and about 800 men are employed. It is fully expected that by the end of the year the entire fleet of twenty-seven vessels will be sailing the seas.

Making Canadian Woodmen Feel at Home

How the Y. M. C. A. Work is Being Carried Out in the Forestry Camps in Great Britain

The most widely advertised firm is not necessarily the one giving the greatest service, and one often finds unpretentious, little known establishments exercising wide influence. This is true of the Y. M. C. A. activities in the Forestry camps in Great Britain; and no adequate idea of the importance of the work can be acquired without making a tour of inspection, for one has to spend hours talking with those who are served, and with those who serve, and see the work in actual operation.

Throughout England and Scotland there are scattered forty Companies of Canadian Foresters, who are working among the Bri-



Sawmill of Canadian Forestry Corps at Ampthill, Bedfordshire, Eng.

tish woods, getting out timber for military purposes. Naturally most of these woods are in lonely places, and very often the camps are seven to ten miles from the nearest town or village, so that work is carried on under conditions of loneliness and hardship. Realizing its own responsibility and the tremendous needs of these Canadian Foresters, the Y. M. C. A. has tackled the problem of providing social, religious and education attractions for these men; and now operates huts in the thirty-eight forestry units.

The main thing, of course, is to get a hut built, but where this is impossible, and if local conditions permit, a hall or village church is secured, or a marquee erected. These places are made very home-like with bright decorations, pretty curtains, pictures, easy chairs, library, piano, billiard table and folding tables for writing purposes. A refreshment room is also provided where, at practically cost price, men can purchase light refreshments, after working hours and before going to bed. The huts vary in size, ranging from 74 ft. 35 ft. to 24 ft. x 18 ft.

Each hut is in charge of a sergeant, who, single-handed, assumes the responsibility for the running of the huts. He is prepared to do everything, from cleaning the floor to taking charge of a religious service. He organizes concerts, entertainments, lectures, socials, dances and whist drives. The boys entrust to his care their valuables, and seek his assistance in a thousand and one ways; may be to write a letter home, or purchase something which they may need in the nearest village. Quite a lot of the little duties may seem trivial, but they are the small things which count very largely in military life, and were it not for the Y. M. C. A. much discomfort, not apparent to those outside army conditions, would have to be endured. The sergeant seeks to make his hut a home for the boys, where they can relax and be comfortable after the day's arduous

work, and the many expressions of appreciation from the boys, themselves, show that this end is very largely attained.

The companies being scattered over an area of 2,500 square miles, demand a great deal of personal supervision, and the whole system centres in the Forestry Department of the London Headquarters. The supervisors are constantly travelling around the various camps, encouraging and advising the leaders, and helping them to surmount the little difficulties which are constantly cropping up.

The whole policy of the Y. M. C. A. in the Forestry Corps is settled by Headquarters on the supervisor's report, and practically the same scheme is in force in every camp, so that the most isolated forestry unit receives as much attention as those near to a town. In view of the fact that these camps are so isolated, and the units so small the work was commenced with much diffidence, and the success has been greater than the originators could foresee, so that when the records are compiled it will be found that the forestry work of the Y. M. C. A., far from being insignificant, is by no means the least influential of the many activities of the Canadian Y. M. C. A.

Newsy Briefs from Maritime Provinces

A wood committee of the International Paper Company, consisting of George F. Underwood, a wood expert known all over the continent; J. P. Riley and Col. W. E. Haskell, well known in the paper industry, arrived in St. John a few days ago having concluded a trip through New York, the northern New England States and the provinces of Ontario, Quebec and New Brunswick where they were investigating the trees for pulp wood supply.

In conversation with a representative of the "Canada Lumberman" Mr. Haskell said that the embargo on all wood shipments, with the exception of shooks and barrel staves, ordered by the regional director of the national railroad administration, had threatened to interfere with the operations of paper mills and to aggravate what has been a serious problem. However, he added, it had been arranged that shipments of wood when it was to be used for paper making, would be allowed to go through if accompanied by a written explanation of the destination and the purpose for which it is to be used.

Cecil Matheson, son of William Matheson, manager of the Fraser Lumber Company of Edmundston, N.B., has left for St. John's, Quebec, where he will join an Engineering Battalion. He is a graduate of the University of New Brunswick and has qualified as a civil engineer.

Hon. E. A. Smith, minister of lands and mines in the Province of New Brunswick, when interviewed recently by a correspondent of the "Canada Lumberman" said that the men of the forestry service had all been selected and their appointments approved. He said that the government wanted to be absolutely fair to the lumbermen and at the same time to be fair to the people of the province. The object, he said, is to scale 100 per cent. of the cut, which had not been done before and an effort will be made to attain this objective.

A saw mill owned by Taylor & White, which was situated at White Head, King's County N. B. was burned to the ground a few days ago and the entire plant was a total loss. The origin of the fire was a mystery. The mill and the machinery were not covered by any insurance and the loss to the owners was a heavy one. The firm are making plans for rebuilding the structure.

Elwood Burt, of Burt's Corners, Fredericton, N. B., recently went west, where he will commence operations on a tract of land acquired by him in Kootenay district of British Columbia. He took with him a crew of thirty experienced mill men and lumbermen. During his absence his son Roy will carry on operations of the E. Burt Lumber Company at Burt's Corner, N. B.

How Pulpwood Costs Have Ascended

At the resumption of the investigation into news print prices by Commissioner Pringle, some interesting facts were revealed by the auditors in their reports. The examination of the records of the Spanish River Pulp and Paper Mills showed that the new wage award added \$3.44 per ton, and the increase in freights on incoming materials was 96c per ton. Pulpwood costs increased \$2.43 per cord, and as 1½ cords of wood were used per ton, this increase would amount to \$3.64, making a total advance of \$8.04 per ton in producing news print paper.

For the Laurentide Company, the increase in wages added about \$2 per ton and pulpwood costs advanced \$3.67 per cord. Other figures showed that in the St. Maurice Pulp & Paper Company the increase in wages amounted to \$3 per ton, and the freight rate on material \$1.75 per ton.

It is declared that this was the largest tree marketed from the eastern Kentucky fields within half a century. It was so large that for a number of years the task of marketing it was a serious obstacle, there being few lumbermen who cared to try to cut it down.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Spruce Wanted

Mill Cull Spruce, 1 in. and $\frac{3}{4}$ in., apply the Elgie & Jarvis Lumber Co., Ltd., Toronto.

WANTED 1 in. Cull Hardwood, Beech and Birch. 1 in. No. 1 and No. 2 Pine Culls. State price and point of shipment.

The Hamilton Lumber & Coal Co., Limited, 19-20 Hamilton, Ont.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Cedar Wanted

Good Eastern Cedar, suitable for boat building. Peterborough Canoe Company, Ltd., 15-2 Peterborough, Ontario.

Wanted For Cash

1 in. No. 1 and 2 Spruce, No. 4 and 5 Pine Boards. When replying quote prices f.o.b. Chicago.

John I. Shafer Hardwood Company, 19-19 South Bend, Indiana.

Birch Wanted

Wanted to purchase 100,000 feet first class Birch, 1 in. x 8 in. in lengths 6, 8 and 9 feet or multiples thereof. Please give full particulars in first letter. Box 775, Canada Lumberman, Toronto, Ont. 16-19

For Sale-Lumber

Peeled Pulpwood, Spruce and Balsam

FOR SALE—One thousand cords 4 ft. peeled pulpwood, spruce and balsam. Could start shipping immediately. Wood piled near railway west of Campbellton, N.B. Address, Box 789, Canada Lumberman, Toronto, Ont. 19-20

Maple For Sale

60 M ft. Maple, 1 $\frac{1}{4}$ in. x 3 $\frac{1}{4}$ in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

If you are looking for any—

Birch saw logs,
Cedar fence posts,
Green birch wood any length,
Mixed wood any length,

Write to Box 702, North Bay, Ont. 18-21

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11 $\frac{1}{4}$ sq. miles.
Berth No. 6 McCraney, 15 sq. miles.

For further particulars apply

BANK OF MONTREAL,

16-23 Hamilton, Ont.

FOR SALE

2 cars 1 x 4—8/16 M. R. Jack Pine and Spruce
1 car 1 x 6—8/16 M. R. Jack Pine and Spruce
1 car 1 x 8—8/16 M. R. Jack Pine and Spruce
1 car 1 x 10 & 12 M. R. Jack Pine and Spruce
5 cars 2 x 6 M. R. Jack Pine and Spruce
2 cars 2 x 8 M. R. Jack Pine and Spruce
2 cars 2 x 10 & 12 M. R. Jack Pine and Spruce
1 car 4 x 6 M. R. Jack Pine and Spruce
2 cars 6 x 6 and up M. R. Jack Pine and Spruce
2 cars 1 x 4 M. C. Jack Pine and Spruce
3 cars 1 x 4 & up M. C. Jack Pine and Spruce

Address,

NORTHERN LUMBER MILLS, LTD.,

18-21 North Cobalt, Ont.

For Sale-Machinery

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1—No. 182 Berlin Double Surfacers, 30 in. x 6 in.
1—No. 199 Berlin Buzz Planer.
1—No. 290 Berlin Picket Header.
The Otis Staples Lumber Company, Ltd., 19-t.f. Wychliffe, B.C.

FOR SALE

Partial List

Matchers—American No. 77 High Speed Pay & Egan, No. 333 High Speed Berlin High Speed with Resaw, McGregor-Gourlay "YH", also "QY", Berlin No. 44. American 16 in. x 30 in. Sizer.

Resaws—Berlin No. 289 and 341, 54 in. C. M. C. No. 708, and Cowan No. 76, 48 in. Berlin Horizontal Hopper Feed Diamond Slab, also Giddings.

Also 12 in. and 8 in. Moulders, Band and Circular Rips, Diamond and Mitts and Merrill Hogs, Mereen Squeezer and Ferris Wheel Trimmer, Sawmill Machinery and Supplies, Steam Engine and Boilers, etc. Refuse Burner, 40 ft. and 70 ft.

J. L. NEILSON & CO.,

19-20 Winnipeg, Man.

Wanted-Machinery

ONE SIX FOOT BAND MILL AND FILING OUTFIT; must be in first-class order; terms cash.

The Laberge Lumber Company, Ltd., 18-19 Sudbury, Ont.

Belting For Sale

1—78-foot 20-inch 3-ply leather belt.
1—62-foot 22-inch 2-ply leather belt.

Apply R. LAIDLAW LUMBER Co., 19-22 65 Yonge St., Toronto.

WANTED—Second hand Steam Engine, 125 H.P., slightly used, Canadian make. Give all possible details. Also wanted second-hand boom chain, $\frac{3}{4}$ in. to 1 $\frac{1}{4}$ in., also shackles for same. Frogs for 56-lb. rails.

Address: D. G. RHEAULT, 19-20 Mont Joli, P.Q., Canada.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-t.f.

AN EXPERIENCED MAN of seventeen years' experience in manufacturing and selling lumber and pulpwood, desires position of superintendent or manager with responsible firm in United States or Canada. Box 793, Canada Lumberman, Toronto, Ont. 19-19

WANTED—Experienced lumberman (married), capable of managing business, wants position in either wholesale or retail branch. Have wide experience in both, including city experience in retail. At present employed. Can furnish best of references. Apply Box 791, Canada Lumberman, Toronto, Ont. 19-20

Experienced Office and Sales Manager

desires to change; 25 years with three firms in wholesale and retail lumber, sash and door business, on office and sales force as Accountant and Sales Manager.

Would like position on executive staff of reliable firm or would act as representative and sales agent.

Box 786, Canada Lumberman, 347 Adelaide St. West, Toronto.

A CAPABLE MAN with long retail yard and planing mill experience, desires position in executive capacity with firm of good standing. Can take full charge of business. Box 794, Canada Lumberman, Toronto, Ont.

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED WHITE PINE LUMBER SHIPPER. Steady employment. State experience, age and salary. Apply Box 796, Canada Lumberman, Toronto, Ont. 19-19

Business Chances

For Sale

Sawmill, fully equipped with edgers, trimmers, etc. Capacity 25,000 feet per day. Apply Box 797, Canada Lumberman, Toronto, Ont. 19-20

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Wanted

Timber and Pulpwood Lands; any size tracts in Quebec and the Maritime Provinces.

R. R. BRADLEY, Timber Broker, Box 5, Ottawa, Ont.

Box 1384, St. John, N.B. 16-19

Planing Mill and Sash Factory For Sale

Fully equipped and in a thriving Village. Power driven from an oil burning engine. Must be sold to close up an estate. For particulars apply to McCullough & Button, Baristers, etc., Stouffville, Ont. 17-t.f.

Mill Plant and Limits For Sale

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Utilization of Wood-Waste (Second Re-
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CANADA LUMBERMAN

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TORONTO

Review of Current Trade Conditions

Ontario

The topic that has been most discussed in general lumber circles during the past few days, has been the embargo placed against all shipments of forest products, except shooks, staves, hoops, headings and manufactured containers from all points in the United States and Canada, to destinations east of the Mississippi River. Now, according to official orders, no products of the forest can be despatched to embargoed destinations without the issuance of a permit by the Car Service Section of the United States Railroad Administration or by the Freight Traffic Committee, without the presentations by consignees, of evidence which justifies transportation services. It was announced that shipments in transit at the time the embargo became effective, would be accepted, but all shipments now made, with the exception for military, naval, car and locomotive works must be accompanied by a permit, which shall not be given except from a point at which the shipment actually originates, and its final destination. The reconsignments of shipments moving under such permits is prohibited.

Needless to add that such a procedure will entail considerable delay on the part of Canadian shippers dealing with U. S. commercial firms. The action taken by the Car Service Section was entirely unlooked for. It is hoped that the measure is only temporary in character and that no further restrictions will be placed in the way of the distribution of lumber. The views of the local wholesale trade are reflected more generally in another column containing the report of the monthly meeting of the Wholesale Lumber Dealers' Association, which will be read with interest.

In a letter to the members of the Canadian Lumbermen's Association, Secretary Frank Hawkins of Ottawa says:

It will be necessary therefore, for your buyers in the United States in placing an order with you, to also furnish a license authorizing the import of lumber into the United States for commercial use. This license will be surrendered by the shipper when the bill of lading is signed by the railway company. It is our understanding that this embargo does not affect lumber shipped for United States Government use.

The prospect of woods labor and the extent of logging operations during the coming season are now engaging the attention of various lumber concerns, and it is interesting to note the trend of affairs.

There is not much change in market conditions generally. Although building is taking on some activity, there has been considerable drawback to operations owing to the wet, rainy September. In some of the northern towns it has rained almost every day.

Word received from the Keewatin Lumber Co. of Keewatin, Ontario, states that this year they will saw only about eighty per cent. of their normal output. They ran their plants night and day during the early part of the season, but were forced to close down nights a few weeks ago. They are having no trouble in getting sufficient labor for the day shift. With respect to lumber prices the company state they believe that they will be well maintained during 1919, as production will likely fall off to a very large extent. They do not expect to carry on more than fifty per cent. of their normal work in the woods during the coming season, which is accounted for by the uncertain labor conditions and advanced costs of maintenance.

In conversation with a representative of the Holt Timber Co., he stated that they hoped to operate six camps this season at Bolger Bridge, Ontario, if the men could be secured. The average rate of wages was from fifty-five to sixty-five dollars a month. The camps would average from seventy to eighty men, and probably about ten million feet of white pine, hemlock, spruce and some hardwood would be taken out. The prospect of securing labor was fair, but it was a little early yet to size up the situation accurately. Water in the streams during the past season had been low, which made driving difficult, while the expense of maintenance had been increasing rapidly.

Austin and Nicholson, of Chappleau, state they are endeavoring to operate three log camps and six tie camps during the coming winter, and that it will take about six hundred and fifty men to man them to one hundred per cent efficiency. At present the firm are running on a sixty per cent. basis. Mr. Nicholson states that wages are up one hundred per cent above pre-war level, and supplies from one hundred and twenty-five to two hundred and twenty-five per cent. On the average the increase is around one hundred and forty per cent.

Speaking of pulp wood conditions he adds that the cut this season will be very much reduced owing to the excessive cost. With regard

to the advance on quotations for spruce wood since the outbreak of European hostilities, his opinion is that it is, at least, one hundred per cent. He bases his conclusions entirely on the cost of operating, and says that the only thing, which has remained stationary, is the stumpage. It may be that the people taking out wood are working on a somewhat closer margin, but the cost of production is one hundred and twenty-five per cent higher than normal.

There has been no marked change in the general situation during the past few weeks, and stocks are not moving any too rapidly. The principal feature of the situation is a large amount of B. C. No. 2 common boards which are selling, delivered in the east, from \$31 to \$34. No. 2 shiplap, which has also been bringing the same figure, is moving quite freely. There has been considerable doing in B. C. timbers during the past few days, and, on the whole, western stocks have found quite an active demand, owing to the falling off in requests from the prairie provinces, and the desire to find an outlet for the output of B. C. mills, not only those on the Coast, but in the mountain districts as well.

United States

The embargo situation has been the topic uppermost in the minds of the lumber trade during the past few days, whereby it is necessary that shipments should move under permits. It is said that the purpose of the new order of the War Service Section of the U. S. Railroad Administration is to control and regulate this important traffic and avoid the congestion in distribution, regarding which both American and Canadian firms have such painful memories. A recent despatch from Washington explains the object of the embargo by saying that it will not interfere with any legitimate shipments of lumber and forest products. Some lumbermen are inclined to think the new order will further curtail the activities of wholesalers but not all are agreed on this point. Where a wholesaler has a stock of lumber, or has orders for delivery to specified consignees, it was pointed out, he will have the same right to ask for permits as any other lumber shipper. Last year an attempt was made to enforce such an embargo. It was only partly successful and in its operation was more or less spasmodic. The present order, if intelligently enforced, is expected actually to control lumber shipments into the congested industrial district of the East and not to stop such shipments. The conservation of freight cars lies at the bottom of the new order. Consignees must be prepared to release cars promptly. Otherwise permits will not be granted for lumber shipments. There will be no irregularities under the new system such as occurred when shipments were falsely consigned to Government officials when intended solely for private consumption. Government departments must confirm Government orders.

Under this system there will be no reconsignments in transit. It is this feature that leads to the belief among some lumbermen that the new embargo order will work to the disadvantage of the wholesalers. Every shipment must be to a bona fide consignee and not to be diverted in transit. In fact, before a permit is issued the consignee must satisfy the railroad agent where delivery is to be made that he needs the lumber and is prepared to unload it promptly upon arrival.

Members of the American Hardwood Manufacturers' Association and Southern Hardwood Traffic Association handling approximately 250,000 cars annually, sent a message to Director General McAdoo at Washington, which summed up the situation, as follows:

With reference to embargo against shipments of commercial lumber to consuming territory east of the Mississippi and north of the Ohio and Potomac rivers:

We have received no previous notice of this drastic action. Hundreds of empty cars are now on side tracks awaiting load. The results of this order will be to slow up car efficiency and retard this month's railroad earnings. Already we have had word that certain railroads construe order as placing lumber in the nonessential class and decline to give cars for loading hardwood logs into mills.

Hardwood operations are entirely different from pine and the two industries should neither be connected nor confused. The feeling of many members is that if shipments can not move Liberty loan subscriptions will be restricted.

Approximately 75 per cent of product of hardwood logs goes directly or indirectly into essential war work. We feel that it will take, at least, fifteen days for the committees which you designate to work out method of issuing permits, as we can not find as yet where the committees have been appointed.

Sawmills are largely located in isolated sections and if loading stops labor will disperse and be very difficult to get together again.



View of Mills in Sarnia.

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Therefore, in order to avoid confusion and to expedite the handling of hardwood lumber, to gain car efficiency and to protect the labor situation, can not effective date be postponed until Oct. 15?

Commentive upon the new system of permits by which the greater share of commercial building construction in the United States will be controlled, the "American Lumberman" says: "The far-reaching effect of this new order is only just beginning to sink into the consciousness of lumbermen and the public generally. It was stated as not applying to construction already under substantial progress, but the State council of Illinois, in the announcement it issues, states that it applies to work already in progress unless priority orders have been secured.

Under this system if a farmer finds himself in need of additional storage for his crop of wheat or other farm products or housing for live stock, it will be necessary to apply to the State council of defense for its sanction of the needed improvement (unless it can be arranged as an addition to an existing structure). If that body is favorable it will refer the matter to the nonwar construction bureau and if it also approves it will forward the application with its recommendation to the nonwar construction section of the priorities division of the War Industries Board, the permit will be issued if issued at all; and with this permit the farmer can go to the local lumber dealer and secure the material, if it is in stock. Just how long this process will take does not appear at this time, but it can not be expected that it will be a very expeditious proceeding. It is not to be expected either that a very liberal view will be taken in the granting of permits. The effort probably will be to restrict construction to projects which can be proved to be actually necessary, not only to the citizen and the community but to the nation as a whole. The national consciousness is growing to a point where the sacrifice of the individual or the community for the common good becomes, where necessary, a mere routine step.

Great Britain

Much criticism is still heard with respect to the rationing scheme. This is directed not so much to the principle at stake as to the methods adopted. The trade, as a whole, are in thorough sympathy that the war should be won, but it is felt there must be some amendments and adjustments to the new measure before its many objectionable features are eliminated. After the war the trade will be called upon to undertake, in a large way, the work of reconstruction, and to take its place among the forces that will be required to exert energy and life. It is urgent that it should not be crippled now by hampering cir-

cumstances, and that rationing should be on a most generous scale compatible with national exigencies. Speaking of the situation a leading trade paper says in part: State buying for State departments should be confined narrowly, and the assistance of the trade should be obtained in distributing wood supplies in such cases whenever possible. This is not a plea for the trade to be placed in an advantageous position at the expense of the community. Already it has been laid under restrictions which impose heavy financial burdens on its members, which have been imposed for the welfare of the State, and it is but just that the force of the blow should be softened if at all possible. As regards the details of the Order it is a welcome sign that the Controller has so far dealt with many knotty points in an accommodating spirit and one that augurs well for his future relations with the trade. If the rationing scale and the limitation of state trading are dealt with in the same broad spirit the voices of the critics will be heard less.

Trading locally has not been at all active recently. It takes time for the rationed supplies to become available for sale owing to the formalities to be gone through, and the fact that the formalities have not in every case been completed has delayed business. The difficulty is of course only temporary, and will disappear as the scheme gets working.

There has been no lack of arrivals of American hardwoods for direct Government account, but few other parcels have been reported. An item of interest is the issue of a list of offerings, comprising several carloads of oak and gum lumber stored in yards by a firm of shippers' agents. These goods are offered subject of course to the Controller authorizing sales. The price required is in the neighborhood of 16s. per cube foot. If the requisite permits are issued the stock will find plenty of buyers in the prevailing shortage of supplies.

In general, spot business as regards imported woods has been weak, and no disposition is in evidence on the part of holders of stocks to force sales. The situation in which the hardwood operator is now placed does not favor the developments of any special activity. The business is hampered by the state of uncertainty that exists as to its future. No further pronouncement has yet been made by the Controller, although one is expected shortly, and is necessary to define with greater precision than at present exists the trading position, both present and future, of the operator in foreign hardwoods. Until information of this kind is made public, the prevailing state of lethargy may be expected to continue. Manufacturers of war material, as usual, provide the bulk of the orders being received to-day. For the time being the private consumer's purchases are relatively insignificant.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Lumbermen Take Hopeful View of Affairs

Important developments which may have a far-reaching effect to the Canadian lumber trade in general, took place in the Ottawa lumber market during the last period of September. The first was the notification to three woodworking plants making shell boxes to cease producing. The second was the operation of restrictions placed on the importation of Canadian lumber to the United States, except under special permits.

Should all, as they now stand, remain in force for any length they will have a serious effect on the Canadian export trade. The United States has for over a year been the chief market for export of lumber from Ottawa plants and mills. In fact, it has been the only big one. The lumber has chiefly gone to the north eastern and middle States.

Lumbermen who expressed a hopeful view that the restrictions would only be temporary, were of the opinion that they (the new restrictions) had been imposed with the prospect of releasing cars to handle the western grain crop. How true such a view will prove time alone will tell. Reports indicated that shipments to the United States during the first week of the operation of the embargo, were not as numerous as during the previous week or two weeks.

The decline in shell box manufacture, as ordered by the Imperial Munitions Board to the three woodworking plants, was viewed with concern by both wholesalers and retailers. It was not so much what the immediate loss of sales means to them, as being a permanent forerunner of the future. The estimated curtailment or non-manufacture of boxes in the three Ottawa plants alone was given to be between two hundred and fifty and three hundred thousand. Plants situated at Casselman, Toronto, and other places, it is understood, were also affected. The curtailment applies to the five round, 18

pounder, high explosive box. Contracts for the six inch box were not affected at Ottawa up to Sept. 23rd.

The order for cessation came quite unexpectedly to the J. A. Oliver, George M. Mason, and W. C. Edwards plants. The disruption of the staffs making these boxes followed. In the Ottawa plants between one hundred and fifty and two hundred workers were let out. A clause inserted in the contracts provides for the cessation of the work on a contract, with the Munitions Board taking over the boxes manufactured, and materials on hand which had been purchased.

From twenty to thirty per cent of the original number of boxes contracted for had been completed and delivered when the order came. Thus the prospect of making profits was swept away. As Mr. Oliver explained it, those successful in securing the contracts had already bought their supplies and arranged their organization. The early period of manufacture, due to the assembling and smooth running of the organization was the most expensive one. In the second period expenses began to compare with operating costs or perhaps take care of part of the higher cost sustained during the first period. The third or latter period was what manufacturers counted on to make their profit. The organization in this period reached the peak of its efficiency and turned out more boxes per day with a lessened cost for labor. Oliver and Son had a million feet of spruce tied up over and above the number of accepted boxes made. It meant about \$45,000 alone to this plant, exclusive of hardware required. Just how the situation would ultimately work out was a broad guess.

As to sales, both domestic and foreign, the market remained slow. Prices were firm and showed no change. A little increased activity was noticeable in building lines for local use. If the strength-



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ening in these grades continues a very good business should be done in the fall and early winter months. One reason given for the activity in building lines was that the contractors had become convinced that the price of lumber, as it now is, is not likely to go lower.

The increased cost of camp supplies, help, freight rates and driving warrant the view that charges will have to increase. Reports from mills and cutters was that woods labor was very scarce. One firm said it now cost one hundred dollars per man per month in food and wages alone. The quality of labor offering to go to the woods is below the standard. Young boys and old men form the bulk of it. Camps in the Ottawa Valley will be fewer and the number of men per camp will be less than for last season's operations. Indications were that the 1918-1919 season's cut would show a further decline.

The programme of building military hospitals and discharge depots mentioned in the last report continued according to outward indications. Definite information as to its exact extent remained unavailable.

The labor situation with the woodworking plants was reported as being satisfactory. The employment of female labor did not commence. Orders in the sash and door trade continued about the same as at the beginning of the month. Lath remained slow.

P. C. Walker of Shepard and Morse, reported business being quiet. The sawmill of the company at Ottawa closed about the middle of September. Woods labor was reported scarce and prices high. Stocks showed no change and in volume were somewhat less than those carried during a corresponding period in 1917.

Gilmour and Company reported orders slow, and that no big sales had recently taken place. This company did not attempt to forecast what the late fall and early winter business would be. The cost of lumber they believed due to labor, and costs of supplies would mean an increase in the sale price of wood cut during the 1918-1919 season.

A. M. Davis, of McAuliffe-Davis, said retail business was fair, or had perhaps increased a little more than during the latter part of August. Building grades were the principal demand.

James Davidson's Sons reported little change in the general situation. The chief demand was for building gables. This plant has been working up to capacity days on shell boxes. To get out its new order of doors for shipment to South Africa, the plant ran to 11 o'clock at night for a week or more.

General Eastern Conditions Still Quiet

This has been the dullest two weeks as far as shipments of lumber from St. John are concerned that the trade has passed through in some years, and during the last week, of Sept. 16th, the Administration Board of the United States Railways have placed an embargo against all shipments of forest products into the United States. This makes a complete tie-up, and at the present writing of this article the embargo was still in effect, with no cause given of why it is placed and the public still waiting for reasons. The farmers who have their little piles of pulpwood all over the country are badly hit. Many small rotary mills cuts are tied up. These are the people of limited means depending on the moving of such stock for a livelihood, and many will be ruined if this state of things goes along very much further. Should it continue, the interior of the Province will suffer this winter, as many parties earn their livelihood by working in the woods cutting logs, lumber or pulpwood. Prices for long timber are unknown, as no buyers seem to wish to take any risks and are not disposed to even chance quotations; certainly no prices being offered at the present time will bring a profit to the shipper.

The cost of logging is going to be much higher than a year ago, not so much from the standpoint of supplies, which are only from 5 to 10 per cent. higher, but wages, which have jumped to abnormal heights. The scarcity and quality of labor is making it very inefficient and about as careless as possible; therefore, the jobber, who goes into get out logs by the thousand is asking very high prices, and companies who will run their own camps are bound to have a very expensive log. Certainly no cheap lumber will be produced in 1919, if any. Operators who have large mills and organizations in this section of the country are entering the woods, but on a limited scale.

Local factory conditions seem as good as ever. August was a banner month and September looks equally as good. Many small contracts and repairs are being carried on and prices on many sizes of stock, matched spruce boards, floorings of all kinds have advanced from \$1.00 to \$5.00 per M. feet. Spruce boards are still very scarce and prices firm; really the spruce board market is the only good market to be found. Refuse lumber stocks are accumulating, but to no great extent, and it will in no way weaken the market. All grades of lumber must, under the above conditions, hold present quotations, for no great accumulations will take place during 1918 and 1919.

Montreal Reports Business Rather Spotty

In Montreal business is slow, although there is a fair number of orders in spots. The local demand is poor, due to the small amount of construction. The U. S. Government embargo will hit those who are doing business with firms over the border. It is yet too early to say to what extent business will be affected, but there can be no doubt that the yard trade will suffer severely.

The only lumber being shipped to the U. K. is for Government purposes. The Quebec firms who have hitherto been exclusively exporters would have been very seriously affected by the impossibility of sending lumber to the other side, owing to the scarcity of bottoms, had not they found a good market in the United States.

B. C. stock has been in fair demand; but the orders, particularly for shipbuilding timber, have been filled, and the market is now in a quiet condition. Cars from the West are rather scarce.

For the moment the most serious problem confronting lumber manufacturers and the pulp companies in the Province of Quebec is how to get sufficient labor for the camps. Inquiries among the manufacturers elicited the information that the shortage is more acute than ever, and that it is absolutely impossible to forecast even approximately the quantities that will be cut either of lumber or pulpwood. The labor agencies are advertising for thousands of men, but the workers are not forthcoming to any appreciable extent.

Wages, too, are again on the upward scale; in the St. Maurice Valley \$70 to \$75 per month is being paid, and the jobbers are stated to be actually paying from \$110 to \$115 per month. The labor is by no means up to the old standard, and the men are more independent than ever. One of the speakers at the meeting of the Woodlands section of the Pulp and Paper Association, in referring to this attitude, declared that there was danger of losing men unless the foremen said "please" every time.

Prices of commodities used in the camps are also higher, and altogether the outlook is for a still further reduction in the cut and a considerable increase in the cost of getting out the logs. In connection with this aspect of the industry, it is of interest to note that a committee of the Woodlands section will make investigations into the possibilities of employing mechanical equipment in the woods operations.

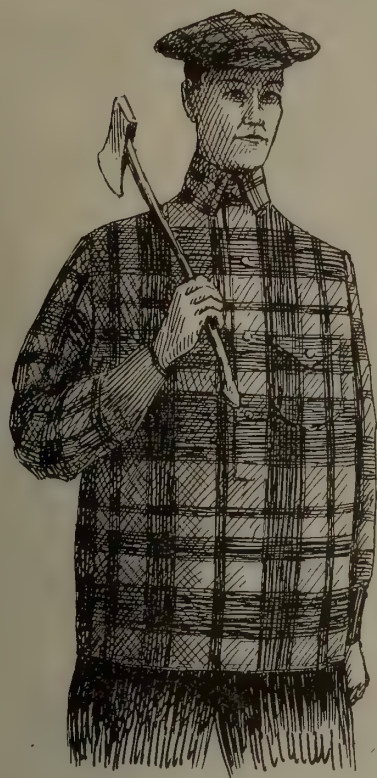
Keeping Their Product Up to the Mark

The co-operative plans of the leading paper companies which constitute the Canada Export Paper Company Ltd., to boost foreign trade, are working out advantageously. The officers of the Company and the organizations which compose it, recently held their quarterly meeting at Price Bros. & Company, Jonquiere, Que. The extensive plants of Price Bros. were inspected and found to be in a most efficient state. Frank Steele is the managing director of the Canada Export Paper Company and states that the objects of the quarterly gatherings and visits of the different plants, are to improve the quality of Canadian news print so that it will be second to none. The members of the Canada Export Company are the Laurentide Company, Price Bros. & Company, The Belgo-Canadian Pulp and Paper Company, The Bromptonville Pulp & Paper Company and the St. Maurice Pulp and Paper Company and their output is sold through the Canada Export Paper Company, who look after the sales in other countries, but are not concerned with those in Canada. Various plans prevail for the exchange of data between the different companies, so that the large exporters of news print may be in a position to secure the maximum of efficiency in the industry and maintain the prestige of their product. All the units are very busy at the present time and are using every effort in their power to retain their hold upon the markets against the day when after the war competition will be keener and production increased. The quarterly sessions held at the different plants, are attended by representatives from all departments, and sectional meetings are conducted among the different heads, at which data of mutual interest is submitted; thus much information of value and comparative returns are received which tend to keep everything keyed up to the highest pitch. The outcome is continued efficiency, watchfulness and co-operation.

At the last quarterly meeting of the Canada Export Paper Company, Sir Wm. Price presided and there was some sixty representatives in attendance. The business proceedings were followed by a dinner at which speeches were made by Sir Wm. Price, Frank Steele, Geo. Chahoon Jr., G. Biermans, J. A. Bothwell, R. O. Johnson and John Ball. The next quarterly meeting will be held at the plant of the Belgo-Canadian Co., at Shawinigan Falls, Que.

The ship St. George, the fourth trawler built to the order of the French government, was successfully launched recently at Port Arthur at the plant of the Canadian Car and Foundry Co. Two more vessels of the six original which have been on the way since June, are yet to be launched.

The Early Bird Catches the Worm and hath a full crop



THERE is no doubt but that a serious shortage will be felt by the lumbering trade in securing supplies of woollen goods for their men owing to the enormous demands made by the various Allied Governments for the Siberian Expedition. We are still in a position to take care of your wants in the lines you have always looked to us to protect you for, but for how long we cannot say—so advise early placing of orders sufficiently large enough for several months to come.

To-day is none too soon.

CAPS COATS PANTS KNICKERS UNDERWEAR

SOCKS MITTS MOCCASINS

WOODS MANUFACTURING CO., Limited

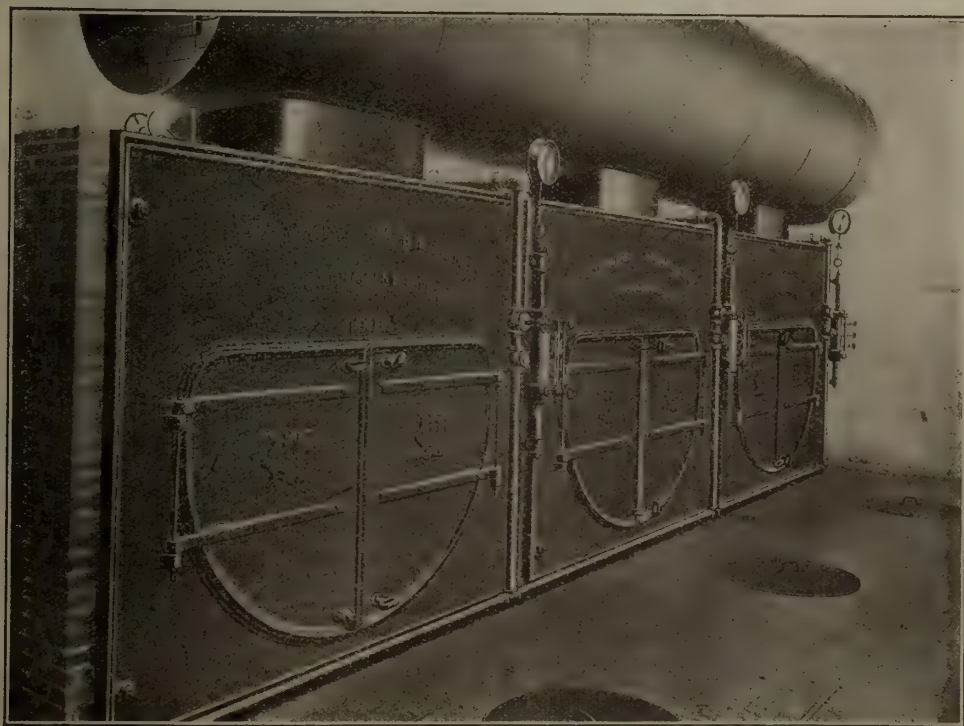
Ottawa,

Toronto,

Successors to
Smart-Woods, Limited

Montreal,

Winnipeg



Boiler Room of Cape Breton Pulp Co., Murray, N.S., containing three 72 x 18 H.R.T. Boilers furnished by us.

Horizontal Tubular Boilers

for
Saw Mills
Woodworking
Plants
Pulp and Paper
Mills

Address enquiries to nearest office

Engineering & Machine Works of Canada, Limited

Formerly

The Jenckes Machine Co., Ltd.,
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General Offices:

St. Catharines, Ont.

Sales Offices:

710 C. P. R. Building, Toronto.
344 St. James Street, Montreal.
Hall Machinery Co, Sherbrooke, Que.

Montreal Firm Opens Toronto Office

Knox Bros. of Montreal, who are the sole representatives of the Victoria Lumber & Mfg. Company, in Ontario, Quebec and the Maritime Provinces have recently opened an office in Toronto at 707 Bank of Hamilton Bldg. J. B. Knox, Montreal, spent a few days in Toronto, recently, making arrangements for the new quarters. The office is in charge of J. M. McNeil, late of Winnipeg, who has had many years' experience in the lumber business. Mr. McNeil, who still retains his interest in the wholesale lumber firm of Stout & McNeil, Winnipeg, is an old Ontario boy, being born in Midland. He began his connection in the lumber game with the Turner Lumber Company of Midland, and later was on the selling force of the Rainy River Lumber Company. After spending some time on the road he entered the wholesale line in Winnipeg, several years ago, and developed a large business. Mr. McNeil is thoroughly conversant with B. C. forest products and is now calling upon the trade in the various cities and towns of Ontario in the interests of the Victoria Lumber & Mfg. Company, Chemainus, B.C.

Mr. O'Brien Called to the Senate

M. J. O'Brien of Renfrew, Ont., has recently been appointed a member of the Canadian Senate, succeeding the late Brig. General Senator Mason of Toronto. Hon. Mr. O'Brien is a widely-known railway contractor, timber and pulpwood man, and has done much for the town of Renfrew, of which he is its foremost citizen. Mr. O'Brien is a director of the Whalen Pulp & Paper Mills, Ltd., of Vancouver. He has won national fame as a contractor and his elevation to the upper chamber will be pleasing news to his many friends. The new Senator will take to the Upper House the wisdom that comes from a life of peculiar industry, fruitful experience and splendid achievements. He was born in Nova Scotia of Irish parents, and began his railway career when only a lad of fourteen. He became successively a foreman, sub-contractor and contractor. Nearly six miles of the Transcontinental was constructed by him, and other lines which he built include the Kingston and Pembroke, Baie des Chaleurs, Central Counties, Crows Nest Pass and Halifax and South Western Railways. He is President of the Canada and Gulf Terminal Railway, chief promoter of the Canada Graving Dock and Shipbuilding Company, and is a director of many other concerns.

Senator O'Brien's activities have not been confined to railroading. He was one of the pioneers of the North Ontario country; is the owner of the O'Brien mine at Cobalt, and extensively interested in timber limits and coal mines. To his home town of Renfrew, Senator O'Brien has long played the role of a public benefactor. The principal industries of that thriving place are due to his enterprise and capital. A few years ago he presented the town with a \$40,000 opera house. He has been a generous patron of sport.

Driving Home Merits of Good Flooring

That newspaper advertising pays and develops business is evidenced by the "readers" which the McLaren Lumber Company Ltd., Brockville, have been using in the press of that town. The fall season is approaching when many drygoods and housefurnishing concerns have been featuring new linoleum and oilcloths.

The McLaren Lumber Company believed that it was opportune to do a little publicity work in the line of making known the merit, economy and beauty of hardwood flooring, and employed black line locals to state that hardwood flooring cost less than carpets; that it

was cheaper to lay such flooring and that it would last a life time. There was no better time than the present to buy and have it put down.

Another announcement was directed specially to store keepers, and enquired if their floors were of the old-fashioned kind that made the feet tired and the establishment look dirty. If so, it was emphasized that now was the time to lay hardwood flooring. The investment would soon pay for itself and for sanitation, attractive appearance, and durability nothing could equal the hardwood flooring handled by this wide-awake company.

Big Increase Shown in Earnings

An encouraging report on the business of the Canadian Western Lumber Company, at Fraser Mills, B.C., was presented by R. M. Horne Payne, chairman of the Board of Directors, at the seventeenth annual meeting in London of the British Empire Trust Company. The report showed that the working results of the Fraser Mills plant gave profits of \$780,000 in 1917, as against \$270,000 in 1916, and it was stated that the business for the first five months of 1918 was very encouraging. The statement of profits is made "before deducting interest or timber license fees or making provision for depreciation."

New Position for Mr. Chesbro

R. G. Chesbro of Toronto, who for the past two years has been with the Victoria Lumber & Mfg. Company, is now representing the Allen-Stoltz Lumber Company of Vancouver and the Prince Rupert Lumber Company of Prince Rupert, in Eastern Canada. His office is at 504 Bank of Hamilton Bldg., Toronto, and he states that he is in a position to take care of all business in the way of supplying promptly B. C. lumber, timber and shingles. Mr. Chesbro has had a wide experience in the wholesale lumber business in Western Canada and the United States. For a number of years he was engaged in this line at Seattle, Wash., and prior to that had four years connection with the yellow pine trade, both wholesale and retail, in Missouri. In addition to his wholesale and retail insight he has also had considerable mill experience which qualifies him as an all round capable representative who thoroughly understands the needs of customers in B. C. forest products.



R. G. Chesbro, Toronto

L. B. Beale, of Vancouver, B.C., who has been appointed special lumber trade commissioner to Great Britain and Europe and was formerly in charge of the British Columbia forest products commission office in Toronto, spent several days in the city recently on a mission which has for its chief object the securing of new and wider markets for the forest products of the Pacific Coast province, Mr. Beale visited several important points in the United States and also went to Ottawa, Montreal and other cities before proceeding overseas.

"Brazel Patent" SNOW PLOWS

Known in every Camp from the Atlantic to the Pacific as the most satisfactory Snow Plow made.



Combination Model, Lumberman's Snow Plow, can be used either with or without Rut Cutter.

One man to operate. Adjusting wheels close together make change for light or heavy work in an instant. Wings placed to throw snow 9 ft. wider than sleigh track or narrower if desired. Height of mouldboards prevent snow falling back on track. BRAZEL PLOWS cut 6 in. wider than logging sleighs, roll snow outside track and away from roadway. Cut off knolls, fill up holes and leave a perfectly level road. Cut off dirt and manure heaps from an ice road, leaving a clean roadbed. Roll up and push entirely away from the road, 12 inches of loose snow each time the plow passes over.

THE BATEMAN-WILKINSON CO., LIMITED
300 Symington Ave., Toronto, Can.

Successors to the **WILKINSON PLOW CO., LIMITED**
Catalogue and prices on application.

TORONTO, CANADA



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

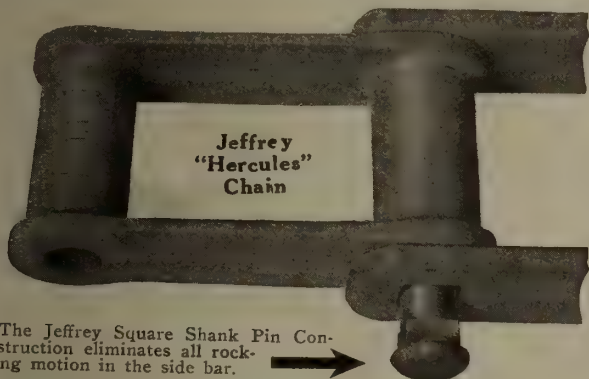
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.

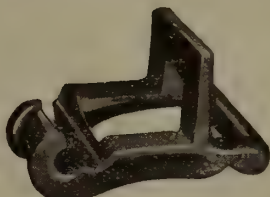
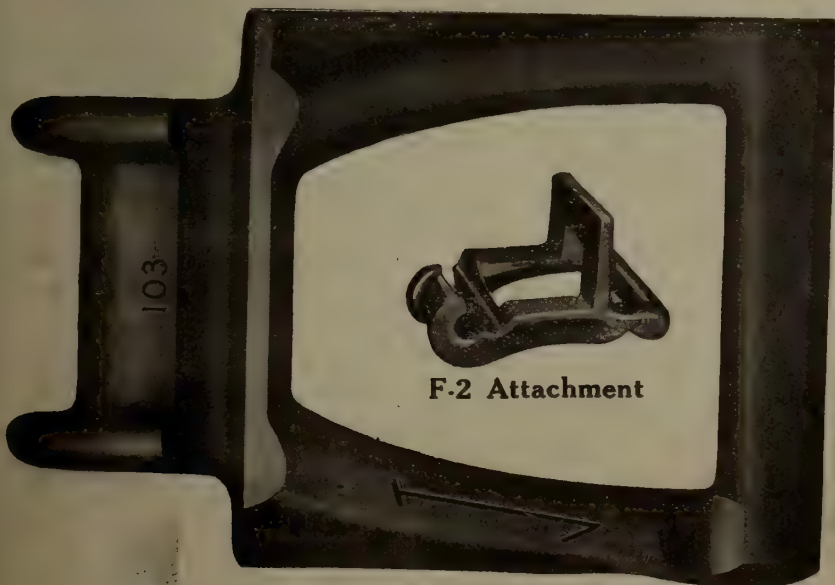


Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE
CONVEYERS

JEFFREY CHAINS

For Conveyor Service in Handling
Logs, Lumber, Mill Refuse, Slabs,
&c.

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

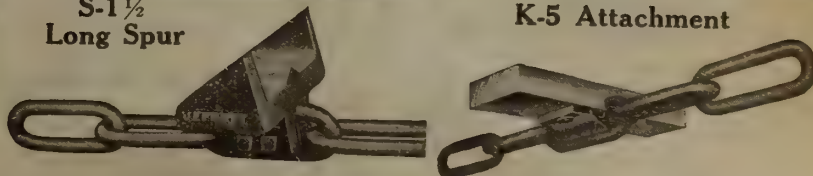
The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



S-1½
Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1½ Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

FOR SALE

The following lumber sawed during May, June, July, and August.

Spruce and Balsam Fifth Quality and Better 8/13 ft. in Length	Spruce and Balsam Culls	Hemlock, Merchantable
1 x 3 30,000	1 x 3 20,000	2 x 5 and up 50,000
1 x 4 and up 40,000	2 x 3 25,000	Hemlock Culls
2 x 3 50,000	2 x 4 20,000	2 x 5 and up 50,000
2 x 4 150,000	2 x 5 and up 20,000	White Pine (Merch.)
2 x 5 30,000	3 x 3 50,000	2 x 5 and up 20,000
2 x 6 20,000	3 x 4 20,000	Tamarack (Merch.)
3 x 3 75,000	2 x 3 and up 20,000	2 x 5 and up 20,000
3 x 4 100,000	Spruce Lath, 1 1/4" x 4'	3 x 5 and up 30,000
3 x 5 60,000	3 carloads No. 1	2 x 4 16,000
3 x 6 and up 15,000	5 carloads Culls	

We have a planing mill in connection with our saw mill.

SAVOIE & CO.
Manseau, Quebec

FIRE BRICK

Differs in Quality and Variety

For instance, a certain quality or kind of brick that gives satisfaction when used in a Refuse Burner, may show up poorly if used in a Dutch Oven.

It all depends on getting the right kind and the right quality for your particular needs.

Just tell us what you want it for, and we'll send a fire-brick that was made for that very purpose.

We Manufacture the Following Well-Known Brands

**"Elkco Special" "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Write for a copy of our Catalog.

"Refractory Efficiency Engineering"

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK & CLAY

Sun Life Building, Hamilton, Canada

Representatives for Maritime Provinces:
RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.

PRATT & WHITNEY CO.
OF CANADA, LIMITED

SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

Head Office and Works, DUNDAS, ONT.

MONTREAL
Drummond Bldg.

SALES OFFICES:
VANCOUVER

WINNIPEG
Bank of Hamilton Bldg.

Railway to Open Airplane Spruce Belt

A reply to Lord Shaughnessy's criticism of the construction of the Canadian Northern Railway branch from Nitinat to Spooke, on Vancouver Island by the Provincial Government, was given by Hon. John Oliver, Premier. The Premier declared the rails were being laid, to open the extensive airplane spruce belts, and that the Federal Government, and not the Provincial Government, was behind the construction of the line, and would, when rails were secured, replace the rails used. Lord Shaughnessy, who returned from the Island Thursday with a large party of C.P.R. officials, declared the laying of the line was a piece of extravagance which was "inexcusable" at this time. It was a waste of money on the construction of a line not now required, he said.

Canadian Foresters Solve Fuel Problem

Canadian foresters in France are helping to solve the fuel problem for the allied forces by salving the shell-battered trees of the territory recently captured.

The foresters are erecting portable sawmills and sending expert lumbermen to select tree trunks suitable for fuel for transport sections. Many shattered trees are studded with fragments of shell.

In their hasty retreat the Germans left near the Nord Canal a big stationary engine in excellent condition. A forestry officer saw the engine a few hours after the Germans abandoned it, and promptly commandeered this engine. It is now part of the equipment of a Canadian lumber mill in the forward area.

An Opening in India for Veneers

During the past two or three months a representative of the forest service of India, Mr. F. A. Leete, has been in the United States studying methods of lumbering and acquainting himself with logging and sawmill machinery and dry-kiln plants, says the "Timber News" of London, Eng. He spent some time on the Pacific Coast, then visited the Forest Products laboratory at Madison, Wis., spent a short time in Chicago, and the yellow pine regions of the south, and about October 1 he expected to be in England, and plans to reach India about December, after an absence of two years spent in studying the lumber business in various parts of the world. He has been connected with the forest work of India for 25 years, first in northern India, near the southern base of the Himalaya mountains, and during the past 12 years in Burma, with headquarters at Rangoon. It is his purpose to introduce into India improved methods and machinery so far as practicable, and he has made a special effort to investigate machinery with a view to installing plants after reaching home. Though his visit has been as a representative of the Government of India, it is his purpose to place at the disposal of private companies the information gathered on the trip. He is interested in lines other than logging and sawmilling, and has made a study of cooperage, box making, and veneer machinery, as well as dry-kiln methods and plants. He is particularly impressed with the belief that an opening exists in his country for veneer enterprises. Little veneer is now being cut in India though suitable timber is abundant.

Bank Wants to Buy Lumber Co.

An application by Liquidator Billings, of the Fernie Lumber Co. to sell the entire assets of the company to the Imperial Bank for \$245,000, was laid before Mr. Justice Morrison, in Vancouver, recently by Mr. S. S. Taylor, K.C., and strongly resisted by Mr. E. P. Davis, K.C., on behalf of members of the former company.

The bank, explained Mr. Taylor, had a claim for \$258,000, and held as security \$250,000 of debentures at 7 per cent. and also a mortgage on its lands and assets. It costs \$9,900 yearly to continue the liquidation and about \$10,000 was overdue to the government on royalties and taxes. The offer of \$245,000 by the bank was the only offer received in response to advertisements for tenders and the bank was prepared to release the full \$250,000 of debentures if the offer was accepted.

Mr. Davis, in opposing the application, alleged that it was the bank which had refused to make good on a promise to advance a further \$50,000 to the company which had forced it into liquidation. He produced affidavits supporting his claim that if a sale was deferred until a more favorable time, the liquidator might get twice the amount offered by the bank for the property. Mr. Justice Morrison reserved his decision.

The Council of the Montreal Board of Trade has endorsed a resolution submitted by the Western Retail Lumbermen's Association urging that steps be taken to prevent the duplication of firm names, which apparently arises from the fact that each provincial government issues charters and registers companies without reference to such work in other provinces. The Council will communicate with the Solicitor-General regarding the matter.

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

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1391 Long Distance.

400 Private Branch Exchange.

Cables:

"HILLAS," HULL

W. N. HILLAS & COMPANY

WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

CANADIAN WOOD PULP

**We are the
LARGEST
BRITISH
IMPORTERS
of Canadian
WOOD
PULP**

Canadian Wood Pulp is in great demand to-day, and every timber man should take advantage of the opportunity to add this profit to his business. A small Kraft Soda Mill is inexpensive, and will handle all the wood waste, slabs, bottoms, tops, etc., around the mill or yard. You can dispose of any quantity at good prices, or on long-term contracts, if desired. The previous sources of supply for the business have been cut off almost entirely, and Canadian business men can reap the benefit with little risk or investment.

Send to us for information

**WE ARE AGENTS
FOR—**

Chicoutimi Pulp Co.,
Chicoutimi, Canadian
Hot Ground Spruce.

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erpool, Canada.

Riordon Pulp and Paper
Co., Montreal, Easy
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MONTREAL, Canada
Head Office at Montreal.

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Saw Mills at
MONT LAURIER, QUE.
STE. MARGUERITE, QUE.

Dressing Mills at
ST. JEROME, QUE.

Northern Office:
MIDLAND, ONT.

Southern Office:
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Herman H. Hettler Lumber Co.
2601 Elston Avenue, CHICAGO, ILL.

Manufacturers and Dealers

**White Pine, Red Pine
and Yellow Pine,
Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

CEDAR Shingles

Campbell, MacLaurin Lumber Co.

Limited

Board of Trade Building, MONTREAL

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SPRUCE AND BIRCH

GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles

Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

The Hocken Lumber Company, of Otter Lake Station, intend erecting during the fall a large planing mill, which will complete the equipment of their plant.

The Hotel Iroquois, belonging to the Abitibi Power & Paper Co., at Iroquois Falls, Ont., was recently burned to the ground. The blaze is supposed to have originated from the boiler room. Six persons met death and others had very narrow escapes.

The new ocean-going freighter, the War Witch, was launched recently at the yards of Collingwood Shipbuilding Co. She is a sister ship of the War Wizard, launched a few weeks ago, of the standard type of boat under construction in the various shipyards for the Naval Marine Department of the Imperial Service.

The Glover Basket Company Ltd., has been incorporated with head office at Burlington, Ont., and capital stock of \$100,000, to carry on business as timber merchants, sawmill proprietors, timber growers, and basket and veneer manufacturers. The provisional directors are J. M. Bullen and N. S. Robertson of Toronto.

A notice has been sent out to the members of the Canadian Lumbermen's Association to the effect that the War Trade Board at Washington has asked for information regarding species of lumber handled by the members of the C. L. A. The data, after being sent in, will be tabulated at the secretary's office, in Ottawa, before being forwarded to the War Trade Board.

The Toronto Shipbuilding Company has closed contracts for the building of ten wooden vessels for French interests. The bulk of these vessels are guaranteed for delivery in July and August, 1919. As the present capacity of the shipbuilding plant is taxed to its limit, Mr. Russell said that negotiations were practically completed for the acquiring of additional acreage to meet the requirements of the company. The plant will be kept running to capacity during the winter.

The Yarker Mfg. Company Ltd., has been incorporated with head office at Yarker, Ont., and capital stock of \$250,000, to carry on business among other things, as manufacturers of and dealers in wood and wood products, and to purchase, acquire, or lease lumber or timber lands and timber limits. Among those interested are Hon. Clive Pringle, senator of the Dominion of Canada, N. G. Guthrie, W. S. McCauley, and G. G. Connell, all of the city of Ottawa, Ont.

Sealed tenders will be received up to Oct. 16 by Duncan Scott, Deputy Superintendent-General of Indian Affairs, Ottawa, for the merchantable timber on the Bersimis Reserve, situated on the north shore of the St. Lawrence river, in the county of Saguenay, in the Province of Quebec, comprising spruce, birch, balsam, and including pulpwood timber of seven inches and upwards at the stump. The total area of the reserve is approximately 10 square miles, but two square miles situated at the southern extremity of the reserve at the junction of the St. Lawrence and Bersimis rivers and including the Indian settlement is reserved from sale. Tenderers must state the amount of cash bonus they are prepared to pay for the timber, over and above Crown dues.

Lieut. Douglas Thomson, son of John Thomson, lumber merchant of Port Credit, Ont., was killed at the front on September 3rd. He was twenty years of age and went overseas with the 126th (Peel) Battalion. He took part in the fighting at Vimy Ridge and won his commission on the field. It is believed that he met his death in the drive through the Wotan line. His brother, Lieut. Col. Alex. Thomson, made the supreme sacrifice last November, while fighting around Passchendaele. Lieut. Douglas Thomson was then overseas and crossed from London to the battle front, expecting to see his brother. Instead, he was told that he had been given a soldier's grave a few days before. Much sympathy will be extended the grief-stricken father in his recent bereavement.

Eastern Canada

The pulp plant of Fraser's, Limited, at Edmundstun, N.B., will soon be in operation.

"Scierie Degrosbois, Ltd.", Degrosbois, P.Q., has been formed with a capital stock of \$20,000, to operate saw, excelsior and robbing mills, and to purchase and sell timber limits.

The Hurricane Lumber Mills Co., Ltd., has been incorporated to operate sawmills, deal in lumber of every kind, and also in timber limits. The capital stock is \$20,000, and the head office, Quebec.

H. Chagnon & Co., 27 Burnett St., Montreal, P.Q., recently suffered a serious loss by fire, in which their sash and door factory was destroyed, incurring a loss of \$94,000. Owners will rebuild at once.

The Reid-Newfoundland Co. has established a National Resources Department for developing the timber and other resources along the railway lines. Mr. J. McNeil Forbes is the head of the department.

Messrs. Knox Brothers, Drummond Bldg., 511 St. Catherine St., Montreal, have recently taken over the eastern territory for the Victoria Lumber and Manufacturing Co., whose mills and head office are located at Chemois, B.C.

The Riverside Manufacturing Co., Ltd., of Three Rivers, P.Q., has been formed with a capital stock of \$450,000, to acquire, own and sell, timber limits, and to carry on the business of manufacturers and traders in wood products of every description.

Mr. George Cahoon, jr., president of Laurentide, Ltd., Grand Mere, P.Q., has left for Baltimore to join the chemical branch of the war welfare work of the American Government. He still remains president of the company. Mr. Cahoon is a well-known authority on pulp and paper.

Baptist, Cloutier & Pothier Limitee, Three Rivers, P.Q., who were recently incorporated with a capital of \$49,900, are contemplating extensions to their lumber mill at a cost of \$15,000. They will also build two lumber sheds

60 x 30 ft., frame construction, and will be in the market for three new planers and a band saw, etc. Among those interested are G. E. Baptist, A. Cloutier and R. Portier, all of Three Rivers.

Lieut. H. S. Cheesebrough, of Montreal, has been wounded, although the latest reports say that he is in no danger. Lieut. Cheesebrough was formerly employed by C. A. Spencer, Ltd., wholesale lumber merchants, Montreal.

A schooner of 125 tons was recently launched at the River John, N.S. It was built by C. H. McLennan, who was the builder of the last craft launched there, some twenty years ago. The work was carried out on the present occasion by Thomas McDonald, a veteran of more than eighty years. The keel of another and larger vessel has already been laid in the same yard, under the direction of Mr. McDonald. In the yard of Archie McKenzie, Pictou, a ship of about 600 tons is being built and will be launched in a few weeks.

Western Canada

The Mullin Contracting Company have received a contract for the construction of five ships. Work is to start at once at Prince Rupert, B.C.

The Queen Charlotte City Mills Ltd., has been incorporated with head office at Prince Rupert, B.C., and capital stock of \$49,000, to carry on business as sawmill operators, etc.

The liquidator of the Sid B. Smith Lumber Company, who has so far made a distribution of 55 per cent. in dividends to unsecured creditors, was recently allowed by Mr. Justice Murphy, of Vancouver, an allowance of \$100 per month to date.

Cedar Cove Operations Ltd., has been incorporated with head office at Vancouver, B. C., and capital stock of \$10,000, to carry on business as shingle manufacturers, timber merchants, and to deal in shingles, timber, logs, lumber, etc.

Work is to start at once on the construction of five 1,500 ton wooden ships for the French interests. The general contractors are the Western Canada Shipyards Ltd., Ft. of Carrall St., Vancouver, B.C. The manager is Mr. C. V. Cummings.

The Cameron Lumber Company, Garbally Road, Victoria, B.C., have plans in progress for the erection of a fuel plant at that point to manufacture prepared fuel to take the place of cordwood. The manager of the company is Mr. J. O. Cameron.

The Vancouver Cooperage Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$25,000, to carry on business as coopers, manufacturers of barrels, kegs, casks, tubs, etc., to operate dry kilns, logging camps, sawmills, etc.

The War Kitimat, the third of the four hulls built by the New Westminster Construction and Engineering Co., Limited, New Westminster, B.C., was recently launched at the Poplar Island shipyard. The vessel was built on the order of the Imperial Munitions Board.

Spruce lumber from Edmonton and beyond is now being sent to the United States, as far away as New York and Philadelphia. The Chisholm Lumber Company and the Northwest Lumber Company and several mills operating west of Edmonton, are all trying out the American markets.

The B. C. Wood Turners Ltd., has been incorporated with capital stock of \$10,000 and head office at Vancouver, B.C., to carry on business as loggers, lumber, shingle, sash and door and general manufacturers in all its branches, and to own and operate sawmills, planing mills, shingles, mills, etc.

Peter Bain, lumber manufacturer of Port Moody, has entered suit against the Electric Lumber Company of Port Moody, claiming \$2,500 damages for the alleged wrongful removal of 350,000 feet of lumber from lot 105, group 1, and also for damages for alleged wrongful entry and injury to the property.

The Ruby Creek Land & Log Company, Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as timber merchants, lumbermen, loggers, sawmill and shingle mill proprietors and to buy, sell, prepare for market, handle, import, export and deal in saw logs, timber, shingles, bolders, piles, poles, etc.

Sealed tenders are being received by the Minister of Lands for B. C., until the 17th day of October, 1918, for the purchase of License X1365, to cut 1,680,000 feet of fir, hemlock, and cedar on an area situated on Anvil Island, New Westminster District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the Chief Forester, Victoria, B.C.

There were nearly twice as many saw logs produced by loggers working in timber berths in the New Westminster section of the railway belt during May as were produced in July. This is shown by figures issued by Mr. E. Walmsley, assistant crown timber agent, showing the records of timber scaled by the department's scalers in these months. Mr. Walmsley attributes part of the decrease to the prevalence of the mosquito pest. At its height, many loggers refused to work. The details are as follow: Saw logs scaled, in feet, board measure, May, 11,618,000; June, 7,463,284; July, 6,180,586; shingle bolts scaled, in cords: May, 5731; June, 6642; July, 4446.

Every indication points to the fact that the Timber Testing Laboratory for Vancouver will be officially approved by the Provincial Government within the next few days. The Forestry Branch, Department of the Interior, Canada, and the Imperial Ministry of Munitions, who are also sharing in the expense, have officially approved it. The testing machines, wood-working machinery, and all equipment will be shipped from the Forest Products Laboratory in Montreal. R. W. Sterns, Chief of the Department of Timber Tests, will visit the Coast as soon as the Laboratory building on the B. C. University site, Point Grey, is completed and will remain to see the equipment installed and the work well started.

Vancouver has particular reason to strafe the Hun for one of her pet industries, the lumber business, is seriously affected by the depredation of the submarine. Andrew Alexander, in charge of foreign lumber shipments at the Hastings mill, said that many orders from various parts of the world remained unfilled on this account. An instance of how every available bottom is being pressed into use is shown by the fact that one of two "windjammers" loading at the mill for South Africa is a converted barge. She is the barquentine St. James of San Francisco. This vessel, together with the four-masted iron barque Mariechen, loading beside her, will soon leave on a journey that will require four months' steady sailing. They are being loaded with planks and square timber. The St. James takes a load of 1,400,000 feet, the larger vessel filling her holds with over two million feet.

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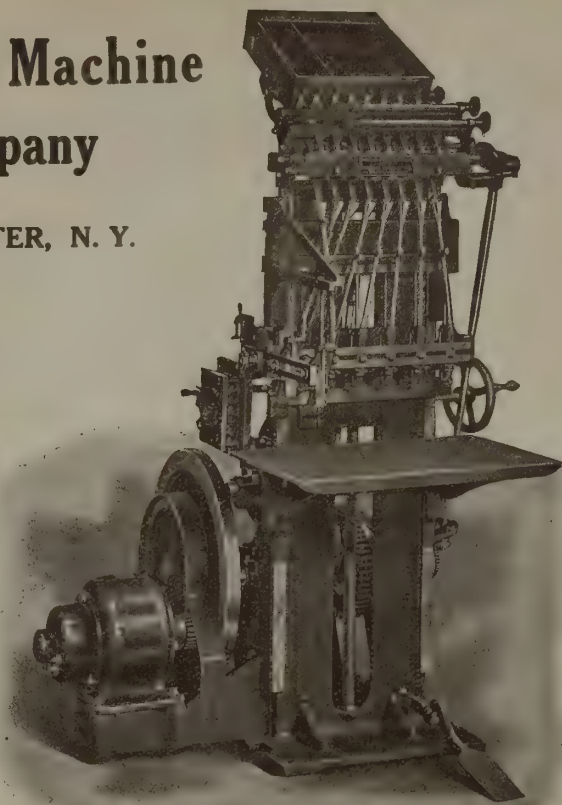
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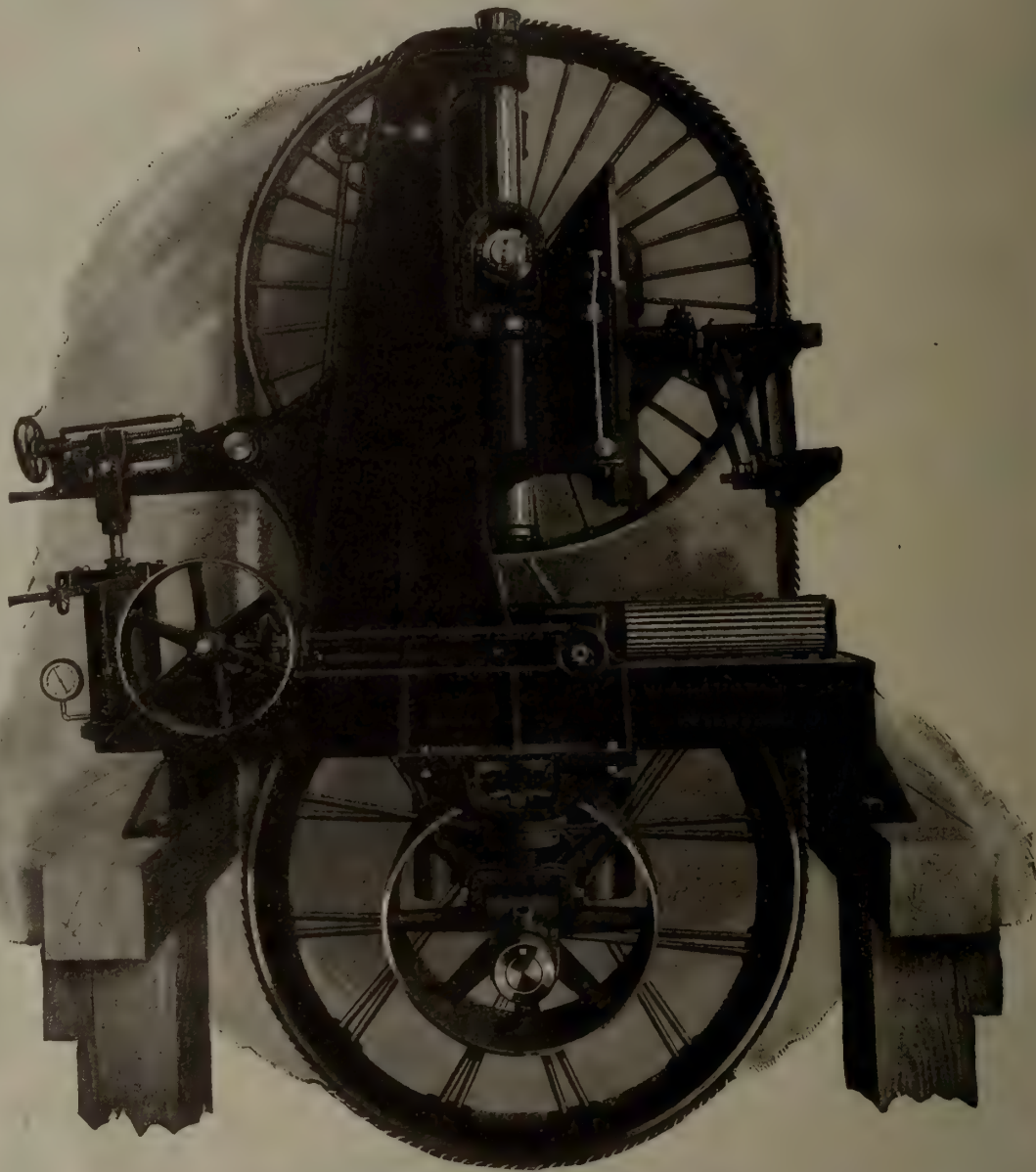
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- 10—Built by expert workmen in a plant that has been manufacturing high grade saw-mill machinery for over sixty years.

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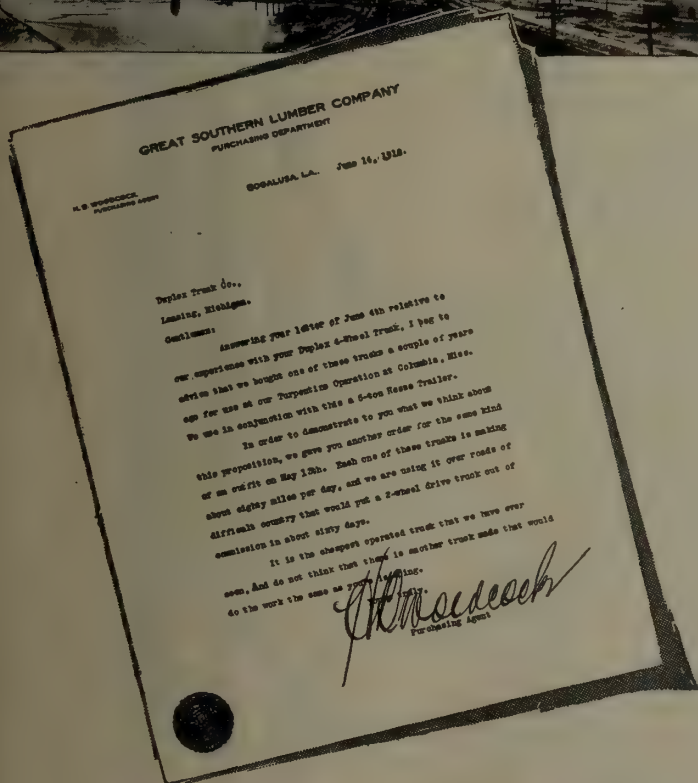
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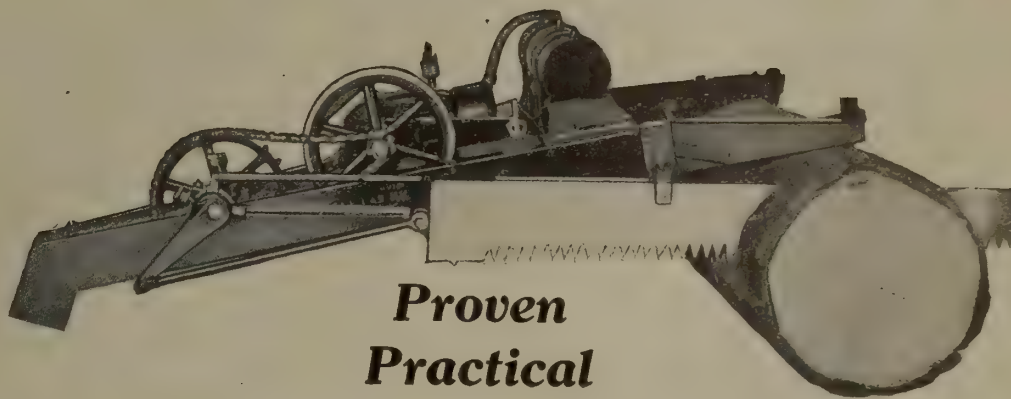
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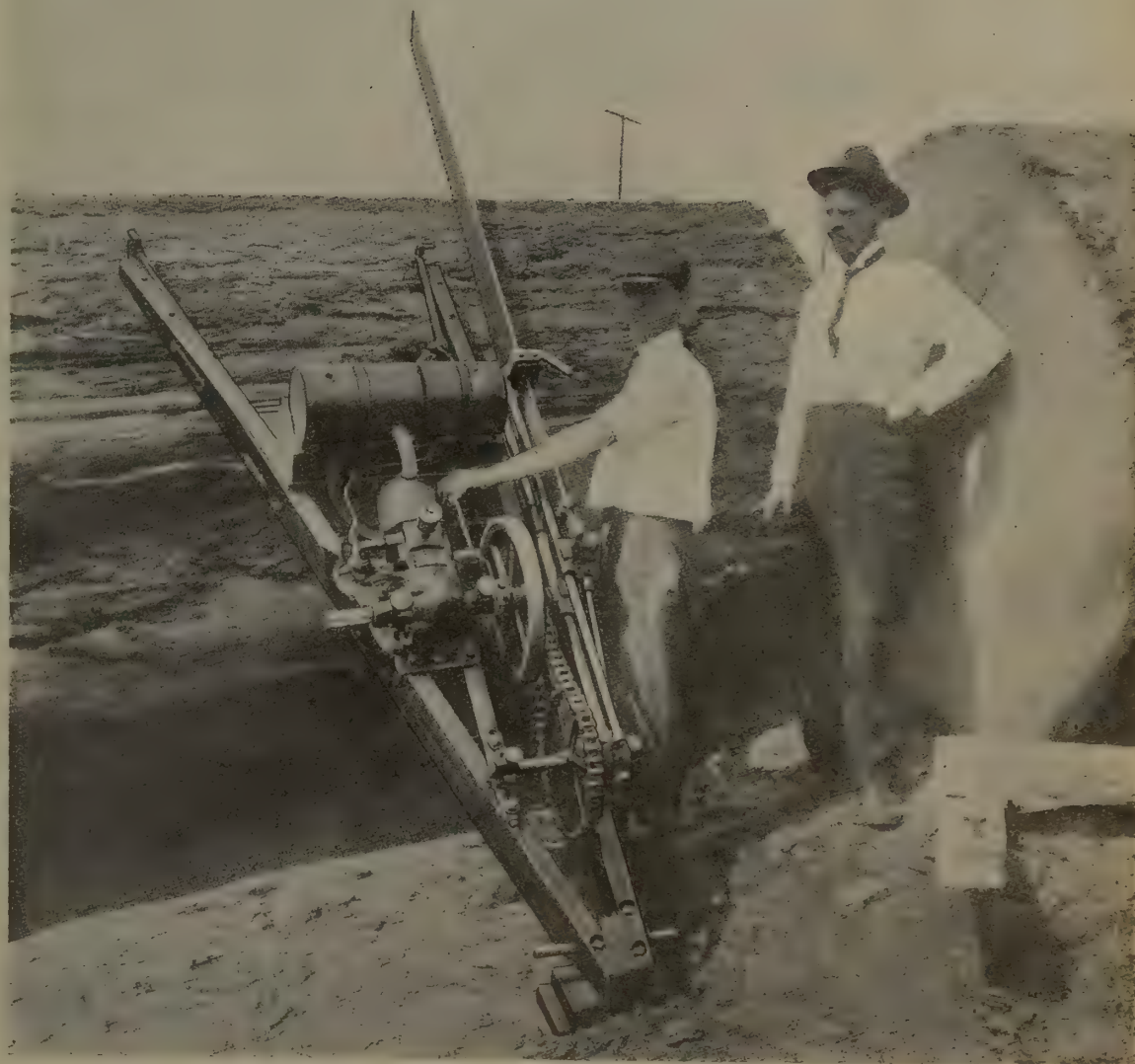
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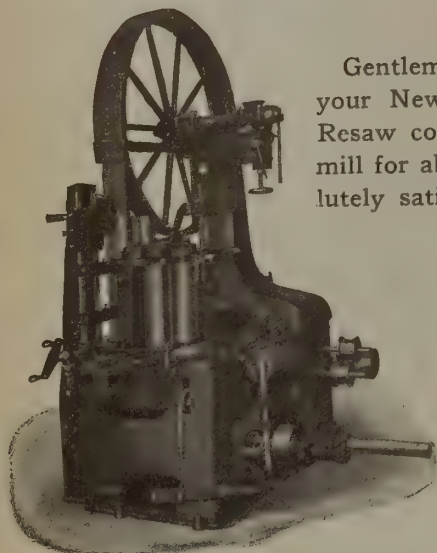
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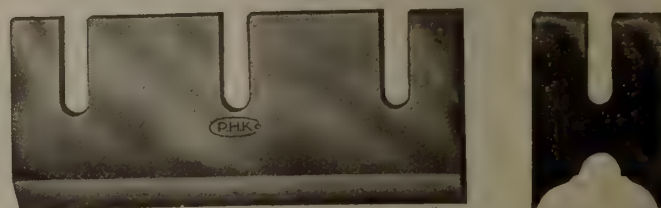
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Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

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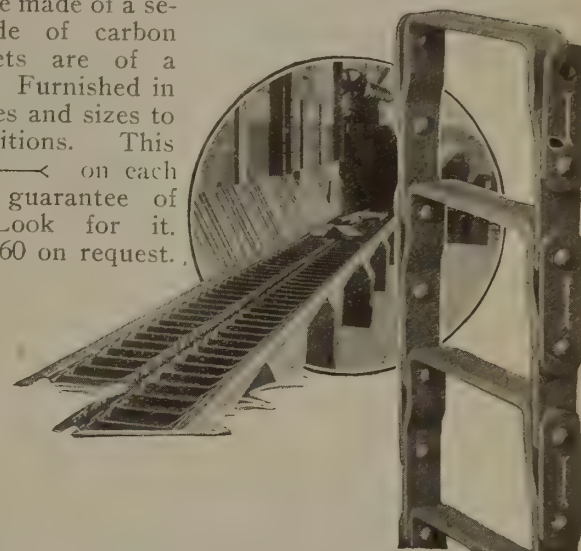
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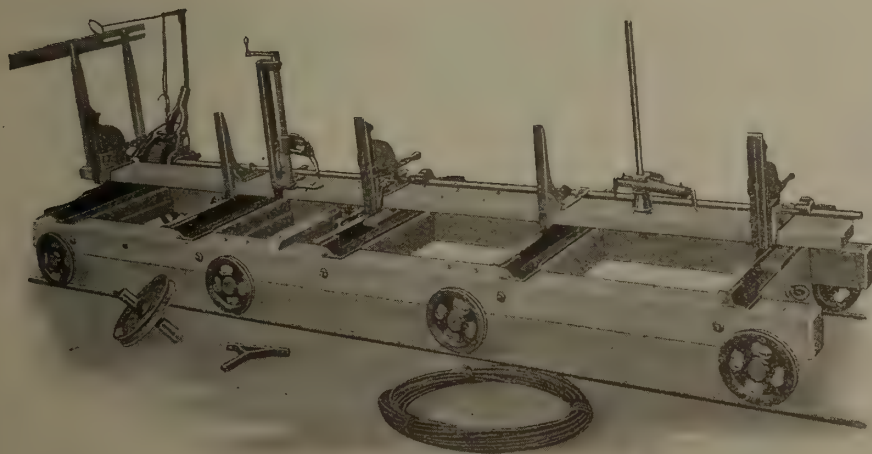
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Consumers Cordage Company	...	Parry Sound Lumber Co., Ltd.	22	Webster & Brother, Ltd., James	12
Copeland Shoepack Co.	...	P. Payette Company	...	West Coast Lumbermen's Assn.	...
Cutting & Washington	65	Pedwell Hardwood Lumber Co.	41	West & Peachey	76
D		Pennoyer Company, J. C.	59	Wistar, Underhill & Nixon	8
Davison Lumber Company	10	Petrie, H. W.	13	Woods Manufacturing Co., Ltd.	47
Davies Company, William	24	Philadelphia Textile Machinery Company	19	Wuichet, Louis	7
Department of Lands, Forests and Mines, Ontario	...	Pink Company	76	Y	
Disston & Sons, Henry	63	Plessisville Foundry Co.	61	Yates Machine Company, P. B.	...
E		I			
Eagle Lumber Company	52	International Log Bunk and Equipment Company	67		
Elk Fire Brick Company	50	F			
Elmira Machinery and Transmission Company	...	Farnsworth & Jardine	12		
Engineering and Machine Works of Canada, Limited	47	Fassett Lumber Company, Ltd.	6		
Excelsior Lumber Company	22	Fesserton Timber Company	16		
F		Firstbrook Brothers	13		
Farnsworth & Jardine	12	Foss Lumber Company	16		
Fassett Lumber Company, Ltd.	6	Fraser Companies, Ltd.	15		
Fesserton Timber Company	16	Fraser Bryson Lumber Co., Ltd.	7		
Firstbrook Brothers	13	Freedman, William	...		
Foss Lumber Company	16	G			
Fraser Companies, Ltd.	15	Gartshore, John J.	1		
Fraser Bryson Lumber Co., Ltd.	7	General Supply Company	67		
Freedman, William	...	Gillespie, James	12		
G		Gillies Brothers, Ltd.	18		
Gartshore, John J.	1	Gloucester Lumber & Trading Co.	4		
General Supply Company	67	Genoa Bay Lumber Co.	20		
Gillespie, James	12	Goodhue & Co., J. L.	63		
Gillies Brothers, Ltd.	18	Gordon & Co., George	6		
Gloucester Lumber & Trading Co.	4	Grant, Holden & Graham	60		
Genoa Bay Lumber Co.	20	Graton & Knight Mfg. Company	69		
Goodhue & Co., J. L.	63	Green Company, G. Walter	2		
Gordon & Co., George	6	Godfrey & Co., L. N.	66		
Grant, Holden & Graham	60	Gutta Percha and Rubber Ltd.	2		
Graton & Knight Mfg. Company	69	H			
Green Company, G. Walter	2	Hallam, John	1		
Godfrey & Co., L. N.	66	Hamilton Company, William	56		
Gutta Percha and Rubber Ltd.	2	Harris Abattoir Co.	45		
H		Harris Tie and Timber Company	9		
Hallam, John	1	Hart & McDonagh	7		
Hamilton Company, William	56	Hay Knife Company, Peter	60		
Harris Abattoir Co.	45	Heeney, Percy E.	8		
Harris Tie and Timber Company	9	Hettler Lumber Company, H. H.	52		
Hart & McDonagh	7	Hillas & Company, W. N.	51		
Hay Knife Company, Peter	60	Hoe & Company, R.	21		
Heeney, Percy E.	8	Hoyt Metal Company	76		
Hettler Lumber Company, H. H.	52	Hunter, W. L. & J. C.	14		
Hillas & Company, W. N.	51	Huther Bros. Saw Mfg. Co., Inc.	73		
Hoe & Company, R.	21	I			
Hoyt Metal Company	76	International Log Bunk and Equipment Company	67		
Hunter, W. L. & J. C.	14	J			
Huther Bros. Saw Mfg. Co., Inc.	73	Jeffrey Manufacturing Company	49		

Delays Are Dangerous

The War is not over yet, and will not be over in time to release men for next winter's work in the woods.

Men were scarce last season, particularly the kind you wanted, and will be still scarcer next season.

"A word to the wise is sufficient." If you cannot get enough men, you will have to have Machinery to take the place of the men—LOADING AND SKIDDING MACHINERY—or fall down on your contracts.

Marsh Engineering Works, Limited



Standard 2' Drum Engine for Skidding or Loading Logs the year round

Order Early

Make sure of having your LOADING and SKIDDING MACHINERY on the spot when you want to use it.

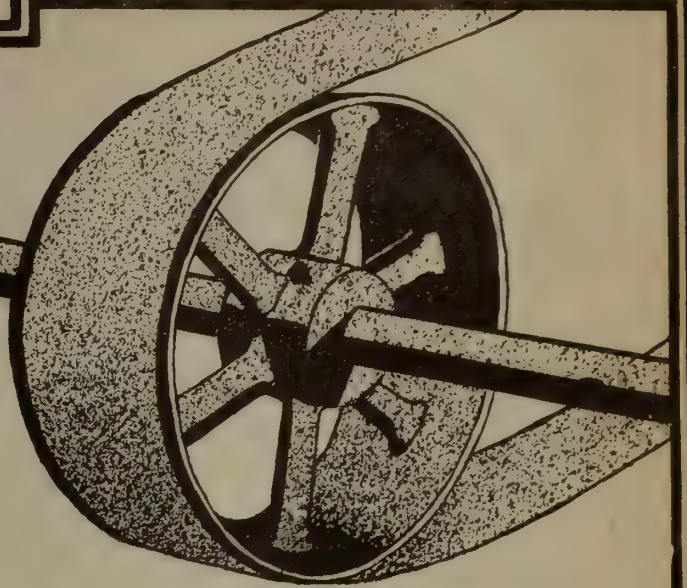
Delays are dangerous, and he who delays ordering is apt to be delayed later on in his work by the tardy arrival of his needed Machinery.

Lumber is absolutely necessary to help with the war. Will you stop short of your best effort to produce the lumber?

Established 1846 **Belleville, Ontario**

When
You
Overhaul
Install

**GOODHUE
BELTS**



“Acme Waterproof” Leather Belting

This brand is especially well suited to the wet places in a saw or pulp mill and will run true as long as it is in service. When you are overhauling your mill equip it with “Goodhue Belts” and you will never regret it. They are honestly made of solid leather—every inch a good belt and they won’t stretch.

Get our details and prices

J. L. Goodhue & Company, Limited
DANVILLE - QUEBEC

WINNIPEG AGENTS—Bissett & Webb, Ltd., 151 Notre Dame Ave., East, Winnipeg, Man.

VANCOUVER AGENTS—Fleck Bros., Ltd., 1142 Homer St., Vancouver, B.C.

Standard Machinery & Supplies, Ltd., Bank of Toronto Bldg., St. James St., Montreal, Que., agents for the Island of Montreal.

The BRAND that stands the test of time

has stood for all that is
BEST in Saws for the past
SEVENTY-EIGHT YEARS
and will maintain that
reputation in the years
to come



Henry Disston & Sons, Ltd.

2 Fraser Ave. - Toronto, Canada

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:
 1 x 4/7 Good Strips \$59 00 \$62 00
 1 1/2 and 1 3/4 x 4/7 Good Strips... 63 00 66 00
 2 x 4/7 Good Strips 63 00 66 00
 1 x 8 and up Good Sides 75 00 77 00
 1 1/2 and 1 3/4 x 8 and wider Good Sides .. 88 00 90 00

2 x 8 and wider Good Sides .. 90 00 92 00
 1 in. No. 1, 2 and 3 Cuts 55 00 58 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 65 00 67 00
 2 in. No. 1, 2 and 3 Cuts 70 00 72 00
 1 x 4 and 5 Mill Run 47 00 49 00
 1 x 6 Mill Run 48 00 51 00
 1 x 7, 9 and 11 Mill Run 49 00 50 00
 1 x 8 Mill Run 50 00 52 00
 1 x 10 Mill Run 53 00 55 00
 1 x 12 Mill Run 54 00 57 00
 5/4 and 6/4 x 4 Mill Run 47 00 49 00
 5/4 and 6/4 x 5 Mill Run 47 00 49 00
 2 x 4 Mill Run 48 00 50 00
 2 x 6 Mill Run 48 00 50 00
 2 x 8 Mill Run 51 00 53 00
 2 x 10 Mill Run 53 00 55 00
 1 in. Mill Run Shorts 39 00 40 00

Red Pine:
 1 x 4 and 5 Mill Run 40 00 42 00
 1 x 4 and 5 Mill Run 41 00 43 00
 1 x 6 Mill Run 44 00 46 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 47 00 49 00
 2 x 4 Mill Run 41 00 43 00
 2 x 6 Mill Run 44 00 45 00
 2 x 8 Mill Run 44 00 45 00
 1 in. Clear and Clear Face 53 00 54 00
 2 in. Clear and Clear Face 53 00 54 00

Spruce:
 1 x 4 Mill Run 41 00 42 00
 1 x 6 Mill Run 43 00 44 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 47 00 49 00
 Mill Culls 34 00 36 00

Hemlock, No. 1:
 1 x 4 and 5 in. x 9 to 16 ft. 31 00 33 00
 1 x 6 in. x 9 to 16 ft. 37 00 38 00
 1 x 8 in. x 9 to 16 ft. 38 00 39 00
 1 x 10 and 12 in. x 9 to 16 ft. 35 00 37 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 35 00 37 00
 2 x 4 to 12, 10 and 16 ft. 36 00 37 00
 2 x 4 to 12 in., 12 and 14 ft. 35 00 36 00
 2 x 4 to 12 in., 18 ft. 37 00 38 00
 2 x 4 to 12 in., 20 ft. 38 00 39 00
 1 in. No. 2, 6 ft. to 16 ft. 28 00 29 00
 2 in. No. 2, 4-in. and up in width, 6 to 16 ft. 28 00 29 00

Douglas Fir:
 Dimension Timber up to 32 feet:
 6x6 and 8, 10x10 and 12, 12x12 \$52 00
 6x10, 8x10, 10x14, 12x14, 14x14 52 50
 6x12, 8x12 53 00
 14x16, 16x16 53 50
 6x14, 8x14, 10x16, 12x16 54 50
 14x18 55 00
 8x16, 10x18, 12x18 55 50
 18x18, 20x20 56 00
 12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.
 Fir flooring, 1 x 3, edge grain .. 62 00
 Fir flooring, 1 x 4, edge grain .. 62 00
 Fir flooring, 1 x 4, jat grain .. 44 75
 No. 1 and 2, 1-in. clear Fir dough (Depending upon widths).
 No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough 60 00 64 00
 No. 1 and 2, 2-in. clear Fir rough 53 00 61 00
 No. 1 and 2, 1 x 6 Fir casing 62 00
 1 x 8 and 1 x 10 Fir base 64 00
 1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping 72 75
 1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping 62 75
 1-in. clear Fir, d. 4 sides 49 50 57 50
 1 1/4 x 1 1/2 in. clear Fir, d. 4 sides 57 50 59 50
 XXX B. C. cedar shingles 3 50
 XXX B. butts to 2 in. 4 50
 XXXXX 5 butts to 2 in. 5 17

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$75.00 \$58.00 \$40.00 \$30.00
 5/4 & 6/4 80.00 63.00 45.00 35.00
 8/4 110.00 75.00 45.00 35.00
 10/4 & 12/4 130.00 100.00 60.00 35.00
 16/4 140.00 115.00 65.00 35.00

Birch, dry-weight 4000 lbs. per M. ft.
 1s & 2s No. 1 No. 2
 4/4 65 66 48 50 38 40
 5/4 and 6/4 67 70 50 55 40 45
 8/4 70 72 51 57 42 45
 10/4 and 12/4 85 90 70 73 55 64
 16/4 95 98 80 83 55 60

Basswood, dry weight 2500 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$70.00 \$55.00 \$40.00 \$35.00
 5/4 & 6/4 80.00 65.00 50.00 35.00
 8/4 82.00 67.00 50.00 37.00

Chestnut, dry weight 2800 lbs. per M. ft.
 1s & 2s No. 1 Sound No. 2 Wormy
 4/4 \$65.00 \$50.00 \$45.00
 5/4 & 6/4 72.00 58.00 48.00
 8/4 72.00 58.00 48.00

Elm, soft, dry weight 3100 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$58.00 \$45.00 \$35.00 \$28.00
 5/4 & 6/4 63.00 50.00 40.00 28.00
 12/4 85.00 75.00 50.00 32.00

Gum, red, dry weight 3300 lbs. per M. ft.
 1s & 2s No. 1 Com.
 4/4 \$65.00 \$42.00
 5/4 & 6/4 70.00 60.00
 8/4 70.00 60.00

Gum, Sap
 1s & 2s No. 1 Com.
 4/4 \$50.00 \$45.00
 5/4 & 6/4 54.00 47.00
 8/4 55.00 47.00

Hickory, dry weight, 4500 lbs. per M. ft.
 1s & 2s No. 1 No. 2
 4/4 \$75.00 \$45.00 \$30.00
 5/4 & 6/4 100.00 75.00 50.00
 8/4 90.00 60.00 35.00

Maple, hard, dry weight 3900 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$58.00 \$45.00 \$38.00 \$28.00
 5/4 & 6/4 63.00 48.00 38.00 30.00
 8/4 70.00 60.00 50.00 35.00
 12/4 95.00 80.00 60.00 40.00
 16/4 105.00 90.50 55.00 45.00

Soft Maple
 The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better .. \$38.00
 No. 2 and better 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com.
 4/4 \$85.00 \$60.00
 5/4 & 6/4 92.00 65.00
 8/4 100.00 70.00
 10/4 100.00 95.00
 12/4 105.00 95.00
 16/4 115.00 95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1
 4/4 \$130.00 \$85.00
 5/4 and 6/4 132.00 95.00
 8/4 135.00 100.00

Red Oak, quarter cut.
 1s & 2s No. 1 Com.
 4/4 \$95.00 \$70.00
 5/4 & 6/4 110.00 85.00
 8/4 115.00 90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
 1-in. x 7-in. and up \$80 00 70 00
 1 1/2-in. and 1 3/4-in. x 8-in. & up 70 00 75 00
 2-in. x 7-in. and up 72 00 78 00
 No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:
 1-in. 53 00
 1 1/2-in. and 1-in. 60 00
 2-in. 60 00

Pine good shorts:
 1-in. x 7-in. and up 50 00
 1-in. x 4-in. to 6-in. 40 00
 1 1/2-in. and 1 3/4-in. 58 00
 2-in. 58 00
 7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 47 00 50 00
 Pine, No. 1 dressing strips 40 00 45 00
 Pine, No. 1 dressing shorts 38 00 40 00
 Pine, 1-in. x 4-in. s.c. strips 44 00
 Pine, 1-in. x 5-in. s.c. strips 44 00
 Pine, 1-in. x 6-in. s.c. strips 46 00
 Pine, 1-in. x 7-in. s.c. strips 46 00
 Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00
 Pine, 1-in. x 10-in. M.R. 51 00
 Pine, s.c. sidings, 1 1/2 and 2-in. 47 00
 Pine, s.c. strips 1-in. 40 00
 1 1/2, 1 3/4 and 2-in. 42 00
 Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
 Pine, s.c. and bet., shorts 1 x 5 36 00
 Pine, s.c. and bet., shorts, 1 x 6 40 00
 Pine, s.c. shorts, 6'-11', 1"x10" Pine box boards:
 1"x4" and up, 6'-11' 38 00
 1"x3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00
 O. culls r & w p 26 00

Red Pine, log run:
 mill culls out, 1-in. 32 00 36 00
 mill culls put, 1 1/2-in. 38 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 2-in. 34 00 41 00
 mill culls, white pine, 1"x7" and up 34 00

Mill run Spruce:
 1"x4" and up, 6'-11' 32 00 33 00
 1"x4" and up, 12'-16' 34 00
 1"x9", 10" and up, 12'-16' 40 00 42 00
 1 1/4"x7" 8-9" and up, 12'-16' 40 00 42 00
 1 1/2"x10" and up, 12'-16' 46 00
 1 1/2" & 2" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing and B) 46 00
 Hemlock, 1-in. cull 25 00 27 00
 Hemlock, 1-in. log run 30 00 35 00
 Hemlock, 2x4, 6, 8, 10, 12/16' .. 30 00 35 00
 Tamarac 24 00 26 00
 Basswood, log run, dead culls out 40 00 50 00
 Basswood, log run, mill culls out 45 00 50 00
 Birch, log run 30 00 32 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00
 Ash, black, log run 32 00 40 00
 1 x 10 No. 1 barn 52 00
 1 x 10 No. 2 barn 46 00
 1 x 8 and 9 No. 2 barn 42 00
 Lath per M:
 No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
 No. 2 white pine 4 50
 Mill run white pine 4 75
 Spruce, mill run 1 1/2-in. 4 00
 Red pine, mill run 4 25
 Hemlock, mill run 4 00
 32-in. lath 2 00 2 25
 White Cedar Shingles:
 xxxx, 18-in. 5 00
 Clear butt, 18-in. 4 00
 18-in. xx 2 75
 Spruce logs (pulp) 13 00 15 00

QUEBEC, QUE.

White Pine
 First class Ottawa waney, 18-in. average, according to lineal. 80 90
 19 in. and up average 85 95

Spruce Deals
 3 in. unsorted Quebec, 4 in. to 6 in. thick \$31 00 \$34 00
 3 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00
 3 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak
 According to average and quality 55 ft. cube 85 95

Elm
 According to average and quality, 40 to 45 feet, cube 95 1 05
 According to average and quality, 30 to 35 feet 75 85

Birch Planks
 1 to 4 in. thick, per M. ft. 40 00 45 00

SARNIA, ONT.

Fine, Common and Better
 1 x 6 and 8 in. \$80 00
 1 in., 8 in. and up wide 90 00
 1 1/2 and 1 3/4 in. and up wide 100 00
 2 in. and up wide 105 00

Cuts and Better
 4/4 x 8 and up No. 1 and better 75 00
 6/4 x 8 and up No. 1 and better 85 00
 8/4 x 8 and up No. 1 and better 87 00

No. 1 Cuts
 1 in., 8 in. and up wide 63 00
 1 1/2 in., 8 in. and up wide 72 00
 1 3/4 in., 8 in. and up wide 73 00
 2 in., 8 in. and up wide 76 00
 2 1/2 and 3, 8 in. and up wide 100 00
 4 in., 8 in. and up wide 105 00

ST. JOHN, N.B.

Spruce
 Wholesale to the Retailer
 Random Lengths 10 to 35 feet.
 2 x 3 D 1 edge and 3 x 3 D 1 edge. \$34 00
 2 x 4 D 1 edge and 3 x 4 D 1 edge. 34 00
 2 x 5 Rgh. and 3 x 5 34 00
 2 x 6 Rgh. and 3 x 6 34 00
 2 x 7 Rgh. and 3 x 7 36 00
 2 x 8 Rgh. and 3 x 8 36 00
 2 x 9 Rgh. and 3 x 9 47 00
 2 x 10 Rgh. and 3 x 10 47 00
 2 x 12 Rgh. and 3 x 12 47 00

Timber at corresponding prices:
 Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6 31 00
 Merch. Spruce boards, 7 and up 36 00
 Refuse boards, plank deals 25 00

Per M.
 Laths \$3 25
 Shingles, Extra Cedar 5 25
 Clears 4 75
 2nd do 4 00
 Ex. No. 1 2 75
 Spruce 3 10

Pine Lumber
 1" Planer Pine Bds., Large \$70 00
 1" Planer Pine Bds., small 60 00
 Smooth Shipper Pine Boards 60 00
 West India Shipper Pine Boards 50 00
 1 1/2 and 2 in. Planer Pine 70 00
 1 1/2 and 2 in. Shipper Plank 55 00
 Small Shipper Pine Brs. 40 00
 Poor 4th Pine Bds. 34 00

WINNIPEG, MANITOBA

No. 1 Spruce
 Dimension S.I.S. and 1.E
 6 ft. 8 ft. 10 ft.
 2 x 4 \$26 50 \$29 50 \$32 00
 2 x 6 28 50 29 50 33 00
 2 x 8 28 50 30 50 33 00
 2 x 10 29 50 31 50 34 00
 2 x 12 31 50 32 50 35 00
 12 ft. 14 ft. 16 ft.
 2 x 4 31 00 31 00 32 00
 2 x 6 31 00 31 00 31 00
 2 x 8 31 00 31 00 32 00
 2 x 10 32 00 32 00 32 00
 2 x 12 33 00 33 00 33 00
 For 2 inches, rough, add 50 cents.
 For SIE only add 50 cents.

For S1S and 2E, S4S or D&M, add \$3.00.
 For timbers larger than 8 x 8, add 50c. for each additional 2 inches each way.
 For lengths longer than 20 ft., add \$1.00 for each additional two feet.
 For selected common, add \$5.00.
 For No. 2 Dimension, \$3.00 less than No. 1.
 For 1 x 2 and 2 x 2, \$2 more than 2 x 4 No. 1.
 For Tamarac add \$3.00.

FIR, HEMLOCK, SPRUCE AND LARCH

Mountain Stock
 No. 1 Dimension and Timbers
 2 x 4, 2 x 6, 2 x 8, 8 ft., S1S1E \$30 00
 2 x 4, 2 x 6, 2 x 8, 10 ft., S1S1E 32 00
 2 x 4, 2 x 6, 2 x 8, 12/16, S1S1E 31 00
 2 x 4, 2 x 6, 2 x 8, 18/22, S1S1E 33 00
 2 x 4, 2 x 6, 2 x 8, 24/32, S1S1E 35 00
 2 x 10, 8 ft., S1S1E 31 00
 2 x 10, 10 ft., S1S1E 33 00
 2 x 10, 12/16, S1S1E 32 00
 2 x 10, 18/22, S1S1E 34 00
 2 x 10, 24/32, S1S1E 36 00
 2 x 12, 8 ft., S1S1E 31 50
 2 x 12, 10 ft., S1S1E 33 50
 2 x 12, 12/16, S1S1E 32 50
 2 x 12, 18/22, S1S1E 34 50
 2 x 12, 24/32, S1S1E 36 50

No. 1 Common Boards
 Well Curbing and Tank Stock, \$5.00 per M. more than same size of Dimension.
 Mixed widths 30 50
 1 x 6 29 50
 1 x 8, 1 x 10 31 50
 1 x 12 32 00
 Specified lengths, add \$1; D & M add \$2.

Flooring.
 1 x 4, No. 1 x 2 F.G. 35 00
 1 x 6, No. 2 F.G. 38 50
 1 x 4, No. 3 29 00
 1 x 6, No. 3 34 00
 1 x 3, 1 x 4, E.G. 45 00

Shiplap
 1 x 6, No. 1 31 50
 1 x 8, 1 x 10, 1 x 12 32 50
 Specified lengths, add \$1.00.
 FIR, HEMLOCK, SPRUCE AND LARCH

Siding
 1 x 6, No. 1 and 2 38 00
 1 x 6, No. 3 34 00

BRITISH COLUMBIA COAST FIR.

Dimension S1S and E.
 2 x 4 in., 6 and 8 ft. 30 25
 2 x 4 in., 12 and 14 ft. 31 25
 2 x 4 in., 10 and 16 ft. 32 25
 2 x 4 in., 18 and 20 ft. 32 25
 2 x 4 in., 22 to 32 ft. 35 25
 2 x 10 in., 12 and 14 ft. 32 50
 2 x 10 in., 16 ft. 33 50
 2 x 10 in., 18 and 20 ft. 34 50
 2 x 10 in., 22 to 32 ft. 36 50
 2 x 14 in., 8 to 14 ft. 38 50
 2 x 14 in., 16 ft. 39 50
 2 x 14 in., 18 and 20 ft. 40 50
 2 x 14 in., 22 to 32 ft. 42 50
 3 x 3 and 3 x 4 in., 8 to 14 ft. 38 50
 3 x 3 and 3 x 4 in., 16 ft. 39 50
 3 x 3 and 3 x 4 in., 18 and 20 ft. 40 50
 3 x 3 and 3 x 4 in., 22 to 32 ft. 42 50
 6 x 6, 6 x 8 and 8 x 8, 6 to 16 ft. 40 50
 6 x 6, 6 x 8, 8 x 8, 18 and 20 ft. 41 00
 6 x 6, 6 x 8, 8 x 8, 22 to 32 ft. 42 00
 Shingles, XXX B.C. Cedar 3 96

BUFFALO AND TONAWANDA, N.Y.

White Pine
 Wholesale Selling Price
 Uppers, 4/4 \$115 00
 Uppers 5/4 to 8/4 100 00
 Uppers 10/4 to 12/4 130 00
 Selects 4/4 110 00
 Selects 5/4 to 8/4 110 00
 Selects 10/4 to 12/4 120 00
 Fine common 4/4 80 00
 Fine common 5/4 85 00
 Fine common 6/4 82 00
 Fine common 8/4 85 00
 No. 1 Cuts 4/4 63 00
 No. 1 Cuts 5/4 72 00
 No. 1 Cuts 6/4 73 00
 No. 1 Cuts 8/4 76 00
 No. 2 Cuts 4/4 45 00
 No. 2 Cuts 5/4 59 00
 No. 2 Cuts 6/4 60 00
 No. 2 Cuts 8/4 67 00
 No. 3 Cuts 5/4 47 00
 No. 3 Cuts 6/4 47 00
 No. 3 Cuts 8/4 48 00
 Dressing 5/4 62 00
 Dressing 5/4 x 10 65 00
 Dressing 5/4 x 12 70 00
 No. 1 Moulding 5/4 72 00
 No. 1 Moulding 6/4 72 00
 No. 1 Moulding 8/4 72 00
 No. 2 Moulding 5/4 64 00
 No. 2 Moulding 6/4 64 00
 No. 2 Moulding 8/4 64 00
 No. 1 Barn 1 x 12 61 00
 No. 1 Barn 1 x 6 and 8 52 00
 No. 1 Barn 1 x 10 54 00
 No. 2 Barn 1 x 6 and 8 48 00
 No. 2 Barn 1 x 10 52 00
 No. 3 Barn 1 x 6 and 8 45 00
 No



LUMBERMEN

***Our
Travellers
are now
out—
Please wait
for them.***

The Camps of Canada can testify to the value and honesty of Clark's Clothing.

Merit in the materials, the right designs and painstaking workmanship all go to make good serviceable garments.

We supply everything necessary for the Lumberman.

Complete outfits at special prices



We could take you as
Nature made
you

A. R. Clarke & Co. Limited.

and
Clothe you
for 40° below.



Send for a catalogue, showing everything from a cap to a pair of shoepacks. Write to-day.

Our 1918 lines now ready and well worth your inspection. See samples before placing your order. We will gladly arrange this for you.



Established 1852

Coats and Pants in Duck, Beaver, Corduroy, Mackinaw Leather and Sheepskin Gloves, Mitts, Moccasins, Shirts, Socks.

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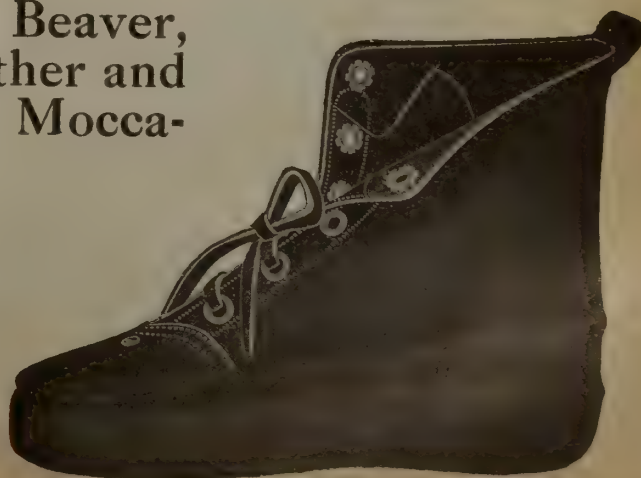
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TORONTO

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CURRENT LUMBER PRICES—Continued

RED BIRCH				
4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4/4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4/4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	65 - 67	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

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Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1¼ to 2 in.	100 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaky clear	74 00
1¼ to 2 in. shaky clear	78 00
1 in. No. 2 dressing	64 00
1¼ to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1¼ to 2 in.	90 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1¼ to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	65 00	and under, 8 ft. and up	36 00
No. 2, 1 x 8	62 00	5-inch and up merchantable	
No. 3, 1 x 12	62 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	60 00	1 x 2	40 00
No. 3, 1 x 8	59 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1½ in. spruce lath	4 50
1 x 10 in.	50 00	1½ in. spruce lath	4 00
No. 1, 1 x 4 to 7 in.	52 00		
No. 1, 1 x 8 & 9 in.	56 00	New Brunswick Cedar Shingles	5 25
No. 1, 1 x 10 in.	57 00	Extras	4 75
No. 2, 1 x 4 & 5 in.	38 00	Cleats	4 25
No. 2, 1 x 6 & 7 in.	45 00	Second Cleats	3 75
No. 2, 1 x 8 & 9 in.	45 00	Clear Whites	2 25
No. 2, 1 x 10 in.	48 00	Extra 1s (Clear whites in)	1 90
No. 2, 1 x 12 in.	52 00	Extra 1s (Clear whites out)	5 08
Spruce, 12 in. dimension	58 00	Red Cedar Extras, 16-in. 5 butts	5 18
Spruce, 10 in. dimension	56 00	to 2-in.	
Spruce, 9 in. dimension	49 00	Red Cedar Eureka, 18-inch 5	5 40
Spruce, 8 in. dimension	48 00	butts to 2-in.	
2 x 10 in. random lengths,		Red Cedar Perfections, 5 butts	6 07
8 ft. and up	44 00	to 2½	
2 x 12 in., random lengths,	48 00	Washington 16-in. 5 butts to 2-	4 80
		in. extra red cedar	

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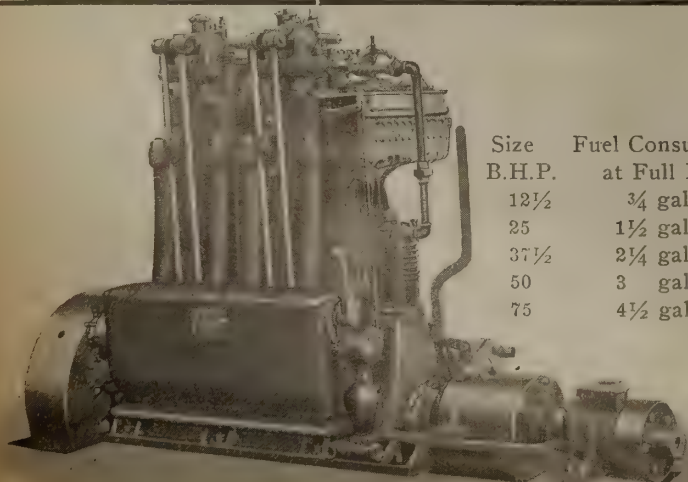
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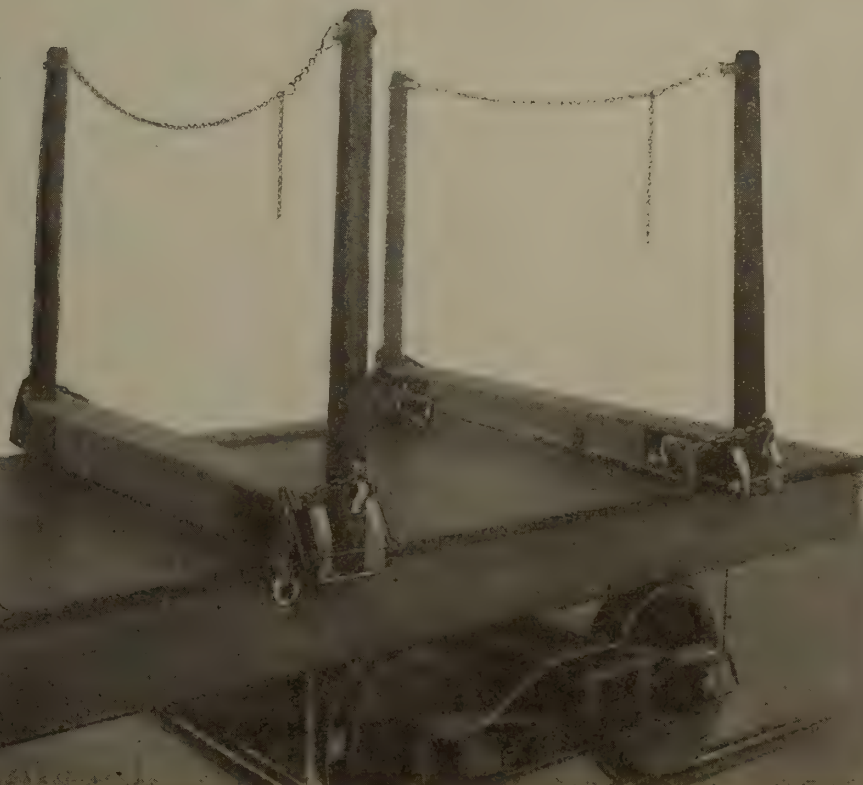
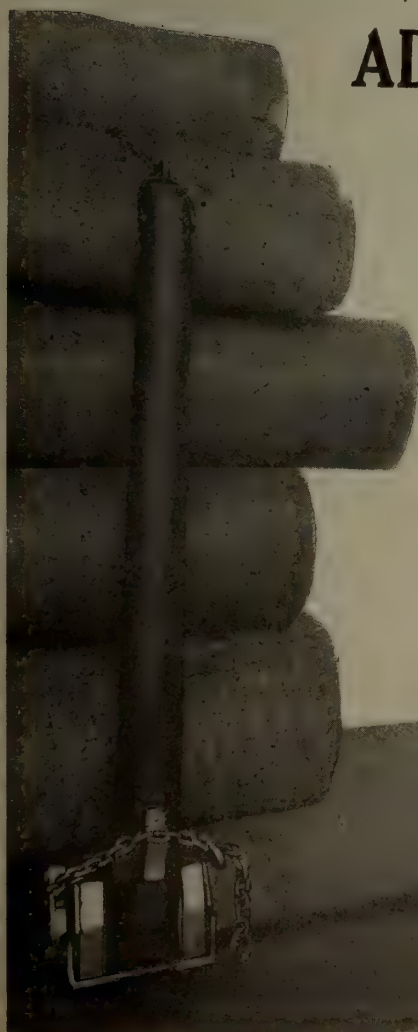
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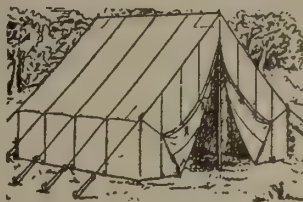
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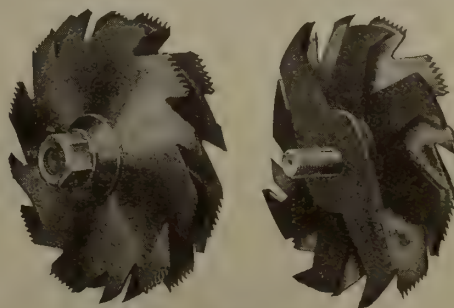
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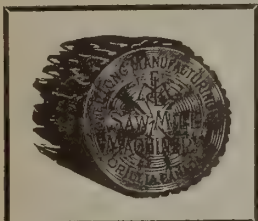
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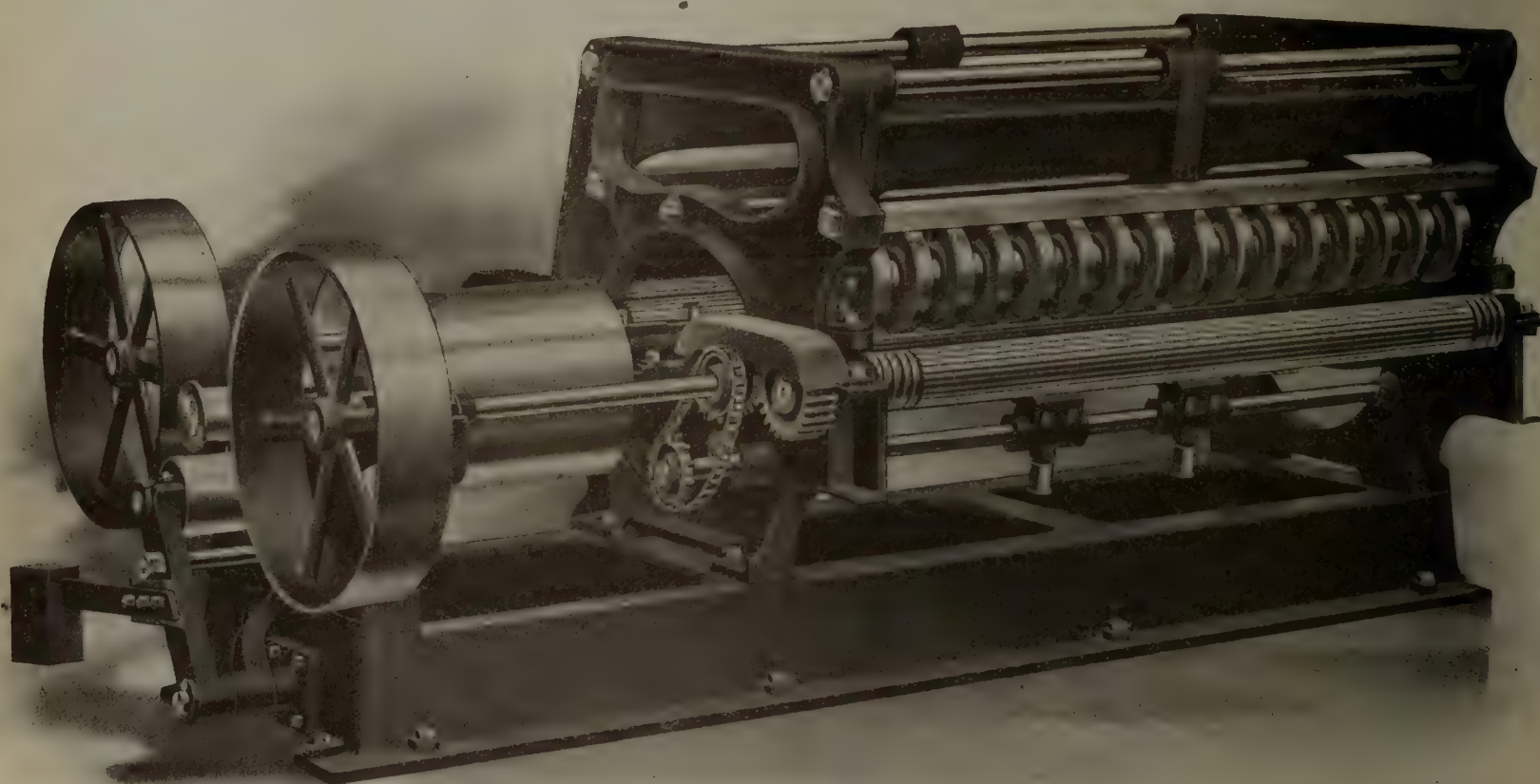
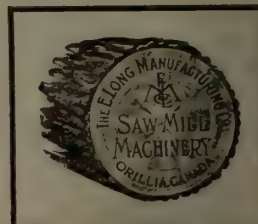
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in stock
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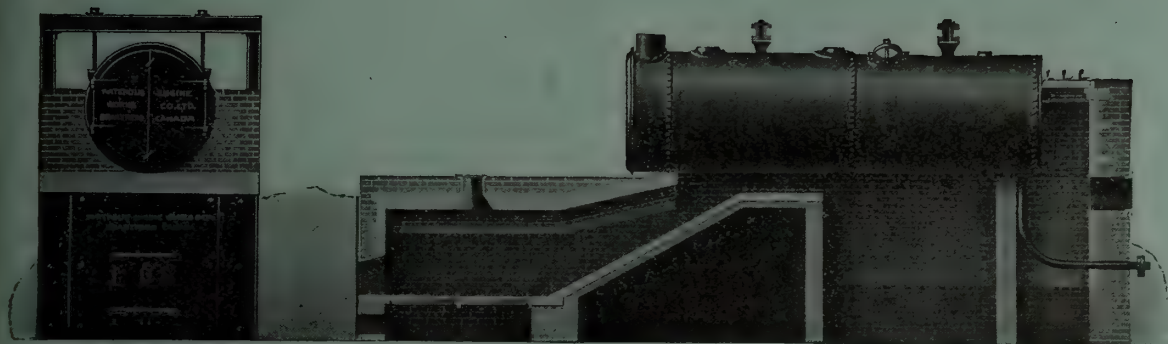
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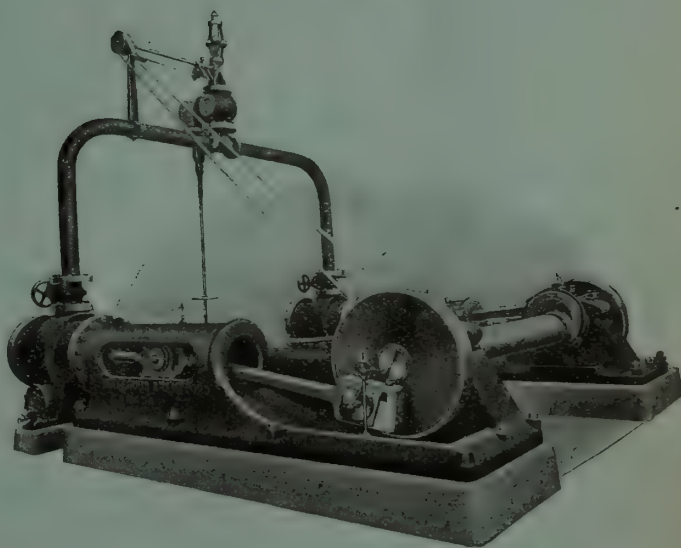
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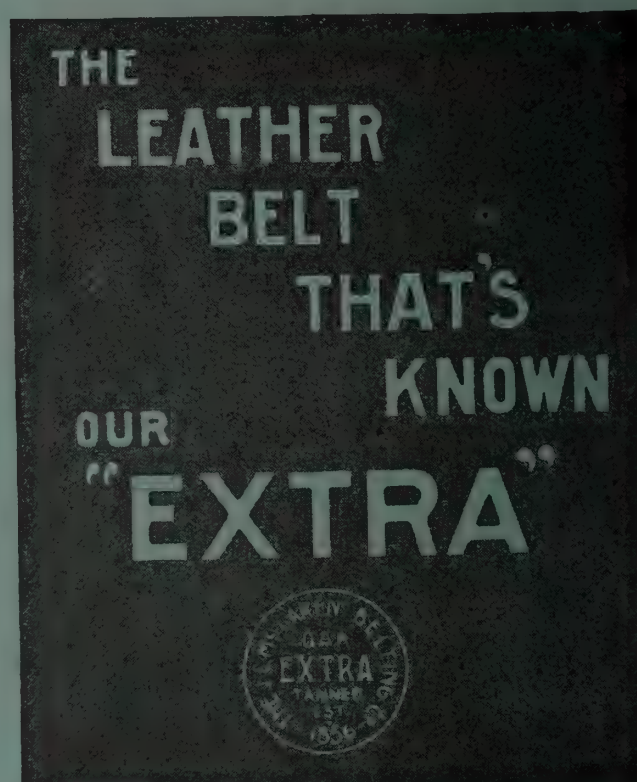


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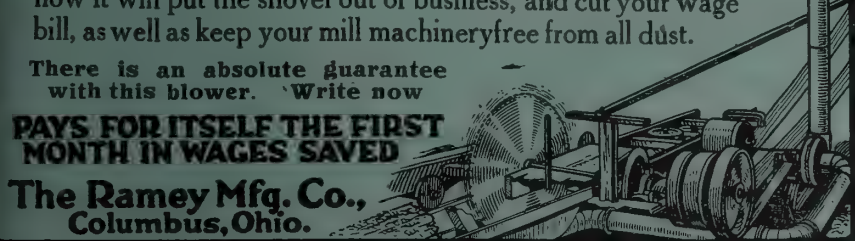
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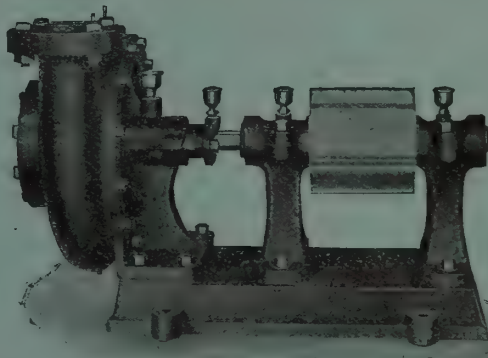


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The best belt for sawmills.

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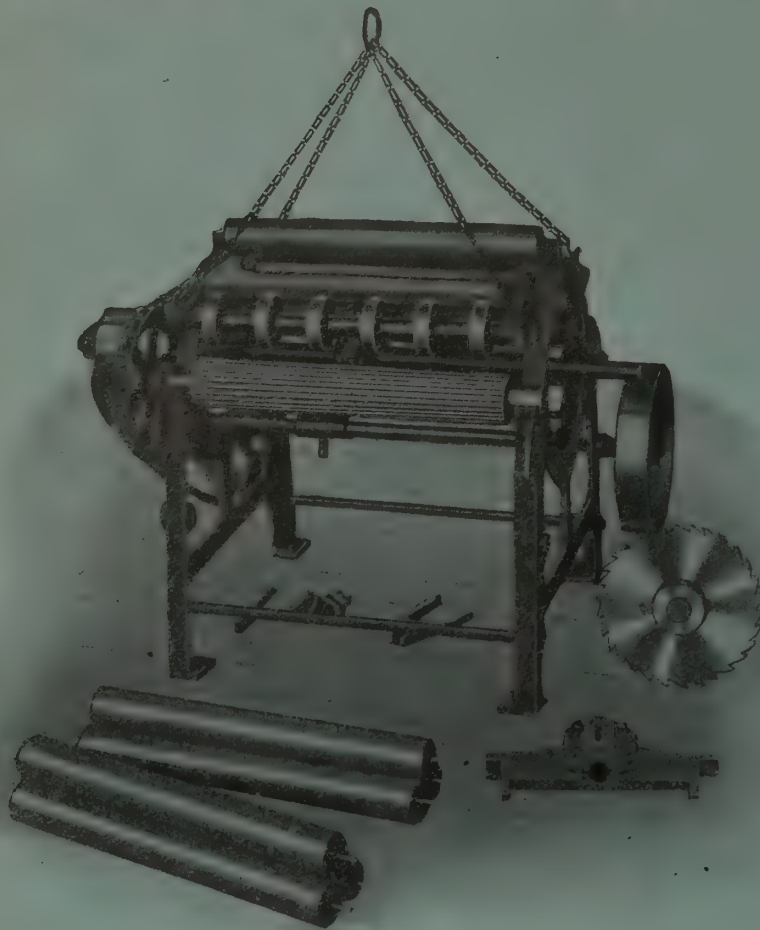


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Canadian Warren Axe & Tool Co.
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The Ideal Edger for Light Mills

Specifications



Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in., the least distance between saws, 2 in.

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write the well known manufacturers*

The G. Walter Green Co.

Limited

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Send for Catalogue

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Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

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MERCHANTABLE SPRUCE

1918 Sawing

2 x 4 x 10/13	40,800 ft.
2 x 5 x 10/13	67,200 ft.
2 x 6 x 10/13	125,400 ft.
2 x 7 x 10/13	80,400 ft.
2 x 8 x 10/13	54,500 ft.
2 x 9 x 10/13	107,200 ft.
2 x 4 and up x 6/9	9,200 ft.
1 x 4 x 10/13	204,200 ft.
1 x 5 x 10/13	90,600 ft.
1 x 6 x 10/13	164,800 ft.
1 x 7 x 10/13	76,600 ft.
1 x 8 x 10/13	31,200 ft.
1 x 9 x 10/13	2,000 ft.
1 x 4 and up x 6/9	37,200 ft.

1 x 4 and up x 8/16	65,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16	180,000 ft.
2 x 5 x 8/16	100,000 ft.

CULL SPRUCE 1918 Sawing

1 x 4 and up x 6/13	200,000 ft.
2 x 4 and up x 6/13	110,000 ft.

MERCHANTABLE SPRUCE 1918 Sawing

2 x 3 and up x 8 and up	88,000 ft.
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1 x 8 x 10/16 Merchantable	100 M
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Shipped Aug. 9th	1 x 4 V Joint	17170	Feet
	5/8 x 3 V Joint	14686	Feet
	5/8 x 4 V Joint	10401	
		42257	

Car CP 214750

Shipped Aug. 10th 1 x 3 F G Fir flooring 31885

Car CP 209877

Shipped Aug. 13th 1 x 3 E G Flooring 37068

Car CP 135426

Shipped Aug. 13th	2 x 6 Rough clear fir	5322	
	2 x 8 Rough clear fir	720	
	2 x 10 Rough clear fir	2090	
	2 x 12 Rough clear fir	3220	
	2 x 14 Rough clear fir	1918	
	2 x 16 Rough clear fir	2187	
	2 x 18 Rough clear fir	888	
	2 x 20 Rough clear fir	1260	
	2 x 22 Rough clear fir	506	
	2 x 28 Rough clear fir	112	
		18223	

Car WM 50190

Shipped Aug. 10th 10 x 10—22/24, 7/26, 2/28, 2/30, 5/32,
11/34, 2/36, 5/38, 25/40.

Car LVR 9826

Shipped Aug. 19th 10 x 10—11/24, 10/26, 4/28, 2/30,
9/32, 6/34, 11/38, 3/40, 4/36,
15583 ft.

Car CCC & St. P 76161

Shipped Aug. 19th 12 x 12—10/24, 4/26, 1/28, 1/30, 1/32,
3/36, 6/38, 30/40, 23640 ft.

Car CP 327059

14 x 14—2/20, 4/24, 1/26, 2/25, 5/28, 2/31, 1/22, 1/23,
14 x 16—2/30, 1/22, 1/24, 1/21, 1/27, 1/24.
15 x 18—1/31.
15 x 15—1/21, 1/22.
15 x 16—1/23.

We have now in transit over two million feet of all sizes of Timbers from 10 x 10 to
24 x 24 in lengths from 20 to 84 feet.

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Let us quote on your requirements in Bill Timbers.
We can ship promptly.

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Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



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50,000 ft. 2 x 6 and 8 in. Merchantable Spruce.
5 cars 1 x 4 and 5 T & G Spruce Flooring.

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3 cars 1 x 10 and 12 No. 2 Com. Fir Boards, D1S.
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Hamilton
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Vancouver Lumber Co. LIMITED



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MILLS AT YOUR SERVICE

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WHITE PINE AT MILNET IS PARTICULARLY NICE

ATTRACTIVE PRICES QUOTED FOR PROMPT SHIPMENT
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1 x 6	10/16	"	70,000
1 x 7	10/16	"	50,000
1 x 8	10/16	"	150,000
1 x 9/11	10/16	"	87,000
1 x 10	10/16	"	190,000
5/4 x 6	10/16	"	47,000
5/4 x 8	10/16	"	106,000
5/4 x 10	10/16	"	70,000
5/4 x 12	10/16	"	116,000
6/4 x 10	10/16	"	88,000
6/4 x 12	10/16	"	160,000
2 x 6	10/16	"	30,000
2 x 8	10/16	"	75,000
2 x 10	10/16	"	56,000

This is only a partial list of White Pine. Can complete part car loads with Red Pine, Jack Pine, Spruce or Lath at this mill.

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**Lumber - Lath - Shingles
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All the machinery for a clothes pins mill	
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1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product. If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order. We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.
A Rotary and Gang at Bridgewater, N.S.,
A Planing Mill at Bridgewater, N.S.,

Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD

& COMPANY LIMITED

Halifax, N.S.

Grading
of
**BIRCH
BEECH
and
MAPLE**
a Specialty

**The Largest
Lumber
Exporting
House in
Nova Scotia**

Exporters and Dealers in

Nova Scotia and New Brunswick

**Spruce Pine
Hemlock Hardwood
Laths**

Head Office:
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Branch Office:
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Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.									
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.	
1st and 2nds	1,000 ft	50,000 ft	21,000 ft	15,000 ft	29,000 ft	5,600 ft	9,100 ft	900 ft	
No. 1 Com.	2,700 ft	17,000 ft	40,000 ft	29,000 ft	39,000 ft	4,500 ft	5,600 ft	300 ft	
No. 2 Com.		12,000 ft	2,900 ft	500 ft	1,300 ft	200 ft	1,000 ft	200 ft	
CYPRESS.									
1st and 2nds		30,000 ft	41,000 ft	37,500 ft	37,000 ft	32,000 ft	50,000 ft	22,000 ft	
Selects		40,000 ft	35,000 ft	29,000 ft	32,000 ft	16,000 ft	40,000 ft	7,800 ft	
No. 1 Shop		1,200 ft	12,000 ft	1,700 ft	9,800 ft	2,400 ft	4,800 ft	3,100 ft	
HARD MAPLE.									
1st and 2nds	2,700 ft	45,000 ft	32,000 ft	41,000 ft	102,000 ft	34,000 ft	56,000 ft	6,700 ft	
No. 1 Com.	5,000 ft	100,000 ft	10,000 ft	100,000 ft	137,000 ft	57,000 ft	47,000 ft	6,000 ft	
No. 2 Com.		44,000 ft	1,000 ft	8,000 ft	25,000 ft	8,700 ft	18,000 ft	8,600 ft	
SOFT MAPLE.									
1st and 2nds	1,700 ft	19,500 ft	1,900 ft	4,700 ft	24,000 ft	16,000 ft	21,000 ft	6,900 ft	
No. 1 Com.	2,500 ft	19,000 ft	1,000 ft	13,000 ft	19,000 ft	15,300 ft	18,500 ft	3,700 ft	
No. 2 Com.		10,000 ft	250 ft	2,000 ft	9,000 ft	1,100 ft	13,000 ft		
PLAIN RED OAK.									
1st and 2nds	5,100 ft	138,000 ft	77,000 ft	30,000 ft	76,000 ft	28,000 ft	22,000 ft	26,000 ft	
No. 1 Com.	10,000 ft	122,000 ft	66,000 ft	39,000 ft	88,000 ft	25,000 ft	19,000 ft	7,300 ft	
No. 2 Com.		31,000 ft	700 ft	1,400 ft	7,300 ft	5,500 ft	4,100 ft	200 ft	
PLAIN WHITE OAK.									
1st and 2nds	1,000 ft	21,000 ft	20,000 ft	32,000 ft	81,000 ft	22,000 ft	53,000 ft	25,000 ft	
No. 1 Com.	2,600 ft	76,000 ft	23,000 ft	37,000 ft	129,500 ft	22,000 ft	36,000 ft	30,000 ft	
No. 2 Com.		47,000 ft	1,200 ft	300 ft	57,000 ft	7,500 ft	29,000 ft	1,200 ft	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.					
SOUND SQUARE EDGED WHITE OAK									
About 400,000 ft. 2 in. and 3 in. x 6 in., 8 in., 10 in., 12 in., and up to 12 in. x 12 in.									
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.

A Few Miscellaneous Cars

We Wish to Move

1 car 1	in. 1 and 2 White Ash.
1 car 1 1/2	in. 1 and 2, White Ash.
1 car 2 1/2	in. 1 and 2 White Ash.
1 car 1	in. No. 1 Com. Wh. Ash.
1 car 1 1/2	in. No. 1 Com. Wh. Ash.
1 car 1 1/2	in. No. 1 Com. Wh. Ash.
1 car 3	in. No. 2 Com. Wh. Ash.
1 car 1 1/2	in. No. 1 Com. Beech.
8 cars 2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
2 cars 1	in. No. 1 Com. Cherry.
1 car 1 1/2	in. No. 1 C. Cottonwood.
2 cars 3	in. 1 and 2 Elm.
2 cars 3	in. No. 1 Com. Elm.
1 car 1	in. 1 and 2 Pl. Red Gum.
1 car 1 1/2	in. 1 and 2 Pl. Red Gum.
1 car 2	in. 1 and 2 Pl. Red Gum.
1 car 1	in. 1 and 2 Poplar.
1 car 2 1/2	in. 1 and 2 Poplar.
1 car 1 1/2	in. Sap and Sel. Poplar.
1 car 1	in. C. and B. Sycamore.
1 car 1	in. No. 1 Com. Walnut.
1 car 1	in. No. 2 Com. Walnut.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

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YARD STOCK
TIMBERS
CREOSOTED POSTS and POLES



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CAR MATERIAL
GUM LUMBER
SALINE RIVER WHITE OAK

"FORKED LEAF" BRAND
OAK FLOORING

"FORKED LEAF" BRAND
OAK FLOORING

Sell Them 3/8" Oak Flooring

Every woman wants Oak Floors, because they beautify her home and are easy to keep clean. The most economical way to modernize old Floors is to lay 3/8" Oak Flooring over them.

"Forked Leaf" Brand Oak Flooring

"The Kind That Makes Good"

may be had in 3/8" Flooring of even color and texture and is *Guaranteed* to be of superior grade and perfect manufacture. Get

"The Kind That Makes Good"

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R. A. LONG BLDG.

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Wholesale Lumber and Pulpwood

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Manufacturers of
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QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office: Dominion Bldg., Vancouver, B.C.
Mill: Qualicum Beach, V.I., B.C.

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Sawed Hemlock
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White Pine Lath
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Pine and Hardwood

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LUMBER

Midland Stock

White Pine

**Complete line every grade
in 4/4 and 8/4**

also large stocks of

**No. 1 and No. 2 Cull Stocks
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*Rush your enquiries
before the winter
car shortage arrives*

also SPRUCE
Complete range

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**Manufacturers and Strictly Wholesale
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**705 Excelsior Life Building
Toronto**

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Our name signed to a report means that the work has been done with Integrity of Purpose, and with Knowledge based on Experience plus System.

James W. Sewall
OLD TOWN. - MAINE

**We are buyers of
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Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

Advise us of what you have to offer

A. H. Richardson Lumber Co.
176 Federal Street, BOSTON, MASS.

**Lumber, Lath
Flooring, Cedar
Poles and Posts
Railway Ties**

**Doors, Windows, Archi-
traves and all kinds of Mill
Work, done by experts.**

Ask for our prices and services
of our architect

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592 Church Ave., Verdun, Montreal, P.Q.

**Spruce, Balsam, Poplar
Pulpwood**

Bought and Sold for Canadian or
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SAW MILL MACHINERY

Firstbrook Bros. imited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
- 2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
- 1—Waterous log loader, 3 arms, 10-in. cylinders.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger for 20-inch saws, lever shifter.
- 1—Payette double edger for 18-in. saws, lever shifter.
- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
- 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
- 1—Payette edger for box and short stock.
- 1—Rogers twin circular or tie maker.
- 1—Payette lath bolter and lath machine.
- 1—Pair lath trimmers.
- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
- Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

- 2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
- 1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.
- Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
- 1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
- 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
- 1—Baldwin retoucher for band saws.
- 1—Wm. Hamilton band saw shear, 12".
- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

About 15 tons each 45 and 56 lb. rail. Booms and boom chains, 1/2, 3/4 & 1. Winches and other mill supplies. Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang or Toronto, Ont.

"Well Bought is Half Sold"

While the above is ever true, we are obliged to deny you our usual "Stock Offers" this issue, in the interest of the health of the Trade.

We are advised that a few dealers have a touch of Colic, due to the embargo into the States.

We prescribe:—

1 oz. Common Sense

1 dr. Determination (Tinct. Iron)

10 grs. Salt (respecting "Blue Ruin" stories)

2 oz. Patriotism

1 oz. Knowledge (of Short Production and increasing Cost of Operation.)

Take in 1/2 glass Optimism after each Croaker leaves your office.

This will be an effective "Bracer."

Precautionary Suggestions:

Don't embargo your own Intellect.

Wear a cheery smile.

Keep your feet warm.

Keep your head cool.

All danger of collapse will thus be avoided.

Canadian General Lumber Co.
Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

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Results That Count

It pays to advertise your wants in the "Canada Lumberman" because you get results. Read this letter.

C. B. Janes & Co.
Limited
VENEERS
Orillia, Canada

Canada Lumberman,
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Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

If an "ad." in our Wanted and For Sale Department will sell lumber for Mr. Janes it will buy or sell for you. What have you to advertise?

British America Mills and Timber Co. Limited

Manufacturers of Pacific Coast Timber Products

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"SHAMROCK" BRAND RED CEDAR SHINGLES

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Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special bargains in the Townships of Falconbridge and Street for small mills.

Special Prices

The Parry Sound Lumber Co.
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Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.

Our grade is positively right, and prices will please

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Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

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MANUFACTURERS OF

British Columbia Red Cedar Exclusively

Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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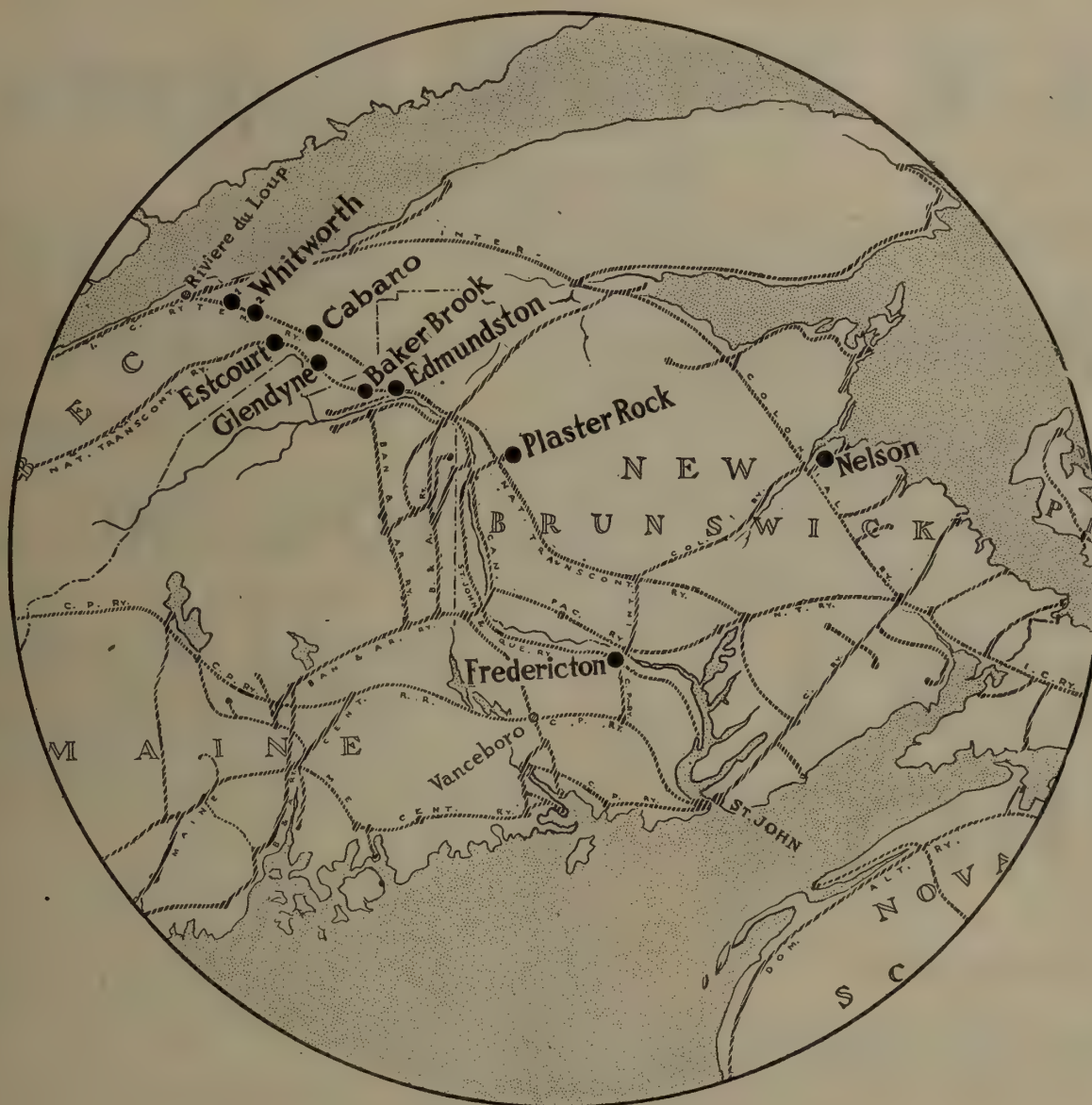
Gull River Lumber Co., Ltd., Lindsay, Ont.

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Head Office and Mills, Port Moody, B. C.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
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Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

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ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO
SOUNDING BOARD STOCK.

Alabama Hewn Oak Timber



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Mobile, Alabama

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Specialties:

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Office and Mills: Prince Rupert, B.C.
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New **RAILS** Relaying
12 to 80 pounds per yard.

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Be prepared for peace—changes are taking place rapidly.

The trade which you are expecting may not be yours if you rest on your laurels.

Now is the time to lay your plans and build good-will for after-war business.

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Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

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Also Mills at:

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(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Selling Agents for the Province of Quebec and the Maritime Provinces for
The British Columbia Mills Timber and Trading Co., of Vancouver, B.C., for Fir Finish and Flooring
and Thurston-Flavelle, Ltd., of Port Moody, B.C., for Cedar Finish Clapboards, etc.

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Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock etc.
Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative
Vancouver Office: 304 Pacific Building
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Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
 - 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
 - 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Blower, located in mill.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
PARRY SOUND, ONTARIO

We Manufacture the Following Well Known Brands

"Elkco Special," "Elk Steel,"
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Each brand is specially suited to a separate use. We have the experience to manufacture and supply the finest grade of Fire Brick for the varying uses of the Lumber Industry. The same brick may not meet the requirements of your Dutch Oven and of your Refuse Burner.

This is a product that should have your most careful attention. When so much depends directly on the successful operation and dependability of Fire Brick in your plant, it will repay you many times to make a most careful investigation before the installation. Let us show you where our product has been successfully used for years. Let us suggest a special brand for your particular purpose.

We have an interesting catalogue that will be sent you. It will give you an insight into the proper methods of Fire Brick construction.

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK and CLAY

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Representatives for Maritime Provinces:

RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.

Established
1873

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Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE

RED PINE

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In All Sizes and Grades

We are Specialists in this Line—Write us.

R. P. Shannon Lumber Company

408 Pacific Building

VANCOUVER, B. C.

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From the
FAR NOR' WEST
Direct to you

SOFT and WHITE

Small, Sound-Knotted Stock
Boards, Shiplap, Flooring, Siding
2 in. & 3 in. Planking

TIMBERS UP TO 40 FEET
for QUICK SHIPMENT

Write or wire

Allen-Stoltze Lumber Co.

VANCOUVER, B.C.

For

British Columbia Mountain Pine

wire for quotations or
send your orders to

The Foss Lumber Co.

Limited

WINNIPEG MAN.

We can save you money and give you
good lumber

PILING and ROUND TIMBERS

Any length and size cut to order.

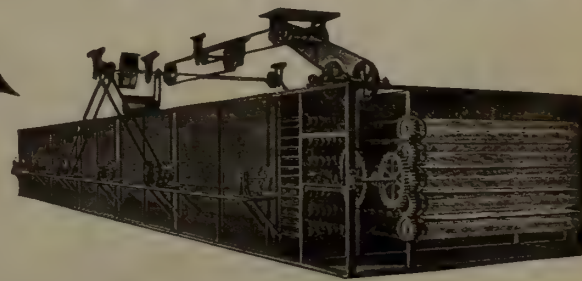
We are operating in the woods summer
and winter, and can make fairly
prompt shipment.

Write to

KNIGHT BROS. & McKINNON, LIMITED

Box 569 COBALT, ONT., CAN.

PROCTOR VENEER DRYER



Dries enormous amount of veneer
perfectly flat and pliable at mini-
mum cost, without checks or splits

Send for catalog and list of users

The Philadelphia Textile Machinery Co., Philadelphia

We have to offer:

70 M. 2 x 4 Merch. Spruce, 75% 12' Lengths, \$45	
100 M. 2 x 5 " " " " " "	45
75 M. 2 x 6 " " " " " "	45
35 M. 2 x 7 " " " " " "	45
42 M. 2 x 8 " " " " " "	45
6 M. 2 x 9 " " " " " "	45
15 M. 2 x 10 " " " " " "	45
26 M. 3 x 6 " " " " " "	45
15 M. 3 x 7 " " " " " "	45
10 M. 4 x 4 " " " " " "	45

The above prices f.o.b. Weston

Canada Lumber Co., Limited
WESTON, - ONT.

Get Our Special Prices on NORWAY

52 M. 1 in. C. and C. F.	139 M. 2 x 12, 10 to 16
71 M. 2 in. C. and C. F.	68 M. 2 x 6 and 8-18 ft.
248 M. 1 x 4 and up	140 M. 2 x 10 and 12-18 ft.
48 M. 2 x 4 and up	6 M. 2 x 4 and up, 20 ft.
25 M. 2 x 4, 10 to 16	25 M. 3 x 6—10 to 16 ft.
95 M. 2 x 6, 10 to 16	25 M. 3 x 8—10 to 16 ft.
75 M. 2 x 8, 10 to 16	25 M. 3 x 10—10 to 16 ft.
107 M. 2 x 10, 10 to 16	25 M. 3 x 12—10 to 16 ft.

Above stocks are dry and ready for immediate shipment.

Also send us your enquiries for anything you may need in
WHITE PINE or SPRUCE

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

Ready for Immediate Shipment

700,000 ft. 5/8 Merchantable Spruce.
200,000 ft. 1 in. Mill Cull Spruce.
50,000 ft. 4/4 to 8/4 in. Canadian Chestnut.
100,000 ft. Good Canadian Oak; can saw to order.
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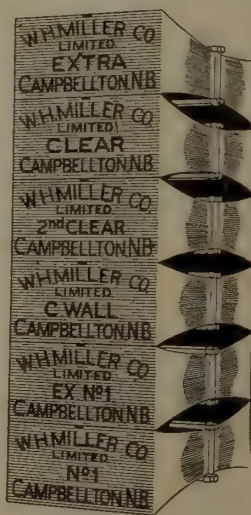
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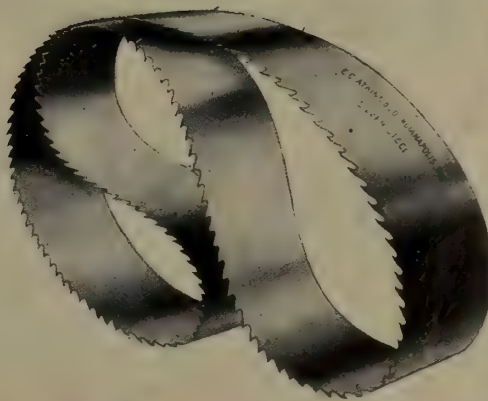
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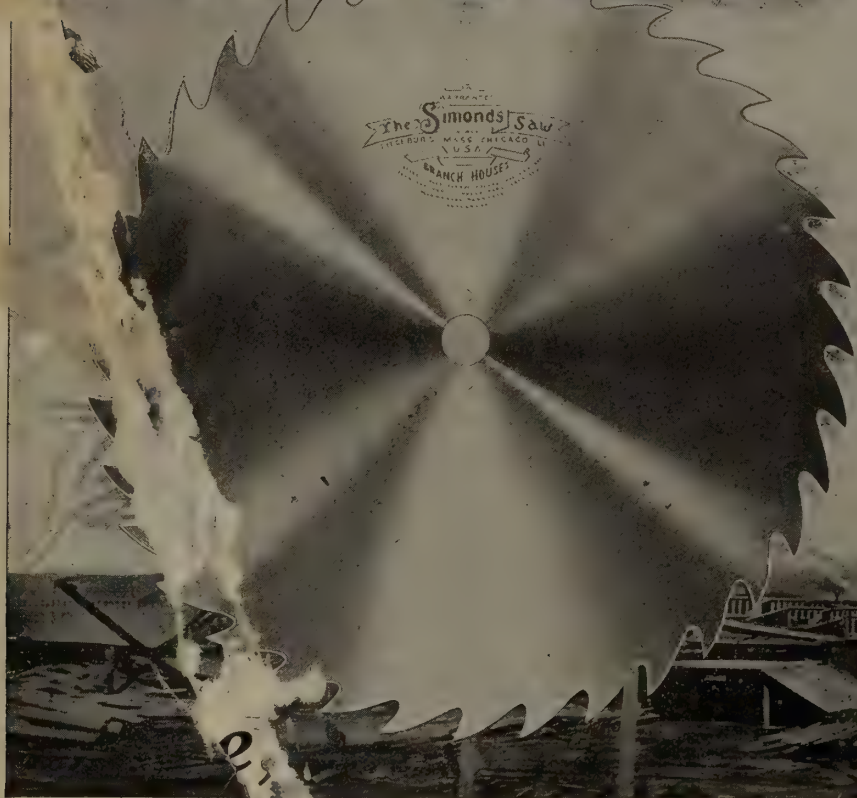
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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No. 20

Retail Association on the Honor Roll in Square Dealing

One of the motions carried at the meeting of the Ontario Retail Lumber Dealers Association, on September 3rd, may be overlooked to some extent if its full meaning is not impressed upon the trade. Not that there is danger of the retailers themselves overlooking it, as its principle lies at the root of all successful retail trade, but the wholesalers and manufacturers who sell to the retail trade may need to have it drawn to their attention and emphasized, that the Ontario Association, by the passing of such a resolution, has placed itself on record as desiring to encourage square dealing between retailers and wholesalers, and will not stand for anything which savors of the cancellation of orders by retailers upon a falling market. At the present time there is a special importance to this resolution as there are those in the trade who are expecting a falling market to develop in the near future, and who consider the recent decline in the price of spruce and of some other woods as the first chapter in a story of price decline which is to follow the advances that have taken place in the last two or three years.

Without wishing to agree with those who are predicting a general fall in prices, it is right that appreciation should be expressed of the principle involved in the resolution passed by the Ontario Retailers, as its enforcement means much to the whole trade. Since the Association came into existence ten months ago, many cases have come up in which retailers have complained of the failure of wholesalers to live up to their contracts to deliver stock for which orders had been accepted many months ago. It is only fair to the wholesalers to say that in practically every case which was brought to their attention by the Association they have complied with the request to make delivery or to reimburse the retailer for his loss. It is poor rule, however, that will not work both ways, and it is to the credit of the Ontario Retail Lumber Dealers Association that at an early stage in their career they have seen the importance of going on record in connection with this matter. The Association can have no room in its ranks for members who wish to hold the wholesalers up to the letter

of the contract, but who think it a good piece of business to cancel a contract when they find they can buy the stock cheaper somewhere else. Whenever a declining market sets in, this temptation will appear, and the retail association cannot afford to allow the rest of the trade to entertain any doubts as to where it stands in the matter.

It can be taken for granted that the meaning of this resolution is not only that the retailers will buy their stocks from those wholesalers who play the game, but will require that the members of the Association show their good faith and their belief in the benefits of co-operation by treating the wholesaler fairly also when they find themselves contracted to buy stock at a price higher than that to which the market may have fallen before delivery is made.

It is interesting to note that the Ohio Association of Retail Lumber Dealers has gone on record in a similar manner, and has even gone the length of announcing in a resolution that it will ask for the surrender of membership of any member of the Association who shall cancel orders hereafter because of a price advantage in doing so. The tendency of the times in Association work is to lay special emphasis on the necessity for absolute good faith in all business dealings and probably other associations of retailers will fall in line.

A striking instance of this determination to play the game is also afforded by the case of the Yellow Pine Wholesalers' Association of the United States. A short time ago they discussed the matter and passed the following resolution:

"Resolved: That the Yellow Pine Wholesalers' Association go on record as being in accord with the principle that the wholesalers' responsibility does not end with the acceptance of the order, but they must fill same regardless of whether or not their manufacturing connection fills the contract; and in case of the mill's failure to ship, the wholesaler should repurchase, regardless of loss, after a reasonable time has elapsed."

Taken together and acted upon fully, these two resolutions, of the retailers and the wholesalers, would practically put an end to the difficulties which have been much too frequent in the past, and which, in many cases, have been aggravated and possibly even caused by the fact that every man was a law unto himself in the matter, as no official utterance had been made upon it. It will be in order for the other lumber associations in Canada, wholesale and manufacturing, as well as retail, to go on record similarly.

How Should Cost of Lumber Delivery be Regulated?

To charge or not to charge for delivery is a perplexing question with many retail lumbermen at the present time. There recently appeared in these columns the views of several representative dealers on this important question and opinion was about equally divided. In some of the smaller places no charge is made, while in others there is a flat rate graded according to quantities. Whether the yard man has motor truck delivery or makes use of carts and horses he finds that the expense of this branch of his service is climbing all the while.

In the smaller towns and cities where distances are short, there is either free distribution or a small sum levied—frequently just what the dealer thinks he can get. In some cases rebates are allowed farmers and others taking away the material that they buy. If a charge is made there is a wide divergence of views on what ground it should be based, quantity, distance, character of material etc. The whole problem after all appears to be one for local solution. Some yard men think the expense of delivery should be figured in overhead cost, the same as rent, wages, insurance, light, heat, taxes, etc. Thus the buyer when he is quoted so much on a bill, knows exactly what it is going to cost him laid down at his door. On the other hand, there are those who declare that delivery is a special service, separate and distinct, having really nothing to do with stock and yard facilities. It is only a means to an end, and when such a convenience is furnished, the customer should bear a fair share of the expense of maintenance. Some lumber merchants have no fixed system, but endeavor on small orders to get a little extra to cover cartage which may not always work out equitably. There is one point on which the trade is pretty much

a unit, and that it, all orders delivered beyond the corporate limits of any town or city, should carry a certain charge for the service. Where there is free delivery customers are often inclined to abuse the privilege and keep telephoning for small jags, whereas if a charge is made, they gauge their requirements more accurately.

Various plans are being tried out by dealers in different towns. A system which has operated very successfully in a city of twenty-five thousand persons might be worth while trying in other places. When it was first instituted there were the usual number of "kicks," and a certain amount of fault finding, the same as there is when anything in the way of a reform or advancement is inaugurated, but the objections soon wore away. Dealers and customers now appear perfectly satisfied. Briefly, the plan is that lumber deliveries amounting to less than 1,500 feet are charged for at the rate of 25 cents for each trip. All deliveries of 1,500 feet or more are charged 40 cents each. In the case of lath and shingles, 25 cents is charged for deliveries of less than five thousand and 40 cents for deliveries of from five to ten thousand. For material other than lumber, lath, and shingles a charge of 25 cents is made for each trip.

When stock material is returned in as good condition as when delivered, it is credited at the price charged less ten per cent, to which is added a cartage charge of fifty cents. The effect of this has been to make customers more careful about ordering the return of small items that were not used. Frequently they bring the material back themselves. It is important to note that all prices are at the yard. The delivery charge is not included in the contract price and the contractor is expected to determine for himself the extra cost. A charge is made for the delivery of every item, if it is a cellar sash or a length of moulding.

Importance of Accurate Thought and Speech in Business

According to Tallyrand, language was given us to conceal thought. This somewhat cynical observation, when applied in a political sense may hold true, but in the ordinary affairs of everyday life, judging by the number of sonorous expletives heard, language was given to mankind to explode or foment thought. There are many kinds of expression used in the ordinary business letter, some curt and comprehensive, others plausible and polite, and still others disjointed and pert, with a few revealing clearness, compactness and brevity.

It has been declared by students of political economy that the average citizen is intellectually indolent; that he prefers to let others do the thinking for him and takes his opinions ready-made from the newspapers or certain would-be leaders whose conceptions may be false or whose views may be biased. In a similar sense it is noticeable that there are many loose, clumsy and inaccurate business communications of the present day. In trying to excel in certain lines we often overstep the mark and become involved and complex, or we are impertinent in our efforts to be pertinent; weak and rambling when we think that we have presented a strong and aggressive front.

Speaking upon this line a writer in a New York magazine says that ordinary business intercourse is handicapped a great deal at the present day by clumsy and inaccurate talk. Very appropriately he enquires how much time is wasted daily in repeating, explaining and correcting business statements—not only in the store, but in the factory, in the counting house and even in governmental communications. He says that improvements in effectiveness and accuracy of daily talk, alike as to matter and form, are actually much easier than is commonly supposed, for any man or woman of fair intelligence. On this point there are widely diversified views. Many persons think that such improvement, after the plastic years of childhood, is both rare and difficult, and hence are discouraged from the effort. Some other convincing observations are made and what is said will be read with much interest by those who give any serious thought, not only to language as a business asset, but who want to improve their speech so that they will be more quickly and easily understood under all circumstances:—

Anyone can learn in a short time, with or without a teacher, to

talk with fair distinctness, directness, and accuracy. Language is a matter of habit, and the habit can be modified greatly with a little continuous effort.

The judgment of the business houses is correct in one respect, namely, that large and general improvement in a standard of talk needs the backing of public sentiment. Language is a social affair, and language-habits are fixed mainly by local custom. The desire for improvement comes mainly through pressure of public opinion, and American public opinion has ignored the matter of communication as a factor in practical affairs. The point to be emphasized, however, is that any individual who sets about it systematically and sensibly can improve his own command of language—his power of communication—very markedly. Furthermore, any employer, by means of a little ingenuity and persistence, can bring about a material improvement in the effective use of language by his employees.

Now, the way to test such assertions as these is to do a little common sense experimenting with your own every day talk—we have all been lax in this matter—and see what results you get. The suggestions which follow—not many, and easily tested—have proved useful in the cases of a number of persons of my acquaintance. If you find them beneficial, you will very soon think of ways to do something in your immediate circle, with your own children, with your business associates. But try them yourself first, and see whether improvement, in effectiveness of ordinary talk, is practicable in the case of the adult you know best.

The most serious defect of ordinary talk, the root of most other defects, is tactlessness, inattentiveness, clumsy indirectness in the way we express our thoughts. Suppose you begin your experimenting with this suggestion: Whatever you have to say, wherever you are, watch your listener. You will not stare at him, of course; you need not even look his way, much of the time. But think of him all the time, and try to put your thought in a form which he will understand, and like.

Most of us, most of the time, soliloquize. Our attention is fixed mainly upon our own idea. Instead of talking we are really only thinking aloud—sometimes with our intimates the family, etc.—because we take their attention for granted; sometimes, on the other hand, when we have something important to say to a person we wish to impress, we become so absorbed in getting the idea just right that we forget to adapt it to the other person, to "get it across." Perhaps you know the indistinctness and incoherence of one who is talking in his sleep. That is only the extreme form of "thinking aloud."

When we talk in the telephone we generally aim our remarks better. Perhaps there is something in the act of sending words through the transmitter which holds our attention. Long distance conversation, besides, costs money. At any rate, telephone talk is nearly always more direct, more concise, and better worded than our talk at other times. It is apt also to be uttered more distinctly, and in a pleasant and more expressive tone. Now, whenever you open your mouth to speak, all day long, try to use your "telephone manner." You will discover before long that people seem more interested, they listen better. If we could all observe this rule all the time absent minded replies, harangues which shoot over the listener's head, and most of the remarks which breed trouble would disappear.

If you think you cannot trust your brain to feed the right words into your mouth as you need them, wait a moment and run over mentally what you have to say. That will not hurt the effect of your remarks when they come. Actually, though, you will find that when you really concentrate on the other person the right words come more readily. Providing, of course, that you have something to say, otherwise be still.

There will be other results. It is paradoxical but true that once you learn to watch the other fellow you become better aware yourself of what you are doing.

The South Vancouver Shingle Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$1,100,000 to carry on business as timber merchants, sawmill and shingle mill operators, loggers, lumbermen; to buy, sell, prepare for market, manipulate, import, export and deal in saw-logs, shingle bolts, timber, lumber and wood of all kinds.

Poise and a Vision

And the lumberman must play his part

"It hurts to think," some cynic has said, and in that aphorism uttered much of truth. For the easy way is to follow the conventional, to let the emotions rather than the intellect rule, and to drift. To really think, implies a fine courage, an independence, a measure of humility and a willingness to assume the hazard of miscalculation—the penalty of misunderstanding. These are testing times of character and ability, of insight and perception, both in the larger fields of affairs and in the circumscriptions of individual environment, **AND THE LUMBERMAN MUST PLAY HIS PART!**

Never in the history of present society has the opportunity been so wide nor the call so keen for him to find himself, to crystalize his convictions, to enlarge his outlook, to increase his stature; never the air so charged with problems, present and prospective; never the hazards of adventure so uncertain nor the promise of attainment so involved. Red Blood, Imagination, Conscience—all these call him to, with lusty soul, grasp these occasions, enter into these problems, find himself and to be; and all this for the joy of it, for the zest of it, for the worth of it! Never in the history of the trade have changes been more kaleidoscopic, nor re-adjustments so frequent and imperative. Let him be glad that he is joined to a business so untrammelled by conventions, and so susceptible to adjustments—a business arising out of primary needs and existing in their fulfillment. These are the days when artificialities are swept aside, and only the essentials count. Let him rejoice that his is not a business of secondary refinements, but arising out of man's primary necessity, in that great trinity of need—food, raiment, shelter, and existing in the satisfaction thereof—a business of the proletariat. What is to be its course and its accomplishment, present and future?

One of the peculiarities of the lumber business in relation to man's primary needs is that it largely implements and supplements their realization. The house of the Pioneer is a most meagre affair, but as the food is grown, the wool is clipped, clothing is made and boots are fashioned, the call for lumber becomes more insistent for packages, for wagons, for cars, for warehouses, for larger barns, and lastly, for better homes. Thus, in the accumulation of wealth, does lumber make both its contribution and receive its acknowledgment. . .

Coming out of something like this, did we, in Canada, find ourselves at the beginning of the war, just passing out of an era of ardent, if sometimes unwise, house-building and development? Carried, as this was, too far, the shock of the war completed a prostration unwelcome but inevitable. Soon, however, compensation stepped in and, in the new requirements of war urge, our product found outlet in satisfying war's demands for camps, packages, munition plants and munition boxes, here, in the States and in England. Under this unusual demand, and influenced by a restricted and costlier production, stocks have materially shrunk and prices have advanced.

Again we found a new situation. The submarine curtailed shipments across the seas; our camps and munition factories were finished and these outlets discontinued. But now entered the States into the war, and, with that, a demand for

lumber altogether exceeding anything in our experience, and as yet unsatisfied. Indeed, depending upon the continuance of the war, a demand that is inconsequential compared with what is to come. And how can it be otherwise, when the creative energies of 110,000,000 people become centred upon the war to the extent of a now estimated 70 per cent. of their productive capacity?

In all of this civilian demands are perforce restricted, but nonetheless new cities are being planned, new houses built, railway equipment renewed and extended, ships launched as never before, but all under government direction instead of individual.

In Canada our Government has not entered so sweepingly into the avenues of accustomed civilian effort, but it, too, is giving definite consideration to housing problems now pressing, and still more to be after that glad day when the war is over. Already in this and in hospital extension, we are beginning to glimpse something of the meaning of soldier re-establishment, and to understand that the end of the war but means the beginning of another period of development to provide for those who have suffered by the war, and to replace and replenish the supplies that war's demands have depleted. For man's wants will not go unsatisfied as soon as he can turn his attention again to their cries.

In the larger part of Canada's field of lumber production, the sawing season is practically finished. Generally speaking, it has been a short season and a short cut. Woods' work is under way, but largely desultory and without great promise. At the very best the log cut will be much under last year, and the cost higher.

We, too, are looking with eager eyes for peace; not a German peace, but a peace that shall, in satisfaction, end these years of denial and bereavement.

When the returning ships bring home again our brave boys, spared the supreme sacrifice, we know that these same ships will call for cargoes of our fields, our factories, our forests, to re-habilitate devastated Europe, and we wish that we might produce in the interim more, for more will be wanted. England, who in normal times took from our shores our pine and spruce in millions, will call for much. Her yards are empty. France and Italy and Belgium, even more, will need our contributions. Homeless people must be housed, and suffering relieved with all speed. Destroyed factories must be restored, and the wheels of industry set in motion.

Between the then and now, re-adjustments will continue, but they will be the re-adjustments of incidentals, and, in no wise alter these fundamentals of an enlarging need and a decreasing contribution. If, viewing this, the Canadian lumberman holds no conviction of the dignity of his relationships, and no vision of their scope in fulfillment, he is, in truth, a meagre soul.

Rather let him enthusiastically enter into the responsibilities of the future; to seek to produce economically, to stabilize conditions and to so order the industry that his product may continue to hold its favor, and so, enter in, at a fair cost, to the tremendous demands of a new era.

The Real Reason For Embargo On Lumber

Entirely Eliminates Transit Cars Which it is Thought Will Be Given Death Blow—Some Interesting Phases of the Present Situation

The embargo on the shipment of the products of the forest east of the Mississippi and north of the Ohio rivers, the reason for the drastic action, its probable effect, operation and outcome are the sole topics wherever members of the lumber trade congregate. The views of manufacturers and wholesalers are pretty well covered in the market reports from different centres appearing in the "Canada Lumberman," and need not be repeated here.

While the move was like a bolt of flame from an unclouded sky, surprises are often more disconcerting at first than they prove to be afterwards. There is, on the whole, no reason to suspect but that, barring the interruption, delay and misconception produced by the somewhat radical regulation of the United States Railway Administration, everything will come out all right.

It is always refreshing to learn how they view matters at home, and how the people directly on the scene size up the situation. Such

trolled through the issuance of permits by the Car Service Section at Washington or by the various Freight Traffic Committees having jurisdiction over their respective territories. It is indicated in the embargo that permits will be issued when operating conditions warrant and upon presentation by the Consignees of evidence which justifies the transportation service. By this we think that permits will be controlled entirely by the conditions on the carriers. If conditions remain comparatively free, as they are at this writing, the issuance of permits will be on a rather liberal basis. On the contrary, if the conditions tighten up, then there will no doubt be a tightening up in the issuance of permits. It seems to be the intention of the embargo to allow the movement of commercial shipments insofar as the demands of the trade are needful and with, of course, due respect to the transportation conditions. We do not, by any means, think the movement of lumber traffic, and, on the contrary, we think that the intention of the Railroad Administration is to so control the situation that possibly more lumber will be possible of moving than could otherwise move if the situation was allowed to congest itself.

May Develop into Good Proposition

There is one effect which the embargo will have; and that is the entire elimination of transit cars, or diversion and reconsignment of cars which may for other reasons get into trouble and destination needed to be changed. With every movement of lumber into the Eastern territory being covered by a permit and there being a strict ban on the diversion or reconsignment of such shipments moving under permit you can readily see that the transit business is given a death blow. Permits will only be issued from the actual point of shipment to the actual point of consumption and no change will be allowed after the car starts. This will result in hardship in some individual cases, but no doubt by the control of reconsignment and the elimination of the transit business, it may in the long run do no great harm to the lumber interests, although transit cars have frequently been of great benefit to government departments requiring quick deliveries.

We will, of course, have to await the working out of the embargo or for further expression from Washington regarding it before we can form a definite conclusion as to the wisdom of such an embargo.

In my opinion the embargo is rather strict, and it seems to us unduly puts upon the lumber interest a burden which should not be borne unless it can be clearly demonstrated by the Administration that it is necessary.

S. C. Higgins, of the Car Service Bureau of the United States Railway Administration, at a meeting of the trade in Cincinnati, assured the lumbermen that it is not the intention to hamper the lumber industry but so to control it that the shipment of lumber will not interfere with the movement of troops and war materials. It was explained that permits will be issued as liberally as possible and that as long as traffic conditions remain open few obstacles will be put in the way of lumbermen transacting their business normally.

However, the transit car has been ruled off and no reconsignments will be permitted. He assured the lumbermen of co-operation and a disposition to help matters rather than to hinder them.

Not Intention to Hamper Trade

A. C. Quixley, President of the Lumbermen's Association of Chicago, said recently:—

"The embargo order means that in the future there will be no reconsignment of cars. There are hundreds of mills which have no selling organizations. These manufacturers have for years loaded their lumber in cars which were sent out to be sold by commission men. These are the hardest hit. We have asked for a modification of the order which could include the entire switching district of this market as Chicago. I am against the transit car business, but on the other hand, if other commodities can be sent into the markets and sold in this manner, why not lumber?"

"The order will stop all transit shipments," said a prominent commission man, "but it is no doubt a war move, and those who are hard hit must await developments. There is no doubt but the permit system also will eliminate congestion at destination. I believe the move is for the purpose of classifying the essential and the non-essential wood-consuming industries, and the beginning of a move for Government control of the entire lumber industry."

Car Service Section,
U. S. Railroad Administration,
Interstate Commerce Building,
Washington, D. C.

1918

ATTENTION MR. E. H. DeGROOT, Jr.

Gentlemen:—

Please furnish us with special transportation authority covering the following shipment:

No. of Cars

Name of Shipper

Address of Shipper

To be shipped from

Name of Railroad

Commodity

Consignee

Destination

Delivery Line

REMARKS:

State here the necessity for securing this material, amount in stock, number of cars in transit, etc. In case not sufficient room below to explain fully reasons for securing this shipment, separate sheet should be used and securely attached to this application. Future applications should be made on this or similar form. If shipment has been offered and declined, state what railroad refused same and reasons for such refusal.

We will arrange loading to maximum capacity and will unload promptly upon arrival.

SIGNATURE

Freight Agent at destination will state briefly conditions at his station with particular reference to the ability of the consignee to handle shipment promptly on arrival.

AGENT

RAILROAD

The form used for requesting Shipping Permit

expressions of opinion help to clear the atmosphere of doubt and mist and shed light and understanding on a situation that requires skilled handling and that must be met diplomatically and judiciously.

Here is what Noel Butler, of Philadelphia, who is conceded to be an exceptionally able traffic manager, declares:—

I am inclined to think that the reason the embargo was placed was for the purpose of preventing, during the coming winter, the congested situation which existed during the last winter or two. If it does result in eliminating this congestion, without unduly restricting the movement of commercial lumber, it will possibly be a good proposition, although it is true that it entails no small amount of work on the part of the average lumber dealer in securing permits and arranging for the shipment of his traffic.

As to the intention of the application of this embargo, it would seem to me that the paragraph D throws some light on the attitude of the Railroad Administration, wherein they mention that commercial shipments of forest products to the embargoed territory will be con-

The Lumbering Activities of Nova Scotia

While Cost of Production Has Been High, Manufacturers Should Have in the Aggregate Very Satisfactory Business for the Year

By B. H. Dunfield, Halifax

Probably no industry in the Province of Nova Scotia has undergone a greater change since the outbreak of war than the lumber industry, especially in the Eastern end of the Province, along the lines of the Canadian Government railway and the Dominion Atlantic. In pre-war times these districts produced annually one hundred to one hundred and fifty million feet of Spruce Deals and Scantling. This stock always found a ready market in the United Kingdom. In those days steamers and sailing ships could be seen almost any time during the year loading at the Richmond Piers, Halifax. In passing we may state that these old familiar piers were entirely destroyed by the explosion on December 6th last, which at the same time snuffed out the lives of many railway employes and stevedores, who had spent many years in the Richmond yards and who gave much of their time to the handling of export lumber. They will be greatly missed by all the lumber shippers when overseas shipments are again resumed, no matter how remote that time may be. They were faithful to their employers and courteous to the public.

During the first two years of the war manufacturers in the districts named above were able to continue manufacturing lumber as in the past and the shippers were able to obtain tonnage quite freely and make sales in the United Kingdom for private account, and at prices that were quite remunerative, especially on account of the rapid increase in freight rates. In 1915 several sailing ships taking in cargo at the same time would be getting rates from 65/- to 120/- per standard and when goods paying the latter rate were marketable at a profit, those paying much lower rates, left handsome margins. But this business did not last long. The Allied Governments soon began to requisition tonnage and buy lumber for their own account, which, of course, relieved the shippers of the task of securing tonnage, and which left fairly good net results. In 1916 quite large shipments were made in this way, and at the end of that year very little stock remained on hand. In the early months of 1917 Government buying was also carried on to quite a large extent, but later in the year this buying ceased on account of the shortage in tonnage, and manufacturers and shippers have since been looking for other markets. For a time during 1917 things looked very blue. The U. S. market was dull on account of the Government restrictions on building, and the local market in our Province was also inactive. Some fifty millions or more of three inch spruce, sawn for the English market, remained unshipped and unsold, being held largely by the exporters. Just how this could be disposed of was a perplexing problem at that time. Soon, however, the United States began to mobilize their armies, to launch an extensive shipbuilding scheme and in general to prepare to enter the war.

This work called for an enormous quantity of lumber such as boards, scantling and plank. American buyers visited this section eager to buy and large quantities of our lumber began to move into New England districts by rail, something most unusual from Nova Scotia, practically all lumber shipped into the United States in past years going forward by water. But rail shipments at this time proved much more feasible on account of (1) the urgent need for the lumber (2) cheaper transportation, as the stock could be taken from the mills and placed on the works at destinations in a very short time and with the use of very little labor as it eliminated the loading and unloading of vessels at ports where labor was very scarce and expensive. Boards were in such demand that practically all the surplus of three inch spruce in this Province was shipped to the States in a few months, being mostly milled in transit. This was an unheard of thing in connection with the shipment of lumber from Nova Scotia.

During the past two or three years the American market has also consumed large quantities of our N. S. Hardwood. Messrs. Dunfield & Co., Ltd., of Halifax have in their employ a man who devotes his entire time to this branch of their business. This man spent several months in the United States so as to become thoroughly familiar with the requirements of the trade, and shipments are now graded according to National Rules. In pre-war times practically the whole output of Hardwood in this Province went to the English market and was manufactured in to 2, 2½, 3 and 4 inch. The manufacturers are now getting familiar with the requirements of the United States market, with the result that large quantities are being turned that way.

In addition to the heavy demand for Spruce from the United States market during this year, there has been an abnormal demand

in our local market, due largely to the reconstruction work being carried on in Halifax. Notwithstanding the fact that a very small proportion of the output this year has been disposed of in the English market, the close of the year will see very little stock on hand, much less than at any corresponding period for many years.

While the cost of production this year has obviously been very high, for reasons familiar to all, the manufacturers should have a satisfactory year's business. The labor question here, as generally, is becoming more acute as the days go by. Wages are steadily increasing and the quality of the labor becoming more inefficient. Woodsmen are receiving to-day at least fifty per cent more than at the outbreak of war. Portable mills sawing by contract are asking for 1919 in some cases one hundred per cent. more than they received four or five years ago.

Good Work Done by New Association

Organization of Lumbering Interests in New Brunswick Results in Fewer Forest Fires

Although New Brunswick has been one of the best lumbering provinces in North America it has only been within the last few months that the lumbermen have appreciated the fact that they should band together for the protection and betterment of this great provincial industry. As previously published in the "Canada Lumberman" the operators of New Brunswick some time ago got together and formed what is known as the "New Brunswick Lumbermen's Association." The object for this action came in the realization that in unity there is strength. They believed that such an organization would mean closer co-operation with the crown lands department, hence better opportunities of securing desirable legislation, and above all one great united effort to prevent the ravages of their arch enemy-forest fires.

At a meeting of the association held recently these questions were discussed pro and con, and as a result the advantages from such an organization were evident. To-day all men in the province, interested in the lumbering industry, are included in the association. The association aims to keep its members in close touch with market conditions so that the smaller operators will benefit by the experience of the larger concerns.

That good has been derived from this organization none can deny. One has only to look back a few years to realize that it would have been a great benefit if the organization had been in existence for years instead of months. Not only has this association taken means for mutual protection and betterment of the industry, but it has also taken steps to combat forest fires, and thus save millions of dollars worth of lumber. In the spring the Maritime Provinces suffered severely from fires which devastated large areas of wooded lands and changed magnificent lumbering possibilities into charred and ruined wastes. Later in the summer fires were not so prevalent, due chiefly to renewed efforts on the part of the government to stamp out this needless and appalling waste on a great industry. Men were appointed to patrol districts and, as a result, many fires were discovered in incipient stages and extinguished before getting beyond control.

True, there were numerous fires, more particularly in Nova Scotia, but from now on there is every reason to hope and expect a betterment in this situation. The members are and have been for some time, starting an educational campaign in an effort to bring home to the trapper, fisherman and hunter the need of exercising greater care while in the woods. Posters are prominently displayed, signs shown on motion picture screens pointing out the terrible ravages made yearly in the province's chief industry as a result of carelessness in not properly extinguishing fires, throwing cigarettes, matches, etc., where they will catch shrubbery and cause large conflagrations among the magnificent timber lands. With the passing of the wooded wilds will go the much sought moose, deer and caribou, and it is in the interest of the hunter to safeguard his beloved hunting grounds as well as protect the lumbering interests. That this campaign is already bearing fruit is evinced from the fact that forest fires are fewer and it is hoped that before many years they will be something we read about but seldom see.

The Jubilee of Historic Sawmill

Festive Occasion Observed at Rockland by Employees in Honor of Senator Edwards



Senator W. C. Edwards, Ottawa

An event unique in the history of the lumber industry of Canada, was observed at Rockland, Ont., on October 5, when the half century celebration of the founding of the Edwards sawmill at that place was marked by a splendid demonstration.

Senator W. C. Edwards, the venerable head of the firm, who is now in his seventy-fifth year, started in the lumber business at Thurso, Que., and his first venture in his own behalf was at Rockland in 1868, where operations were begun in a small way. To-day the great industries of the firm which he still directs at Rockland and Ottawa, are a tribute to the foresight, industry and perseverance of the pioneer, of whom the late Earl Grey, former Governor-General of Canada, remarked that he "put heart, vig-

or, enthusiasm, judgment and knowledge into anything he undertakes." In 1894 Hon. Mr. Edwards extended his activities to Ottawa, and has built up vast interests in the Capital. The mill output at Rockland is about three hundred thousand feet a day and consists of red and white pine, hemlock and other woods. All the larger logs of the company are sawed at this plant, while the smaller ones are taken care of in Ottawa.

The employees at Rockland, located on the Ottawa River, in honor of the golden jubilee, were given a half holiday and the proceedings were marked by sports, speeches and a presentation to Senator Edwards of a fine oil painting of himself, which was executed by G. Horne Russell, of Montreal. Among those who delivered addresses of congratulation and goodwill, were Sir Wilfrid Laurier, A. S. Marion, Reeve of Rockland, and T. H. Wyman. James Erskine, who built the framework of the first Edwards mill, in the fall of 1868, also made a short speech of a reminiscent character, while two men who had worked in the mill when it started, Antoine Bissonette, and Ovellion Boulrice, were present. The Rockland band and the pipers' band from Ottawa furnished excellent music, and there were races, games and a baseball match.

The first mill operated by Hon. W. C. Edwards was constructed in the fall of 1868, and from it has grown, not merely one of the largest lumber businesses in Canada, but a whole village—that of Rockland. In 1868 only two small families were living where the village now stands, and to-day the population is 4,000. As the number of mill workers increased, shopkeepers came to cater to their needs, so that there is now a considerable and orderly village, well laid out and well supplied.

The mills of the W. C. Edwards & Company are among the best fitted establishments on the continent. Their sheds and mills on Sussex Street, Ottawa, are not only constructed of concrete, but have installed in them a sprinkler system, as well as every possible fire prevention device. Since 1868 the business of the W. C. Edwards & Company has multiplied 25 times.

Studying the Forest Wealth of Canada

Owing to the tremendous consumption of timber, lumber, pulp wood, etc., during the last few years, the exhaustion in the near future of Canadian forest resources can no longer be regarded as a negligible prospect, says the Weekly Bulletin, which is published by the Department of Trade and Commerce, Ottawa. This situation led the advisory board of the forestry branch of the Department of the Interior to make, in January, 1917, an analysis of the existing forestry situation. In order to meet this situation, it was evident that certain regulative measures would have to be adopted, but it was equally evident that such measures would have to be based on definite scientific information, little of which was available at that date. In order, therefore, to obtain a scientific basis for future remedial measures and also to curtail present wasteful methods the advisory board of the forestry branch drew up the following recommendations:

- (1) That the stock taking of the standing timber of eastern Canada should be completed.
- (2) That a quick reconnaissance survey should be made on the condition of cut-over lands.
- (3) That a study should be initiated of the possibilities and successful methods of securing reproduction of the more important timber trees, especially white pine and spruce.
- (4) That an early determination should be made of the rates of growth, in volume, of the important timber trees, both individually and in forest stands, to permit calculation of possible quantity of reproduction. This work would include the construction of volume tables.

In discussing these recommendations, it should be pointed out that some of this work has been done, both in Canada and elsewhere. For example, the Commission of Conservation has completed valuable investigations on the timber of British Columbia and Nova Scotia. The study of the rate of reproduction, etc., of trees in Europe has also been undertaken, and in the United States certain investigations have been made on similar topics for American trees. As regards the species that are common to the United States and Canada, the results obtained by American study would, of course, be partly applicable; but it must be remembered that climatic and soil conditions of Canada, owing to its higher latitude, are factors that render rather uncertain information derived from investigations carried on abroad.

In consequence of the recommendations made by the advisory board of the Department of the Interior, the director of the forestry branch brought the matter to the attention of the Research Council. It was proposed that these investigations be made on the Petawawa Military Reserve, a part of which, only 25 square miles in extent, is used for military purposes, the remaining 80 square miles being therefore available for forestry studies. This is part of an old cut-over timber district, on which a second forest has begun to develop, and the timber on it is at a stage of growth that renders it suitable for the proposed study. Recognizing the importance of the subject, the research council recommended that a grant should be given to carry out the investigation during the summers of 1917 and the following years. Consequently, in August, 1917, a preliminary survey was made on the reserve by a forest survey party and valuable results were obtained. In May, 1918, the work was recommenced and is now proceeding satisfactorily.

Expect Big Shortage in Pulpwood Cut

An official of the International Paper Company, after a tour of the Canadian pulp-wood districts from Hudson Bay to the Bay of Fundy, says:—

"A huge shortage of pulp-wood can be expected this year. Present rate of cutting is restricted by labor shortages, and I doubt if cut this year will be more than 50 per cent. of normal. It is almost impossible to secure even common labor to work at the mills or cut wood.

"Pulp wood costs us \$5 more a cord than last year. It takes 1½ cords of wood to manufacture one ton of paper. Increased cost of wood alone is adding \$7.50 to cost of one ton of newsprint. The situation in New England and New York pulp-wood districts shows little improvement over Canadian conditions.

"We do not expect to be affected until summer or fall of next year as we have supplies sufficient to meet needs until then. Meanwhile, with the draft about to make new inroads on depleted supply of labor, outlook for improvement is not bright.

"Regarding a new mill at Three Rivers, it is stated that nothing will develop until after the war. Estimated pre-war cost was in the neighborhood of \$6,000,000.

Pulp Company Loses in Law Suit

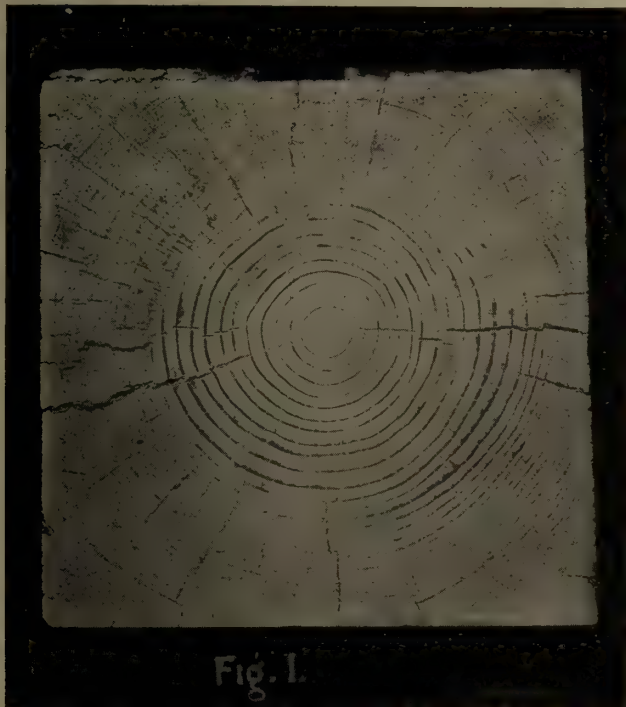
The Court of Appeals handed down its decision recently at Fredericton, N.B., in the case of Spafford W. Wade, Roy Wade and Angelina Wade vs. Nashwaak Pulp & Paper Company, of St. John, N.B. The action was tried before a jury last November, the hearing of evidence occupying ten days. The jury returned a verdict for the plaintiffs, awarding damages to the extent of \$684. From the verdict the defendant company appealed to the Court of Appeals, asking that the verdict be set aside and a new trial ordered. The Nashwaak Pulp & Paper Company appeared as appellants with Wade et al as respondents. The Court of Appeals refused to set aside the verdict. The decision of the Court lays down the respective rights of riparian owners and the lumbermen using streams for driving lumber on such floatable rivers as the Nashwaak. The action was to recover damages for injury to land belonging to the plaintiffs, by depositing logs thereon, damaging and destroying crops and wearing away the bank. From the verdict the defendant appealed and asked for a new trial which has been refused.

Is Wood Suitable for Constructing Mill Buildings

*By W. Kynoch B.Sc F.E. and R. J. Blair, B.A.

The Forest Products Laboratories have frequently had occasion to draw attention to the serious financial losses resulting from the ravages of so-called dry rot in mill or factory buildings of wooden construction. Numerous cases in which this trouble has occurred in Canadian buildings have been carefully investigated and one of these, which has been under observation for upwards of a year, affords a typical example of a deplorable state of affairs which could have been entirely avoided, had those concerned in the erection of the building been guided by the necessary knowledge of the technology of timber and the mechanism of the decay of wood.

From the point of view of the owners of the building the facts are as follows: Five years ago a large factory building was constructed with heavy timber columns and beams and laminated floors of 2 in. x 6 in. planks overlaid by $\frac{7}{8}$ inch hardwood. The operations carried on in the building are such that the relative humidity in the interior is usually high. Serious decay was first noted about three years after the erection of the factory, and since that time has apparently become



steadily worse. The tearing out of practically the whole of the timber construction has now become imperative and such is the prejudice against wood as a structural material which has been created in the minds of the owners that they have decided to replace entirely with reinforced concrete, at an estimated expenditure of \$100,000.

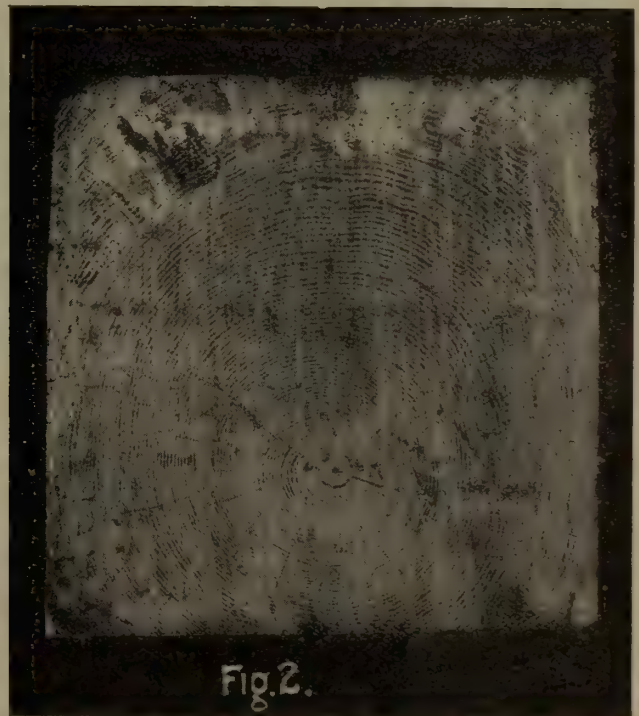
The Germs of Decay in Wood

From a technical standpoint some additional important facts present themselves. The decay of wood is due to the action upon it of low forms of plants known as wood-destroying fungi and bacteria. For practical purposes the bacteria may be ignored. The germs of decay are no more inherent in timber than tobacco is inherent in a tobacco-pipe; infection must come from outside and sound wood becomes infected in two ways, namely, by contact with either tissue or spores of a wood-destroying fungus under suitable conditions of temperature, moisture and air supply. It should be noted that this is not merely an interesting theory. It is a hard fact proved beyond dispute by extensive research and thousands of carefully conducted tests, and we can now induce decay in timber at will in the laboratory. A number of kinds of fungi which can be definitely identified are responsible for the destruction of timber in buildings. In the particular case under discussion the range of temperature and relative humidity of the air in the factory were such as to provide exceedingly favorable conditions for the growth of several of the most destructive kinds. In addition the unseasoned state of the timber facilitated decay because it was not even necessary for the wood to absorb water from the humid air before reaching the moisture content permitting the action of the destructive agent—the moisture was there already. Lastly, a large quantity of the timber used was of the character shown in Fig. 1—that is to say, of rapid growth and low density. Different pieces of

wood, even of the same species, differ in their ability to resist attack. Fig. 2 shows timber of slower growth and higher density and possessing much greater resistance to wood-destroying fungi. What occurred, therefore, was that timber of low resistance in a condition to invite decay (i.e., unseasoned) was placed in a building in which the operations to be carried on gave rise to very favorable conditions for the growth of several extremely destructive kinds of fungi. It is therefore obvious that in all human probability decay of the timber would occur.

There is no Mystery About It

Such instances, and they are numerous, raise two important points for the consideration of the building lumber trades. Firstly, they bring wood into serious disrepute as a structural material. Secondly, they do not simply happen without warning, like an earthquake, nor are they due to some mysterious and unknown cause. The cause is known and the trouble can be prevented by proper procedure. Wood initially sound will last for an indefinite period so far as decay is concerned, if any one of the factors essential to the growth of fungi is lacking or can be effectively controlled. The moisture factor is especially important. If the required amount of moisture is present in the wood the fungi can grow in it. If it can be kept thoroughly air-dry their growth is absolutely prevented. It is, of course, rarely practicable under ordinary conditions to control the moisture content of the wood, the humidity of the air, temperature or air supply. The food supply of the fungus, however, that is, the wood itself, can readily be con-



trolled in that by efficient impregnation with a suitable preservative it can be made chemically impossible for the fungus to act upon it. In the particular mill with which we are now concerned the conditions were so exacting that the timber should without doubt have received efficient preservative treatment.

The selection of the preservative to be used for the treatment of timber for a mill or factory building should depend on the circumstances of the particular case. A material which has been employed in several cases in Canada and the United States, known to the Laboratories, is mercuric chloride (corrosive sublimate). This preservative has been in commercial use to a rather limited extent for many years for the treatment of timber for various purposes, both in Europe and on this continent and has given excellent results.

The Effective Use of Preservatives

Before the war several concerns of which the writers have knowledge treated timber with mercuric chloride for use in their own mill buildings, at a cost of about \$3.00 per thousand feet B.M. The price of the preservative has since advanced so greatly, however, that it might in some cases prove prohibitive at the present time. Other less costly preservatives which might be used are zinc chloride and sodium fluoride. The Laboratories would be glad to furnish, on re-

quest, further particulars regarding the use of these materials for the treatment of timber for mill buildings. Timber to be treated with preservatives should always be thoroughly air-dry. Treating green or very wet wood is time and money wasted, as little or no penetration of the preservative can be secured. In the case of large structural timbers, which frequently take years to become seasoned, the outer inch at least should be reasonably dry before treatment.

In mill or factory buildings or parts of the same, where the operations carried on create very favorable conditions for the growth of fungi, the use of untreated timber, especially timber of low density, or timber containing much sapwood, is inviting disaster. If the timber be efficiently treated, however, there is no objection to the presence of a considerable proportion of sound sapwood or to the use of sound second quality or low density wood, provided that where necessary due allowance be made for the lower strength of the lighter material. The added cost of treatment could therefore in some cases be partially offset by using less costly timber.

It must not be inferred that treatment of timber for mill construction is always necessary. It is only requisite where the conditions are especially exacting. In other cases the use of timber of the proper quality and the observance of certain precautions will give reasonable assurance of immunity from decay. The following precautions, some of which would require modification in individual cases, have been mentioned by the Laboratories on previous occasions, but will bear repetition here.

Some Precautions to be Taken

(1) Only dense material of the more durable species should be used, and the proportion of sapwood allowed should be small.

(2) The timber should be carefully inspected as to soundness, density and proportion of heartwood, and material not up to specifications should be rejected.

(3) Planking should be thoroughly seasoned in all cases. In large timbers the outer inch at least should be reasonably dry.

(4) Timber delivered on the work should be piled out of contact with the soil and with any unsound wood.

(5) All reasonable and practicable precautions should be taken to keep the woods as dry as possible before and during construction.

(6) Laminated floors should not be built while the wood is wet. If this is unavoidable it is advisable to proceed as follows: As soon as the building is completed and the heating plant installed, close all doors and windows, raise the temperature inside the building to, say, 120 degs. F., or as near this as possible, and maintain this condition for several days. If this can be done before building paper, pitch or hardwood flooring is applied over the laminated flooring so much the better. (In the case of storage or other buildings not provided with heating plants it is suggested that some temporary means of heating might be used. Where this is not feasible it would be safer to build with treated timber).

(7) Wood should not be covered with plaster or other materials or painted until at least two years after the building has been occupied.

(8) Construction at joints, where beams enter walls, etc., should be such as to permit of ample ventilation.

(9) Special care should be taken in the construction of roofs when untreated timber is used. It is necessary to have the interior roof planking thoroughly insulated so as to prevent condensation of moisture on it in winter.

(10) An examination of the planking and timbers should be made periodically, say half-yearly, during the first three or four years after the completion of the building.

Cause of Infection in Lumber Yard

That timber frequently becomes infected in the lumber yard and that trouble from decay in mill buildings often arises from the installation of such infected timber is beyond question. Where infection occurs in the lumber yard it is usually due to the existence of conditions which foster the growth of fungi, such as the following:

(1) Location of yard in a damp low-lying situation or neglecting to provide proper drainage.

(2) Allowing decaying waste wood to accumulate in the yard and to form centres for the distribution of infection.

(3) Using partially decayed foundation timbers for lumber piles, whereby disease is transmitted to sound lumber piled on same. (Foundation timbers should preferably be thoroughly impregnated with creosote oil).

(4) Piling lumber too near the ground, thus retarding circulation of air where it is most needed and keeping timber in the lower part of the piles in a favorable condition of infection.

(5) Using diseased spacers in lumber piles.

(6) Permitting diseased timber to remain as part of permanent structures in the yard.

Timber possesses several important advantages over other materials for interior construction in mill or factory buildings. For example, the initial cost is appreciably lower, alterations and extensions

can be more easily and cheaply effected, construction can be completed in a shorter time and conditions are frequently more conducive to health and therefore to efficient work on the part of employees. Lower insurance rates can be secured for a sprinklered building of the standard mill construction type than for so-called fireproof buildings not protected by sprinklers. The only serious objection to the use of timber for this purpose is its tendency to decay and as we have endeavored to show the cause of the disease is known and preventive measures are neither difficult nor costly.

Says Labor Conditions Worst Ever

Reviewing the outlook of labor for the coming season a leading lumberman in Northern Ontario writes the "Canada Lumberman" as follows:—

"The prospects for labor in the woods are the worst we have ever experienced. In the logging season of 1916-17, when we thought that conditions were about as bad as they could be, and labor quite scarce and of poor quality, we managed to have, during the skidding season, from 1,000 to 1,200 men. During the season of 1917-18 all we could average was about 560 to 575 men. This season it would appear from present indications that 350 to 400 will be the limit.

"We do everything that anyone else in the business does to secure men, and I therefore would suppose that other lumbermen are in about the same place as we are, insofar as the number of men they have and the number they would like to have. From the above figures you can judge exactly what the production will be in proportion to the previous season.

"Besides the number of men being employed in the woods this season being so much less than last year and the year before, the efficiency is going off in almost the same ratio. Over half the men employed in the woods now are foreigners, mostly Austrians, and they nearly all have money in their belts or in the savings bank, anywhere from \$100 to \$2,000 apiece and, therefore, are quite independent, and while the anti-loading law gives us a certain measure of control, yet it only requires the proverb about 'Leading the horse to the water,' to explain. No men of draft age will leave the province of Quebec, consequently, the men we get from there are old men or little boys who should be at school.

"What the markets will be next season is problematical; a great deal depends on when and how the war will end. I do not suppose we have any fear about how it will terminate, but just when is a question, and how it will affect the lumber market is the other interrogation to which nobody can give a definite answer. If lumber takes a big slump after the present cost of production, then nearly all the manufacturers will go stone broke."

May Plant Canadian Poplar in Italy

W. McL. Clarke, Canadian Trade Commissioner, writing to the Trade and Commerce Department at Ottawa, from Milan, Italy, says:

The Italian paper industry is facing a crisis owing to the insufficient production of wood for papermaking and because of the well-known difficulties which are experienced in importing the wood from Norway, Sweden and America. The average annual consumption of mechanical wood-pulp in Italy was, prior to the war, 700,000 quintals, of which 600,000 quintals were derived from the native poplar and about 100,000 quintals imported from abroad. In addition 95,000 quintals of cellulose were yearly imported from Germany, Austria and Norway. Owing to the acuteness of this problem of furnishing the necessary wood-pulp, a problem now aggravated on account of the war, unless the necessary provisions are now taken this crisis threatens to continue even after the war. Therefore as a just step toward bettering the situation it is advisable to make extensive plantings of Canadian poplar. If these are made in places suitably adapted for their growth, highly compensating returns will follow in view of the prices now prevailing for poplar wood.

To-day one tree alone costs 30 lire, and on a hectare (2½ acres) devoted to the growth of poplar, and in which 600 trees could be cultivated, would yield about 18,000 lire. The land most suitable for the cultivation of the Canadian poplar is along the Po and other rivers and in uncultivated territory, provided it is not subject to periodical inundations. We advise the Canadian poplar in preference to our own because it has a more rapid and vigorous growth. It only requires from twelve to fifteen years for the Canadian poplar to be industrially of use, while a period of twenty to twenty-five years is required for the common poplar.

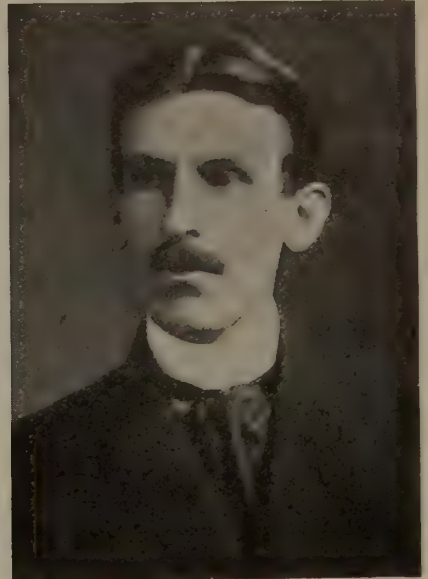
The Canadian poplar ordinarily is adapted to specialized cultivation. The trees are planted four or five metres apart, in rows of the same distance from one another or in single rows along the rivers, as in Lombardy, and require a large amount of chemical fertilizer. The young poplar trees of two years' growth are generally planted.



W. B. Snowball, Chatham, N.B.
President



Donald Fraser, Plaster Rock, N.B.
Vice-President



R. W. McLellan, Fredericton,
Secretary-Treasurer



W. Garfield White, Sussex, N.B.

The Executive of the newly organized New Brunswick Lumbermen's Association. An appreciative reference regarding the worth and work of this alert and aggressive lumber organization and what it has already accomplished appears on page 29 of this issue.



F. C. Beateay, St. John, N.B.



J. B. Gregory, Fredericton, N.B.



J. W. Brankley, Dalhousie, N.B.



James Robinson, Millerton, N.B.

New Sale Held on Stumpage Basis

The Policy Adopted by New Brunswick Results Satisfactorily—
Many Parcels of Timber Sold.

The big sale of timber berths in New Brunswick by the Department of Lands and Mines was held in Fredericton, October 3. The sale was conducted on a new basis, one of stumpage instead of mileage, and turned out decidedly for the better from the viewpoint of the Province. Hon. E. A. Smith, Minister of Lands and Mines, speaking of the results, said that they were highly satisfactory. Proceedings were conducted in the large assembly chamber of the parliament building, as the number present from all over the province more than taxed the capacity of the Crown Land Office. All sections of New Brunswick were represented; small operators predominated, but many of the large lumbering firms had someone present in their interests. The sale was noticeable for being on a new basis for the province, stumpage alone being charged and the berths free of mileage and fire tax.

The sale began at noon and as each lot was put up the upset price was announced. No upset price was lower than \$5.50, and on some lots it was \$6. The upset price was on spruce, fir, pine and cedar. Other woods paid as follows: Hemlock, four-fifths; hardwood, one-half; poplar, three-quarters; railway ties, twelve cents extra.

Some lots were withdrawn by the department on account of the scarcity of timber on them. For the training grounds reserve lots there was no lively bidding, many of those lots being difficult of access.

The Properties and the Purchasers.

The purchasers were as follows:

Nine square miles, head of McKenzie Creek, near Covered Bridge, J. S. Hoskins, Baltimore, (N. B.), \$6. Ten square miles, five miles east of McGivney, W. S. Anderson & Co., Burnt Church, \$5.50. Four square miles, McKenzie Creek, near Covered Bridge, John A. Young, M.P.P., Taymouth (N.B.), \$5.50. Ten square miles, head north branch Cain's river, W. S. Anderson & Co., Burnt Church, \$5.50. Four square miles, east of McGivney Junction, W. S. Anderson & Co., Burnt Church, \$5.50. Two square miles east of Little River, F. C. Coburn, Ripples, \$5.50. Five square miles, Little River and Bear Brook, C. G. Coburn, Ripples, \$5.50. Four quarter miles, southeast of Crocker Lake, Northumberland county, Andrew Blackwell, \$6.50. Five quarter miles, north forks Bass River, Kent county, James A. Burns, Rexton, \$5.50. Three square miles, St. Nicholas River, James M. Burns, Rexton, \$5.50. Two and a half square miles, west of Little River, F. C. Coburn, Ripples, \$5.50. Two square miles west of Bay du Vin river, A. & R. Logie, Loggieville, \$5.70.

The sale was completed in the afternoon with the highest bid \$17.25 per thousand. Another bid was \$16.50. The sales were:

Eight square miles on Big Brook, J. D. Irving, Buctouche, \$6.20; two and a half square miles, south of Dungarvon River, Archie Alcorn, Blackville, \$5.50; three square miles, east branch Sabbies River, Archie Alcorn, \$67.75; two square miles, south of Southwest Rusignish, Burden Phillips, \$5.50; two square miles, northwest of Nacawic River, two square miles Little Northwest Nacawiacac River, two square miles in parish of Southampton, James K. Pinder, M.P.P., Temperance Vale \$5.50; two square miles on Three Tree Creek, Eldon Phillips and Fraser Waugh, \$5.50; two square miles east of Pollett River, Fred Colpitts, Salisbury, \$2.75; two square miles, Eel River, York and Carleton county, five and a half miles near Canterbury, H. N. Grant, Canterbury, \$5.50; four and a half miles west of South Forks of Coal Branch, two and a half miles on South Forks of Coal Branch, two square miles at head, eight and a half square miles on Otter Brook, Fred D. McWilliam, Ford's Mills \$16.50; two and a half square miles at head of Coal Branch, A. Chapman, \$6.30; two and a half square miles on North Forks of Coal Branch, Fred D. McWilliam, \$17.25; three square miles on White Rapids Brook, Archie Alcorn, \$7.70; two square miles on Mill Brook, Washademoak, Wilson Box Co., St. John, \$5.50; two square miles on Magaguadavic River, Ernest Vail, Brockaway, \$5.50; three square miles on Northwest Ormocto, Lake River Valley Lumber Company, Ormocto, \$5.50; eight and a half square miles, parish of Dumbarton, Charlotte county, J. M. Mann, Calais (Me.), \$6; six and a half square miles east of Big Magaguadavic Lake, Fraser Limited, Edmundston, \$5.50; two square miles, parish of St. Mary's, Kent county, J. D. Irving, Buctouche, \$6; three square miles, Six Mile Brooks, Cain's River, John Kervin, Shinickburn, \$5.50; two square miles, Six Mile Brook, Cain's River, and three square miles South Branch Six Mile Brook, Fenton S. McCormick, Blackville, \$5.50; two and a half square miles, northwest of Crockers Lake, Joseph Ferguson, Cassellis, \$6.50; two and a half square miles,

Lower Trout Brook, Magaguadavic River, Percy J. Anderson, Lawrence Station, \$7.75.

In connection with the sale of N. B. timber licenses an officer of the Department of Lands and Mines states that over one-third of the whole lot were disposed of. The lands put up were not the best, by any means, in the province, but in many cases were those upon which timber holders had the opinion five years ago of renewing their lease, but did not think it worth while to do so, very often because the lands were nearly depleted. The price per thousand at which the berths were bid in was based on the value of the spruce. In two cases the stumpage was extraordinarily high. These cases may be understood in this way. The person who bid them in against opposition, did not object to offering a high price for spruce as he did not intend to cut spruce, there being very little on the land anyway. His intention, it is understood, is only to cut sleepers on which there is a flat rate of 12 cents. The rate of stumpage is twice as high or more than the Province has been receiving. Under the old system there was included a small amount for mileage, which does not apply under the present system.

Personal Paragraphs of Interest

Mr. Foy, of H. R. Goodday & Co., wholesale lumber merchants, St. Peter Street, Quebec, and representatives of Foy, Morgan & Co., timber brokers, London, Eng., is a patient in a Quebec hospital, suffering from an attack of typhoid.

William Rutherford, of Montreal, has been appointed treasurer of the Inland Cultivation Association, formed to promote the cultivation of idle lands near Canadian cities, and particularly for using contractors' idle equipment in this connection. The Rockland group of the Association recently organized a demonstration of the use of tractors on land just outside Montreal.

Lieut. E. T. McGibbon, R.A.F., son of C. McGibbon, lumberman, of Penetanguishene, was in Toronto recently on his way overseas after a furlough to recover from injuries sustained in action.

W. T. Mason, of Mason, Gordon & Company, Montreal, returned last month from a visit of some weeks to the British Columbia mills.

L. D. Barclay, manager of the Canadian Western Lumber Company's Toronto office, has returned from a successful selling trip throughout the Maritime Provinces, going as far as Halifax, in which city rebuilding operations are going on rapidly.

E. R. Sutherland, representing the McDonald Lumber Company, of Winnipeg, was in Toronto recently calling upon the trade.

Word was received in St. John, N.B., recently, that Captain Colin Mackay, of the 12th Siege Battery, and Miss Jeannette Bridges, of St. John, were united in marriage recently in London, England. Captain Mackay is a son of Malcolm W. Mackay, a well-known lumber merchant in St. John, N.B.

During a recent visit to Quebec City a representative of the "Canada Lumberman" called on Mr. Auger, of Auger & Son, one of the oldest lumbermen in Canada. The date happened to be the 77th birthday of Mr. Auger, who was "celebrating" it by attending to business as usual.

J. C. Shields, President of the Dominion Lumber and Timber Company, of Vancouver, B.C., was in Toronto recently calling upon the members of the trade.

Hugh A. Rose of Toronto, representing Mason, Gordon & Company, of Montreal, recently completed a very satisfactory selling tour throughout Quebec and the Maritime Provinces.

The death occurred suddenly of Miss Fordyce Stevenson Gall, daughter of Mr. George Gall, of the Gall Lumber Company, Toronto. She had been ill only twenty-four hours with pneumonia. Miss Gall was born in Toronto and educated at Queen Victoria School and Parkdale Collegiate Institute. Besides her parents, she is survived by three brothers, Captain Hugh Gall, in France; W. C. Gall, and A. J. Gall, of the Gall Lumber Company, and by five sisters.

Harry Lauder Visits Canadian Lumbermen

Mr. Harry Lauder, the noted music hall singer, who has been spending a holiday with his friend Mr. Donald Munro at Banchory, paid a visit to the Canadian Lumber Camp at Kemnay, England, the other day along with Mr. Munro. They were both very interested in all they saw and in the splendid work being done by the Canadian lumbermen there. They were shown over the mill by Captain Fee and other officers. It may be mentioned that this mill holds the record for Scotland, having produced during six days 202,835 feet board measure. The men considered it a great honor that Lauder should have paid them a visit, and several of them had the pleasure of interesting conversation with him.

How Does Your Stock Stand at Present?

Importance of Retail Lumberman Having Complete and Simple System of Quantity and Grade

One of the most important features of the retail business is a correct system of stock-keeping. Inasmuch as the dealer carries a great many items on hand, and has not only many varieties of lumber, but many thicknesses and grades of the same kind, it is obvious that no system which depends largely on the memory of the lumber merchant is going to be even reasonably satisfactory, says a writer in the "Southern Lumberman," who has closely studied the general situation.

Furthermore, since good business at all times, and especially now, when it is desired to keep overhead as low as possible, recommends carrying a relatively small stock and turning this rapidly, rather than a big stock which is turned more slowly, it is essential that one know just what this stock consists of. In this way reinforcements may be made at the proper time, and buying may be done on a more intelligent and definite basis. And if there is any particular place where the elimination of guesswork counts, it is in buying.

When lumber is put in stock it is, of course, customary to mark the bins or sheds where it is piled in such a way as to indicate what

3- 2x6 Rough Hemlock											
10'		12'		14'		16'		18'		20'	
195	26	427	5	592	2	97	13	111	2	65	1
166		422		590		84		109		64	

Size of card 6"x6"

Illustration No. 1

Hemlock 2" Rough	
1- 2x4 - 7' to 16'	
2- " 18' + 20'	
3- 2x6	
4- 2x8	
5- 2x10	
6- 2x12	

Size of card 6"x6"
without the tab.

Illustration No. 2

the character of the material is. In many yards the same space is regularly used for the same stock at all times, except when there is an overflow which crowds some of it into another section of the shed. This makes for ease in handling, and enables even a green man, with proper supervision, to get along pretty well.

In the office, however, there should be a complete record of the quantity, grade and location of each item in stock. As additional receipts are unloaded, this should be corrected; and as lumber is shipped out, deductions should be made, so that at all times the lumberman will have before him a record of the stock on hand. This sounds like a lot of work, but as a matter of fact it needs take only a few minutes a day; and the dealer will be surprised to see how often a record will be of value to him.

A card index can be used to good advantage in making a stock-keeping system, though many dealers seem to prefer sheets, which are written out freshly at short intervals. The objection to the card

system is that too many items are handled, and therefore a great many cards are needed, whereas with a sheet everything is before the dealer all the time. Personally, the writer prefers the card index, though there is the added objection that cards are likely to get lost or mislaid if they get out of the file, as frequently happens when the records are being corrected. But no matter what the particular form is, the lumberman should see to it that he has at all times the information he needs on this subject.

One big advantage, in addition to convenience in buying, which has already been referred to, is in case of fire loss. Many of the insurance companies use what is known as the iron safe clause on their policies, and this requires that the assured keep his books and records in a fireproof container, so that in case of loss they will be available as a record for adjustment. The dealer who is able to present to the insurance companies a complete showing of the lumber on hand at the time of the fire is certain of a better and more rapid adjustment than if he is compelled to rely on his memory, aided by the record of invoices from shippers which have been entered and paid. This must be modified by the sales, and hence there is certain to be room for argument as to just how much stock was on hand at the time of the fire. When the other system is used, everything is down in black and white, and the insurance adjuster will be ready to accept it as a reasonable and credible evidence of the loss.

Again, the retailer who keeps such a record is able to check his inventories exactly. It is not unlikely that many a dealer pays for a good deal more lumber than he actually sells. That may be explained by errors in measuring lumber to be delivered to customers; by petty thefts around the yard, which are often numerous, especially in certain localities, and by depreciation of stock that is carried so long that it loses grade and is not saleable. (Such things happen). In any event, however, it is up to the dealer to find out if there is any discrepancy between his office record of the lumber he has on hand and the quantity shown by actual inventory to be in the yard. If there is any variation, he wants to know how much it is and who or what is responsible for it.

Regulating the Supply of Labor

Most retailers are wont to complain of labor conditions at present, and especially of the low grade of the help that it is possible to obtain. However, it must be admitted that from certain standpoints the conditions might be very much worse, says an exchange.

For illustration, take the yard which is not doing a normal amount of business, and which does not need as large a force as usual. It has no quarrel with a situation which provides a considerable number of "drifters," since it is thus able to pick up a crew of able-bodied men to assist in unloading cars whenever this may become necessary.

There are many dealers who formerly maintained a permanent force for this purpose, but their receipts are now so much smaller, with only an occasional car coming in, and the result is that they need extra help only at times. They are able as a rule to pick up the men they need, and, while these are not especially desirable workmen, they can handle the lumber, and that is what the dealer is principally interested in.

If every man who is now picked up at intervals for special work of this kind were employed at a regular job, the lumberman who now is able to get his occasional services would find it mighty difficult to get along. He might even have to have a larger permanent force in order to be sure of having the men needed to do this work. Consequently all of the advantages are not on the same side, but it must be admitted that the tendency of laborers to drift is for the benefit of the man who has work to do only now and then, and who does not want to carry a maximum force all of the time.

In fact, many a dealer who has found it advisable to reduce operating expenses has accomplished it in just that way, by letting out all except those who are needed for the regular, every-day work of the yard. In this way he is paying only for the work that must be done, and when the amount of work is increased by the necessity for unloading a car, he goes out and picks up the additional men, who are paid for the day or two that they are on the job.

One thing which tends to make irregular workers of laborers of this type is that they can usually get just as much for their work as the steady employe gets. This is no doubt wrong, and one of the ways to correct the situation is to pay a definite increase in wages to those who have been with the company for more than a year. A scale should be established whereby the man who stays on the job will get the higher rate of pay for each additional year that he works.

The writer was informed recently that one large company, which employs thousands of men, has adopted a system whereby a bonus of a substantial percentage of the year's earnings is paid to those who succeed in staying on the payroll for the full period. This gives every man something to look forward to, and makes even the most thoughtless stop and think before a job is lightly tossed aside.

What Others Say On Trade Problems

THE National Lumber Manufacturers' Association, with the best interests of the entire industry in view, has taken up nationally the question of selling lumber by the piece. In other words, if an intending purchaser walks into a lumber yard and asks for one piece of board or some piece of any other item that may be in stock, the dealer will immediately quote him the exact price of that one piece and not befuddle the mind of the buyer with the answer that it is worth so much per thousand feet.

Undoubtedly many sales have been lost to the average retail yard throughout the country because of the backward selling methods adopted. Selling is entirely a matter of psychology, taken in a general way. The man who wants one or several thousand feet of lumber wants the price per thousand feet and, therefore, the price creates no false impression on his mind. But many men desire but one piece of material, and if they go into a yard and ask the price and their mind is beclouded with the asinine answer that it is worth so much per thousand feet, they either do not buy, or if they do, never call back again regardless of how bad they might want another one piece. In this latter class of trade the element of psychology entirely enters and if properly handled would result in largely increased sales of one or more pieces of lumber.

It is to be hoped that the National will meet with success in its efforts to have retail yards adopt the one-piece price method. It should be as easy for a yard manager to have the prices per piece figured out on all items as it is for a racket store to have the price per attached to all items placed on sale the moment they are unpacked. The Lumber Trade Journal has at various times urged the adoption of the price per piece method of selling lumber as a means of not only increasing the sales at the yard, but of actually increasing the profits on the lumber sold.—The Lumber Trade Journal.

* * *

A "Red Hot" Trade Tip is This.

WE have seen it demonstrated in an "intensive" manner of late, just how much the prosperity of the farmer means to the general welfare, not only of our own nation, but that of the entire civilized world—Germany excluded, because that country has yet to be civilized. Therefore, with the metamorphose of the farmer into the modern farm business manager, there opens up a vast field of opportunity for business men in other lines to co-operate in helping the farmer increase his own efficiency. In this particular, the lumber dealer undoubtedly occupies a front row seat because the very nature of the lumberman's business makes him the leader in the work of equipping the modern farm.

But to get back to that farm business office. There isn't any good reason why the farmer should not have an office as completely fitted up as that of any other business man. There is an infinitude of reasons why he should have. The present-day farmer, and the farmer of the future, should and in all probability will, manage his farm pretty much along the same lines as those followed by the merchant or the manufacturer. Therefore he will find need for the same facilities as those used by the general run of progressive business men. There will be farm cost accounting systems. Bookkeeping, crop records, crop utilization records, sales system, profit and loss accounts, etc., all of which call for suitable office equipment.

Perhaps the present farm home does not afford a room that can be converted into a convenient office, therefore the lumberman has the opportunity of examining the farm home, planning the necessary addition, presenting the proposition to the farmer and advancing the necessary arguments to convince the farmer that the money spent for the improvement will be a good investment.

This is just one more idea handed to its readers by the Retail Lumberman. Perhaps we are a little ahead of the times with this, as we have been with many of the progressive ideas we have supplied in years gone by and which we have seen become the cornerstones for present-day business building by retail lumbermen. We will not be surprised to see this latest idea received with enthusiasm by some, with indifference by others, and with open doubt in other quarters—but some day we will see lumbermen supplying the materials to farmers for equipping farm homes with farm business offices.

You can either wait and see—or, you can get busy now, and start this movement in your own community, just as you prefer. But remember, the idea is fundamentally sound and involves a necessity which is the natural outgrowth of changing conditions.—The Retail Lumberman.

Condemn Cancellation on Declining Market.

RESOLVED, That the Ohio Association of Retail Lumber Dealers, through its secretary, shall ask for surrender of membership in said association, of any member cancelling an order by reason of market decline.

The above is one paragraph of a set of resolutions adopted at the recent meeting of the retail lumber dealers of the state of Ohio, and we believe that the Ohio association is unique among organizations of retail lumbermen in the action taken.

The question of order cancellation has been much discussed. It is probable that in no other general line of business has the practice been as common as in the lumber industry. It is not confined to the retailers, either. Many retailers have given it as their warrant for cancelling orders on a declining market that the manufacturers are just as prone to make cancellations on an advancing market, and there is much truth in the charge. As to who started it, there is no way of determining. It is another question of which came first—the egg or the hen.

Possibly, in condemning the practice, the Ohio retailers are taking a step made logical by the relative positions of the shippers and buyers. In the matter of wiping out orders, the shipper has the advantage. He can bring about the same result by delaying shipment until the dealer becomes disgusted and places the order elsewhere. Without absolutely cancelling an order when the market is advancing, the shipper can, by one pretext or another, delay shipping the goods, unless the order also contains a definite contract as to time of delivery. On the other hand, the buyer has no such opportunity. If he finds himself able to buy more cheaply, after he has placed an order, he can only resort to out-and-out, plain cancellation.

Of course, the shipper can always have recourse to the courts. If he accepts an order at a certain price and makes reasonable effort to load it and send it on its way, he can always compel acceptance by an appeal to law. It has frequently been done; but more often the shipper will accept the cancellation and dispose of the material elsewhere, and at a lower price, simple because the cost of litigation is usually greater than the amount of loss involved. The comparatively few cases where the matter has been taken to the courts have established a sufficient precedent, but have not succeeded in bringing down court costs to a point where it is worth while.

A further paragraph of the same set of resolutions reads:

Resolved, That the Ohio Association of Retail Lumber Dealers asks its members to support by buying from such manufacturers and wholesalers who have, and will show a spirit of co-operation with our association in its efforts for square dealing between ourselves, manufacturers, wholesalers and customers.

There is much meaning in that resolution. Between the lines, we may read that the members of the association believe in dealing only with such manufacturers and wholesalers as do not cancel orders on a rising market, or defer shipments; who will not sell to wholesalers who sell direct to consumers, and who do not themselves sell to consumers direct.

In this, the Ohio association is consistent. Since it proposes that no member shall cancel orders without other and better excuse than that the market has declined, they have a right to expect that the manufacturers and wholesalers from whom they buy shall be equally careful in the methods followed in the course of business.

Some dealers assume the right to cancel orders when the market declines, and they do not even offer the pretext that such action is justified by similar action on the part of shippers, when the market is advancing. They continue to do it because they have been able to "get away with it" in the past. If every sale were made a contract, and enforced, it would not be long until the practice would be forgotten.—Mississippi Valley Lumberman.

* * *

Some Mills not Doing Full Duty.

THE government needs more fir airplane lumber. While the production of fir cants has been heavy, there are a number of mills eminently able to supply this material, which so far have not come through in the way that they should.

There is no reason why every saw mill that has suitable logs, should not manufacture fir airplane cants. It is not only good business to get out a maximum amount of this lumber, but it is the duty

of every mill man to give his government all of this material that he possibly can.

If a mill does not happen to be cutting at this particular time, the type of logs needed for this lumber, the mill should make it its business to get out the kind of logs necessary.

It makes no difference what inconvenience or how much it may cost, to get at the right kind of timber now, the need is so great that the cost and the trouble, are the last things to be considered.

The mill man or the logger who is not producing this kind of material is not playing fair with the government. Efforts are being made to induce by persuasion every mill to cut some airplane lumber. In case manufacturers are so blind that they cannot see the necessity of coming to the aid of their country, then it is time that more drastic action be taken. Any saw mill which has suitable logs or can obtain suitable logs, and is not manufacturing airplane lumber, should be closed, at least for the period of the war. There is too much can't and too few cants.—West Coast Lumberman.

Interesting Suit Over Lumber Fire

The First Division of the Court of Review—Justice Demers, Archer and Coderre—concluded the September roll recently in Montreal. The concluding case was one in which J. A. Courville, esq., inscribed in review a judgment of the Superior Court, rendered by Mr. Justice Globencky, at Sherbrooke, on April 11, 1917, dismissing appellant's claim for \$4,000 insurance on a policy effected with the defendant-respondent's agent in relation to a furniture factory at Lake Megantic.

The policy in question was originally issued on "lumber" but on renewal, application was made to change it to "schedule." The proposal, it was said, was accepted, the premium paid and an interim receipt or "binder" issued. There was an error on the binder in that the insurance was referred to as being on lumber, whereas it should have been schedule. The change was duly made on the binder, but before the actual policy was returned, fire destroyed the factory and the company at the time ordered its agent to cancel the insurance on the policy as amended. The company paid for a policy of \$1,000, but refused to pay the \$4,000 as on a policy in schedule. It was for \$4,000 that appellant sued for in the court of first instance, and now submits the judgment dismissing his action was in error in holding the defendant established want of authority on the part of the agents to change the policy. It was insisted that the application by appellant for a renewal of the policy, accompanied by the premium, and the receipt of the binder, constituted a contract binding upon the company and an acceptance of the risk at the time.

For the company-respondent it was argued that the judgment a quo was just in law and in accord with fact and ought to be confirmed. Judgment was reserved.

Making Life Pleasant for the Loggers

With music and "movies" the Y. M. C. A. is out to conquer the monotony and isolation of the lumber camps on Queen Charlotte Island, where aeroplane spruce is being manufactured for the government. That the Red Triangle is "on the job" is evidenced by the reports received by Mr. H. Ballantyne, General Secretary of the Y. M. C. A. at Vancouver.

A combined hotel and recreation hall has been erected at Thurston Harbor, reports Mr. D. E. Hatt, the "Y" Secretary for the Moresby Island group of camps. The building is 32 x 32 feet, two storeys, with cottage roof. On the ground floor is the recreation room, 22 x 32 feet, quarters for the Secretary and shower baths. Upstairs are four small and one large room to be used by transients. Mr. Hatt has charge of the building, and he meets the boats which arrive at night and early in the morning. A Y. M. C. A. Committee has been formed consisting of Dr. Smith, chairman, Mr. Benson, and Mr. Berrie, the wireless operator. The movie shows and other entertainments attract the men from long distances. A large quantity of Y. M. C. A. supplies, consisting of stationery, books, magazines, games, etc., are distributed every month, both to the loggers and on board the ships calling at the harbor. Arrangements have been made for entertainments at the outlying camps at Cumshewa and Skidegate, and a program for the winter will also be carried on at the camps in Selwyn, Danan Richardson, and Atli Inlets and Sedgwick Bay.

During August the score or more camps and sawmills of the Masset Inlet district were visited three or four times by the Y. M. C. A. Secretary, Mr. G. R. Welch. His addresses on patriotic, moral and religious lines were well received, and the literature he distributed was eagerly welcomed. At headquarters at Buckley Bay a tent has been set up and equipped, and this will fill the bill until permanent quarters can be secured. The lumber officials have promised to erect a suitable building in the near future. From this centre a news bulletin service is made to all the camps, and the latest newspapers are also distributed, all of which tends to lessen the sense of isolation from which the loggers suffer acutely.

A "Y" hut is being erected at Port Clemens, the headquarters of the Imperial Munition Board, which has the oversight of all the spruce lumber industry of Masset Inlet, and the work is furthered by a committee of the leading business men of the town.

He Will Do Honor to the Position



Hon. M. J. O'Brien, Renfrew, Ont.

Hon. Michael John O'Brien, who was recently appointed a member of the Canadian Senate, has long been known as the foremost citizen of the thriving town of Renfrew, Ont. The new distinction, which has been conferred on him, is richly earned for Mr. O'Brien will bring to bear upon his new duties a sound business training, ripened judgment, clear vision and progressive ideas. Last month he celebrated his sixty-seventh birthday. He is a son of John O'Brien, a native of Waterford, Ireland, who settled at Lochaber, Nova Scotia, where the present Senator was born, and educated at the local schools. At the age of fourteen he struck out for himself, and from an ordinary laborer rose rapidly to be foreman, sub-contractor and contractor on railway work. In the

latter capacity he has built many important lines, including a 120-mile section of the Canadian Northern Railway in Quebec, 50 miles of the Quebec, Montreal and Southern railway, and no less than 800 miles of the National Transcontinental. He is a former Royal Commissioner in connection with the construction of the Temiskaming and Northern Ontario Railway. Mr. O'Brien is a large holder of timber limits and owner of the Renfrew Planing Mills. Among the many prominent positions which he fills are President of the Thunder Bay Contracting Company, Port Arthur; O'Brien Munitions, Limited, Renfrew; Confederation Construction Company; Great Lakes Dredging Company, Port Arthur; Canada and Gulf Terminal Railway and other organizations.

Canadians Cutting Down Duke's Timber

Canadian foresters recently started felling the Duke of Devonshire's woods on the Christworth estate in Derbyshire. It is expected that the work will extend over 18 months or two years. From Scotland there comes the complaint that Canadian foresters are being used to replace the Scottish civilian woodsmen, who, it is said, are more skilled in this work than the Canadians can prove themselves in Scotland. This complaint generally should not be taken too seriously. The Canadian forestry corps now contains only men not of the first category, while there may be many civilian foresters at work in Scotland perfectly fit for full military service. There may be also the same reluctance on the part of Scottish timber owners to part with first-class civilian labor.

Wide Search for Black Walnut

A canvas for black walnut is now going on. From Maine to California they are searching the back lots in every village, hamlet and town for the big walnut trees that have long been thought of little use except for shade purposes. This sudden activity is in response to urgent requests on the part of the War Department for black walnut timber, from which to manufacture gun stocks for the United States army. The fact that there are few, if any, commercial growths of this timber, makes the task before the government most difficult. Added to this, it is now stated that Germany had been quietly, but certainly picking up black walnut timber in this country for years, and shipping it to her own munition factories, with the result that German army rifles are mostly built from American walnut.

A meeting of the executive of the New Brunswick Lumbermen's Association was held recently, when an interview took place with the Provincial Government. A frank and free discussion of the aims and objects of the newly organized Association was gone into with the idea of laying a foundation for better and more friendly relations between the government and the lumbermen than in the past. The members feel quite satisfied that the meeting had a good effect from both angles. Beyond this and a general talk regarding actual organization among members of the Executive, nothing of importance took place. Mr. R. W. McLellan, of Fredericton, who was elected secretary-treasurer pro-tem at the time the association was formed a few weeks ago, has been requested to continue indefinitely.

Wood Preservation Makes Sales

Valuable Help to the Retail Lumber Merchant—Cost of Treatment and the Beneficiaries of Plan

The normal consumption of wood has been decreasing steadily for the past decade—from about 500 board feet per capita in 1906, to 375 feet per capita in 1915. It is estimated that 15 per cent. less lumber was used for building purposes in 1915 than in 1907. In comparison the consumption of structural steel increased 285 per cent. from 1908 to 1913, and 174 per cent. to 1914, during which latter year abnormal conditions prevailed. Likewise the consumption of cement increased 48 per cent. between 1907 and 1915, says K. C. Barth in the "Lumber World Review."

Steel and cement are probably the most important competitors of wood and the large increase in the consumption of these materials indicates not alone satisfactory service, but effective promotion. The general utilization of both products for building purposes dates back but a comparatively short period. Their advent and present popularity is the result of far-sighted educational propaganda on the part of the entire industry involved, and the extension of technical and practical service of a magnitude previously unknown in manufacturing circles. When weaknesses developed these were investigated and eliminated, if possible, or the consumer was instructed how to avoid their recurrence. Only recently authorities in the employment of a cement association promotion bureau investigated failures of concrete structures exposed to salt water and quite candidly discussed cause and effect in the trade papers, advising how such conditions could be avoided. This service is always available to every consumer, be he rural or urban landlord, architect or engineer.

Task for Retail Lumber Dealer.

The results are sufficient proof of the efficiency of the means and methods, and present a lesson which the lumberman may well study. Information and data on the proper utilization of structural wood must not only be available to all classes of consumers, but it should be distributed quite generally among them. This is a task which can be effectively executed by the retail lumber dealer, the doing of which constitutes a service that will earn the appreciation of the customer served, retain and probably increase his patronage, and, what is more to the point, result in increased business.

"The use of competing materials will ultimately depend mostly upon their utility, or service, and cost in comparison with wood." "Utility or service depends in part upon the inherent properties of the materials themselves, and the extent to which these properties can be improved through scientific development." "Dissatisfaction and uncertainty react to the advantage of the substitute" (Report No. 117 U. S. Department of Agriculture.)

One of the well known inherent properties of wood is its natural susceptibility to destruction by decay when exposed to conditions favorable to the development of fungi. This weakness is easily eliminated by the application of coal-tar creosote oil, thus largely removing the cause for dissatisfaction and the advantage which the substitute materials have over lumber because of their claim of permanence.

The Basic Principle of Service.

The promotion of wood preservation by the dealer is the basic principle of service—because it assures durability under adverse conditions. All other service features, such as building plans and specifications, display rooms, modern yards and offices, etc., are of little avail in the competitive struggle unless the product itself is fully fit and equally as serviceable as the respective "substitute material." The preservative treatment of the lumber which will be exposed to decay must be included in the specifications and plans in order to make them a really valuable aid in the promotion of lumber sales. The method of protecting wood from rot, available to the general public, is quite simple and inexpensive. It consists merely of painting two coats of refined coal-tar creosote oil on the timbers or lumber, and the preservative is sold by the dealer with the other material he furnishes for the structure.

It is not the present purpose of the writer to discuss in detail the creosoting of wood as that has been done at length in a series of articles which appeared in this paper last year—but to again call attention to the urgency of promoting the proper use of structural wood, of preventing its abuse due to the technical ignorance of consumers, and an endeavor to overcome the apparent negligence on the part of the lumbermen, probably caused by a lack of appreciation of the importance of this particular phase of good utilization.

Present conditions affecting the building materials market are decidedly favorable to wood, particularly because of the huge demand for steel for war purposes. A splendid opportunity is now offered lumber "to come back," and to regain its former position as the most convenient building material, if a careful vigil is kept by the lumbermen that it is properly used, and not abused in a manner which will cause future dissatisfaction.

The necessity for new structures and buildings of more or less permanent character will no doubt be greater than a casual survey would reveal. Industrial centres must provide for increased activities and the rural communities require numerous new buildings to care for the storage of the huge crops which will be harvested this fall, and the next, and for many years to come. Annual shelters of various types and poultry houses are needed to take care of the increased production of meats, fats, and poultry products. Highway bridges must be built and maintained in order to keep open the highways of the country. For all these purposes lumber will and must be the most available material—and that is the opportunity.

Increasing the Life of Buildings.

In some instances lumber dealers may hear the objection from farmers that the present cost of erecting this hog house or that corn crib is too high. Not only are the present profits from farm produce equally higher and the prospect for prices of materials to advance,

THRIFT—The Evidence of Practical Common Sense.

THRIFT is the enemy of debt.

THRIFT promotes peace of mind, personal comfort, and the good-will of the community in which one lives.

THRIFT, which implies habits of economy, safeguards one against self-indulgence, misery, poverty and failure.

THRIFT brings increased happiness to oneself and family and adds to the real wealth of one's country.

THRIFT induces one to save systematically and intelligently, so that each succeeding day finds one better off than before.

THRIFT is a wise provision for possible emergencies, times of illness or disaster, and a sure protection for old age.

THRIFT is the basis of every large fortune.

THRIFT gives one a gratifying sense of self-respect and progress, and leads steadily and surely to prosperity and happiness.

THRIFT is evidence of practical common sense, sound judgment, and wise prudence, because it is willing to make present sacrifice for future competence.

THRIFT lifts one out of the large class of men who spend all they make, have nothing for the future, and are self-elected victims of daily fear and uncertainty.

THRIFT means care and wisdom in the management of one's resources.

THRIFT develops patient self-denial, so vital to greatness.—Grenville Kleiser.

but by promoting the preservation of the lumber, the resulting increase in the life of the building will tend to reduce the yearly cost to nearly equal that of a similar structure built three years ago.

Treating all the lumber of a hog house, for example, by the application of two coats of refined creosote oil by the brush method would cost the consumer only about \$5 to 7 per thousand board feet, which would be largely off-set by saving the cost of paint for the exterior; would make the building much more sanitary; would make the lumber practically equally as durable as any substitute and would provide for the dealer a sale of from 50 to 100 gallons of creosote oil.

If there is any doubt as to the value of the brush method of creosoting, let it be said that in each wooden ship being built for the great government merchant fleet the points of contact of the ship timbers are brush treated with refined coal-tar creosote oil.

In self defense the lumber industry must promote wood preservation. Thus far the producers of creosote oil have borne practically the entire brunt of the effort to educate the consumers to protect wood from its own natural weakness—decay. In this the Forest Service of the United States Department of Agriculture has been a great aid, but its efforts are naturally limited to providing the information and advice which is only available to the public to the extent that those interested arrange its distribution.

What the Dominion is Doing in Shipbuilding

Budget of News Covering the East and West in Vessel Construction — Progressive Concerns Receive Some Large Contracts—Some Record Achievements

The War Niagara, a wooden steamship built for the Imperial Munitions Board by Fraser Brace & Co., Montreal, was recently launched from their yards. This is the fourth and last vessel built by the firm. The War Niagara is 256 feet long, 43.6 beam and 35 feet in depth, and fitted with 1,500 h.p. triple expansion engines. She is 3,100 tons. The keels for two wooden ships have been laid by Fraser Bryce & Co. for the French government, the company having been awarded a contract for the building of eight ships. The French boats will be 203 feet long, 40 feet beam and 17 feet deep, and fitted with twin screw compound engines. Each is 1,500 tons. The eight boats for the French government have to be completed by July, 1919.

Notable among the many remarkable achievements of American wooden shipbuilders since the U. S. entered the war was the launching at the yards of the Grays Harbor Motorship Corporation of the 4,000 ton government steamer Aberdeen on the night of Sept. 28, just eighteen days after the laying of the keel. For the last sixteen months this company has been engaged in building ships for the Emergency Fleet Corporation, having in that period launched nine vessels. While



"The Victory," a modern Dreadnought constructed of wood and beaver board, which was placed in front of Toronto's city hall during the recent "Sailors' Week" campaign, when over half a million dollars was contributed through the generosity of the residents of the Queen City toward this important fund.

at all times striving for maximum output no attempt had hitherto been made to hang up an special speed records, but under the impetus of insistent telegrams from the Emergency Fleet Corporation asking the company to engage in speed contests the officials of the concern decided that they would show the world what it could do in quick construction.

The British Admiralty announces that the tonnage of merchant vessels completed in the United Kingdom shipyards during September amounted to 144,772, which is 20,000 tons in excess of the figures for August, and has only twice been surpassed in any month of this year. The total tonnage in new construction for the first nine months of 1918 was 1,174,641, as compared with 743,863 in the corresponding period of last year. The total for twelve months ending September, 1918, was 1,594,262, as compared with 957,185 for the previous year. In the second quarter of 1917 the world's merchant shipping suffered a loss of 2,236,934 tons, but in the last three months for which figures are available, namely, June, July and August, the total was 932,556 tons, a reduction of 58 per cent.

There was recently launched at Noel, N.S., one of the handsomest and best built schooners that has taken to the waters on the Nova Scotia coast in a long time. The vessel built by the Noel Shipbuilding and Transportation Co., Limited, is 130 feet long x 35 ft. beam, 13 ft. hold and 502 tons net register. Her masts are of Oregon pine.

She is fitted with stockless anchors and has an immense poop deck. It is understood that she has been sold to Newfoundland parties, who intend fitting her with twin oil engines.

The schooner J. E. Backman was lately launched at Meteghan, N.S. She has been built on the same lines as the Ritcey, which was launched about eight months ago under the supervision of Edward L. Corneau, one of the owners. The Backman is under charter for Buenos Ayres and will load at Digby with lumber.

The wooden steamer War Ewen, the last of the four Imperial Munition Board vessels to be built at the Poplar Island yard, New Westminster, B.C., by the New Westminster Construction and Engineering Co., was recently launched. The company is laying the keel of another of the 1,500 ton wooden vessels to be built for the French government, three of which have already been laid.

The big wooden tug Moresby was recently launched by the Westminster Marine Railway Company and she is considered the best model of a tug ever built on the Pacific Coast. The Moresby is 123 feet in length and when completed will be used in towing spruce logs from the Queen Charlotte Islands as will her sister ship, the Mallett, which will be launched in the near future.

The three-masted schooner Ada A. McIntyre was successfully launched at Moss Glen, N.S., recently. The vessel is owned entirely by Peter McIntyre and his son, Allen A. McIntyre. Mr. McIntyre for a great number of years has been prominent in local shipping circles, and since withdrawing from the sea in 1888 has operated a fleet of vessels sailing from that port totalling altogether over forty. At various times he has built and owned eight vessels. Moss Glen, the scene of the launching, was in former years a well-known shipbuilding spot, and is a desirable location for a shipyard, as on the hills overlooking the timber can readily be procured for framing, etc., and facilities for launching are of the best. Over thirty-five vessels were built at Moss Glen previous to 1891.

Seamen appear to be getting scarcer all the time and wages are making startling advances. Able seamen are now shipping at one hundred dollars per month. The same men, or others equally as good would have shipped for \$25 five or six years ago. Cooks are now getting \$125, and mates can get \$150. Even at these prices some vessels are finding it very difficult to get crews.

Another new three-masted schooner for the Halifax firm of A. Moulton & Co., is the Margaret Louise, which is now nearly ready for launching from Leary's shipyard at Dyaspring, Lunenburg county. She is a vessel of 155 tons net. This well-known shipping firm have added another three-masted schooner to their fleet by the purchase of J. N. Rafuse, which is now at a United States blem is, can we raise enough foodstuffs for the appetites of both the world and the submarines?

Skilled workers in the shipbuilding industry of the country have presented "friendly demands" to the Labor Adjustment Board of the Shipping Board at Washington for an increase in wages to \$1 an hour, double time for all overtime, Saturday half-holiday throughout the year, and ten per cent. bonus for all night shop work. The present wage is approximately 75 cents an hour.

The Port Arthur Shipbuilding Co., has declared an initial dividend of 1½ per cent. on the common stock, payable on October 1st. This company is the successor of the Western Drydock and Shipbuilding Company, and has outstanding the entire authorized capitalization of \$1,000,000 7 per cent. cumulative preferred stock and \$1,500,000 common stock. As it is part of the terms of the original issue of stock that no common dividends are paid until the net surplus, exclusive of redemption fund, after payment of such dividends is twice the annual preferred dividend requirements it can be taken for granted that the company is earning close to 20 per cent per annum.

Additional contracts for Canadian shipbuilding yards involving well on to 50,000 tons are reported. Wm. Lyall and J. N. Green-shields, K.C., of the Wm. Lyall Shipbuilding Co., Montreal, returned from New York recently with orders for 18 1,500-ton wooden vessels. The boats are of a type similar to one now being built at the company's yards at Vancouver. The first of these boats was launched on July 1, following the successful completion of an order for another type from the Imperial Munitions Board. The 1,500-ton boats for the French Government are to be schooner rigged with auxiliary engines.

How One Great Industry Expands

The Dominion Bureau of Statistics has just completed a census for 1917 of the pulp and paper industry throughout Canada, and the figures are particularly timely in view of the current discussion on the paper situation.

Altogether the census embraced 80 concerns, of which 31 were in the manufacture of pulp only, 26 in the manufacture of paper only, and 23 manufacturing both pulp and paper.

The total capital invested in this industry, including land, buildings, machinery, stocks on hand and "working" capital, amounted to \$186,374,905.

The total number of employees on wages was 20,695 males and 671 females on salaries, 1,345 males and 218 females. The total salary and wages bill was \$20,344,286.

The aggregate value of production in 1917 was \$96,248,824. The census covered altogether 36 products, of which the more important are as follows:

	Quantity.	
Pulp.	Tons.	
Mechanical or ground wood pulp	921,081	
Sulphate pulp	161,393	
Sulphite pulp	374,894	
Soda	4,136	
Other	63,467	
Paper.	Tons.	Value.
Newsprint	689,847	\$38,868,084
Book and writing	45,235	9,310,138
Wrapping	50,360	5,646,750
Boards	54,080	3,543,164
Other paper products	900	1,382,205
All other miscellaneous products		3,543,024
By provinces, the distribution of plants is as follows:		
British Columbia		5
Manitoba		1
Ontario		33
Quebec		31
New Brunswick		5
Nova Scotia	4	5

A Few Suggestions of Knife Grinding

By A. T. Deinzer

One could write so much regarding the grinding of knives that when he ceased it would be difficult to tell just what the vital facts were as regards grinding woodworking knives.

More knives are ruined by poor grinding in the hands of the inexperienced than in all other ways. If you heat the knife at all in grinding the temper is changed and the knife often seriously damaged.

The temper of a knife is the principal part of the same. The writer must assume that everybody who uses knives knows that the bevel must be ground in a certain way as far as the dimensions of the bevel are concerned, but the matter of temper is a hidden subject, and ideas differ thereon; so, instead of going into a long discussion of grinding, a few simple facts may be appreciated, knowing that if our readers will do as suggested, they will not alter the temper, at least.

We advise grinding on a wheel plentifully supplied with water. DO NOT HURRY THE WORK. If care is exercised in grinding, and you grind slowly so as never to heat your knives, you will find that they will hold an edge and last, for the temper will be unchanged.

As regards high speed steel knives, great care should be used in grinding these knives. Never use water on the wheel. Use a soft wheel, which wears away rapidly, and grind the knives slowly so as not to heat them.

The grinding of a knife requires unusual skill and long experience, and yet, at first thought, one would not think that this is the case. It is difficult to tell many men employed in woodworking plants that their methods of grinding are wrong, since when one comes out with such a blunt statement as this, not infrequently, and in fact usually, offence will be taken. Consequently, it requires about as much judgment and diplomacy to handle these cases of grinding as it does to be in our President's shoes at this time, and keep things running smoothly.

I hope these suggestions will be received in the same friendly spirit in which they were written, and, when applied, the reader will find that they are all we claim for them.

Newsy Briefs of Much Interest

The Dalhousie Lumber Co., Ltd., Dalhousie, N.B., are making large additions to their lumber mills. The manager is W. H. Priest, and the secretary-treasurer A. B. McKinnon. The directors of the company intend doubling the capacity of the mill, which at present

consists of 18 "Waterous" rossing machines, single band saw, lath mill, edgers, slashers, conveyors, etc.

The Parker Pulpwood & Timber Co., Ltd., have been granted permission to increase their capital stock from \$49,000 to \$200,000, and to change their name to "Continental Wood Products Co., Ltd."

Cedar Products Ltd., has been incorporated, with head office at Amherst, N.S., and capital stock of \$500,000, to carry on business as manufacturers of and dealers in timber, lumber and pulp wood of all kinds, to operate sawmills, etc. Among the incorporators are F. L. Milner, and H. A. Purdy, of Amherst, N.S.

Sealed tenders are being received by the Minister of Lands until the 24th day of October, 1918, for the purchase of License X1412, to cut 1,800,000 feet of fir, cedar and spruce and 10,000 ties on L. 856, Barriere River, Kamloops District. Two years will be allowed for the removal of the timber. Further particulars may be obtained from the chief forester, Victoria, B.C.

Who Am I? Do You Know Me?

By B. C. Forbes

I am the foundation of all happiness.

I am the fount of all prosperity.

I am the parent of genius.

I am the salt that gives life its savor.

I have laid the foundation of every fortune in America, from the Rockefellers' down.

I must be loved before I can bestow my greatest blessings and achieve my greatest ends. Loved, I make life sweet and purposeful and fruitful.

I can do more to advance a youth than his own parents, be they ever so rich.

Fools hate me, wise men love me.

I am represented in every loaf of bread that comes from the oven, in every train that crosses the continent, in every ship that steams over the ocean, in every newspaper that comes from the press.

I am the mother of democracy.

All progress springs from me.

Who am I?

What am I?

I am work.

What Did You Do?

Did you give him a lift? He's a brother man,
And bearing about all the burden he can.
Did you give him a smile? He was downcast and blue,
And the smile would have helped him to battle it through.
Did you give him your hand? He was slipping down hill,
And the world, so I fancied, was using him ill.
Did you give him a word? Did you show him the road,
Or did you just let him go on with his load?

Don't you know it's a part of the brother of man
To find what the grief is and help when you can?
Did you stop when he asked you to give him a lift,
Or were you so busy you left him to shift?
Oh, I know what you say may be true
But the test of your manhood is: What did you do?
Did you reach out a hand? Did you find him the road,
Or did you just let him go by with his load?

—J. W. Foley.

Many Lumber Workers for the West

A party comprising more than one hundred expert lumbermen has just been handled by the Grand Trunk and Grand Trunk Pacific Railways from the province of Quebec, bound for Queen Charlotte Islands, off Canada's north Pacific coast, near Prince Rupert, B.C. These men are to be employed in cutting spruce for aeroplane construction. The spruce on the mainland of Northern British Columbia and on the adjacent islands has proved to be eminently satisfactory for aeroplane production, and Grand Trunk Pacific officials report that the mills along the railroad are unable to keep up with the demand for this class of lumber, which is selling at an exceptionally high price. Every effort is being made by the railroad authorities to insure the necessary supply of men and machinery to maintain the spruce output and meet the large demand of the Allies.

What Lumbermen Must See in Cost of Production

Increased Outlay In Many Directions Reveals That Selling Figure Has Not Advanced Proportionately—Cost of Factory Product

By F. J. Moss

Increased costs sometimes come about in an insidious way, a little here and a little there, none of which, at the time, seem of sufficient importance to warrant issuance of a new price current, but the aggregate of which is sufficient to wipe off the small margin that usually obtains in the sash and door line; but during the past few months increased cost of goods and supplies has been so marked it would seem that even the most careless merchant must see where it is necessary for him to get up or get off.

If we are right in assuming that first or replacement costs (replacement costs being the only basis we should use on a rising market, as we will be forced to use them on a falling market) have not been lost sight of, the next problem of importance to consider is what margin of gross profit must be had to cover present costs of doing business, and if possible, yield a small profit.

We might give comparison showing how much it cost to transact a certain amount of business a year or two ago, and the cost at the present time. But such comparison would only be relative, as the business during the two periods would represent a wide spread in values and tonnage, so that the comparison would offer no explanation of the cause or suggestion of a remedy. Therefore, we submit only comparative figures showing cost of factory product for a given period of 1917 and what would be the cost of the same product, produced under present conditions.

This does not take into account the present labor turn-over, and the reduced production consequent thereto, which is difficult of deterioration and varies in the different markets, according to local conditions, but should be taken into account, as it represents a real and material increased factor of costs.

An Increase of Thirty-one Per Cent.

On figuring the total cost of the lumber consumed for the period of 1917, (being used for this comparison and then figuring what would be the cost of the identical lumber as of August 1, 1918, we find the increase to be 31.4 per cent., (thirty-one and four tenths per cent.) We find the cost of kiln drying and handling the lumber (lumber burden) has increased ten per cent., and that for every hour of machine time in fabricating the lumber the actual increased wages paid to the operative, as against last year, is 9c per hour, and that for every hour of bench time in finishing, the increased wage paid to bench mechanics is 9.4c per hour. Thus we show the exact increase of the prime costs exactly where it occurs.

Nine cents is not much, but 9c per hour per man on nine hours is 81c per day per man, or \$250.00 per year per man, and this applies on jobbing as well as manufacturing labor.

There is also an increased cost in the balance of the factory operation covered by factory burden, and where the amount distributed on the productive man hour basis to cover factory burden has remained fairly stationary for a number of years, the increased cost of labor and supplies now renders it necessary to add 6.5c per hour on machine time, and 7.4c per hour more to the bench time than we were obliged to figure one year ago, in order to cover costs.

Therefore, the total increase on productive cost (in addition to increase cost of material) is as follows:

Machine productive labor per hour	9.0c
Machine burden .. .	6.5

Total increased cost per man, hour machine..... 15.5c

On a 9 hour day equals \$1.39 per day per man.

Bench productive labor per hour 9.4c |

Bench burden .. . 7.4 |

Total increased cost per man, hour bench..... 16.8c

On a 9 hour day equals \$1.51 per day per man.

The various classes of products of the factory will of course be effected differently, according to the lumber and labor entering into the same, but the aggregate of all is somewhat startling, and the results, to those who are not in touch with the situation, will be surprising and disappointing, as it must be manifest to all that the selling price has not advanced with the increased costs.

Comparison of Commercial Burden.

A comparison of the commercial burden, under conditions existing a year ago, and at the present time, is still more discouraging, for the reason that factory costs consist chiefly of material and direct labor, which increases or diminishes more nearly in proportion to the

volume than is the case of the commercial burden, which is made largely of fixed expense accounts that can not be materially reduced, without a complete reorganization and curtailment in plant investment. I believe I am well within the facts when I state that, if we take into account the general advance in salaries and inefficiency of the average clerk now obtainable as well as increased cost of practically everything used in the conduct of the business, that 10 per cent. would not cover this increase. Now then if it costs 15 to 18 per cent. to do business in 1917, and we now have a 10 per cent. increased cost of our commercial expense, which is practically fixed, plus the increased factory cost, which is definite and positive, added to this the greatly reduced production per man hour, by reason of the labor turn-over and quality of labor available, we can form a general idea of the advance that should be made in our selling schedule on a similar volume of business.

Then contemplate a shrinkage in volume of 50 per cent. to 75 per cent with, as stated, but little reduction in fixed expenses, and the cost of doing business will increase so that the former basis of 15 to 20 per cent. will be doubled and possibly trebled.

Timber License Holders Ask Extension

The provincial cabinet of British Columbia was recently waited upon by a number of holders of timber licenses, who asked for an extension of the moratorium for timber fees until August, 1919. They claimed that after holding timber for many years and paying large fees to the government, they are now in danger of being sold out and losing their investments, with the consequent demoralization of the market which forced sales would bring.

A feature of the request for consideration was that a large number of timber holders who are fully paid up and intend to remain so, joined in the request for this concession with those who had been financially embarrassed as a result of the war. With the approaching end of the war, it was represented that such a concession would enable most of the men to avoid the loss of their investments on which they had been paying fees for many years. The government promised to give the request an early and sympathetic consideration.

The delegation pointed out that one handicap was the lack of vessels in which to ship the product. The drastic financial conditions in Great Britain and the United States prevented money being sent to British Columbia to purchase timber areas and thus shut off the only market. The commandeering of areas and mills which had been engaged in cutting fir and cedar had checked the filling of contracts and this had prevented operators from getting sufficient money to pay their timber dues.

Widening Market for B. C. Shingles

F. A. Willis, who has been closely identified with the B. C. industry for the last twenty years, is now at the head of the shingle department of Reynolds Timber, Shipping and Insurance Agency, Ltd., Vancouver. Up to the present this big concern has confined its business in this branch to the Northwest, but is now extending to Eastern Canada and the American market, where the firm's high-grade lumber products are already finding a good demand. In addition the management look forward to a considerable export trade in lumber and shingles with Australia and New Zealand, as well as Europe, after the war, and plans are also being laid to take full advantage of the Panama Canal route for reaching the Eastern Atlantic states, and possibly some section of the Canadian territory as soon as the coming of peace makes it possible to use that waterway for commercial purposes. Mr. Willis was connected with the Hastings Shingle Co., Vancouver, for a number of years, and later managed the shingle branch of Thurston-Flavelle, Ltd., Port Moody. Being an experienced manufacturer of shingles the trade may rely on getting from him a first-class article at all times.

Making Use of All Waste Paper

"The Recovery and Remanufacture of Waste Paper" is the title of an interesting volume which has been written by Jas. Strachan, chemist of the Donside Paper Co., Aberdeen, Scotland. This is a practical treatise on an interesting subject, and the book itself is printed on paper made entirely from regenerated waste paper. The publication furnishes ample evidence that much can be done in the way of conservation of material.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

WANTED—1 in. Cull Hardwood, Beech and Birch. 1 in. No. 1 and No. 2 Pine Culls. State price and point of shipment.

The Hamilton Lumber & Coal Co., Limited,
19-20 Hamilton, Ont.

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

For Sale-Lumber

FOR SALE—Twenty carloads Heavy White Oak Ship Timbers. Apply Georgian Bay Shipbuilding Co., Midland, Ont. 20-23

Basswood

6/4 in. x 5 in. and up, clear and clear face, dry basswood, about 100 M. feet. Write Box 799, Canada Lumberman, Toronto, Ont. 20-20

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11¼ sq. miles.
Berth No. 6 McCraney, 15 sq. miles.

For further particulars apply

BANK OF MONTREAL,
16-23 Hamilton, Ont.

FOR SALE

2 cars 1 x 4—8/16 M. R. Jack Pine and Spruce
1 car 1 x 6—8/16 M. R. Jack Pine and Spruce
1 car 1 x 8—8/16 M. R. Jack Pine and Spruce
1 car 1 x 10 & 12 M. R. Jack Pine and Spruce
5 cars 2 x 6 M. R. Jack Pine and Spruce
2 cars 2 x 8 M. R. Jack Pine and Spruce
2 cars 2 x 10 & 12 M. R. Jack Pine and Spruce
1 car 4 x 6 M. R. Jack Pine and Spruce
2 cars 6 x 6 and up M. R. Jack Pine and Spruce
2 cars 1 x 4 M. C. Jack Pine and Spruce
3 cars 1 x 4 & up M. C. Jack Pine and Spruce

Address,
NORTHERN LUMBER MILLS, LTD.,
18-21 North Cobalt, Ont.

If you are looking for any—

Birch saw logs,
Cedar fence posts,
Green birch wood any length,
Mixed wood any length,

Write to Box 702, North Bay, Ont. 18-21

Peeled Pulpwood, Spruce and Balsam

FOR SALE—One thousand cords 4 ft. peeled pulpwood, spruce and balsam. Could start shipping immediately. Wood piled near railway west of Campbellton, N.B.

Address, Box 789, Canada Lumberman, Toronto, Ont. 19-20

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

For Sale-Machinery

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1—No. 182 Berlin Double Surfacers, 30 in. x 6 in.
1—No. 199 Berlin Buzz Planer.
1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

FOR SALE

Partial List

Matchers—American No. 77 High Speed Fay & Egan, No. 333 High Speed Berlin High Speed with Resaw, McGregor-Gourlay "YH", also "QY", Berlin No. 44. American 16 in. x 30 in. Sizer.

Resaws—Berlin No. 289 and 341, 54 in. C. M. C. No. 708, and Cowan No. 76, 48 in. Berlin Horizontal Hopper Feed Diamond Slab, also Giddings.

Also 12 in. and 8 in. Moulders, Band and Circular Rips, Diamond and Mitts and Merrill Hogs, Mereen Squeezer and Ferris Wheel Trimmer, Sawmill Machinery and Supplies, Steam Engine and Boilers, etc. Refuse Burner, 40 ft. and 70 ft.

J. L. NEILSON & CO.,
19-20 Winnipeg, Man.

Wanted-Machinery

Wanted

Good second hand Matcher and Matcher, 150-175 ft. per minute, fully equipped. Savoie & Co., Manseau, Que. 20-t.f.

Belted For Sale

1—78-foot 20-inch 3-ply leather belt.
1—62-foot 22-inch 2-ply leather belt.

Apply R. LAIDLAW LUMBER CO.,
19-22 65 Yonge St., Toronto.

WANTED—Second hand Steam Engine, 125 H.P., slightly used, Canadian make. Give all possible details. Also wanted second-hand boom chain, 7/8 in. to 1 1/4 in., also shackles for same. Frogs for 56-lb. rails.

Address: D. G. RHEAULT,
19-20 Mont Joli, P.Q., Canada.

Wanted

One second hand or new lumbering snow plow, also six sets lumbering sleighs and a few sets lumbering harness. Address Box 114, Mountain Grove, Ont. 20-21

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-t.f.

WANTED—Experienced lumberman (married), capable of managing business, wants position in either wholesale or retail branch. Have wide experience in both, including city experience in retail. At present employed. Can furnish best of references. Apply Box 791, Canada Lumberman, Toronto, Ont. 19-20

Open for Position

Experienced Office and Sales Manager

desires to change; 25 years with three firms in wholesale and retail lumber, sash and door business, on office and sales force as Accountant and Sales Manager.

Would like position on executive staff of reliable firm or would act as representative and sales agent.

Box 786, Canada Lumberman,
347 Adelaide St. West, Toronto.

Business Chances

For Sale

Sawmill, fully equipped with edgers, trimmers, etc. Capacity 25,000 feet per day. Apply Box 797, Canada Lumberman, Toronto, Ont. 19-20

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Planing Mill and Sash Factory For Sale

Fully equipped and in a thriving Village. Power driven from an oil burning engine. Must be sold to close up an estate. For particulars apply to McCullough & Button, Barristers, etc., Stouffville, Ont. 17-t.f.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gattineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,
P. O. Box 2624,
Montreal, Que.

Timber Limit For Sale

Small block of limit, timbered with spruce, birch and maple; area four square miles; situated in the Laurentian mountains, district of Ste. Agathe des Monts, P.Q. Sawmill at three miles from the limit, and six miles from Ste. Agathe Ry. station. Estimated about eight million feet B.M. Offers by writing will be received by Mr. George Liboiron, Ste. Agathe des Monts, Que., for the purchasing of the license-rights, till the 16th day of December next. 20-21

Recrudescence of Wood.

Lumber is to be the chief export industry of British Columbia after the war, according to L. B. Beale, lumber commissioner for the government of British Columbia, who passed through Chicago on his way to London. In the offices of the National Lumber Manufacturers' Association he declared it to be his opinion that the domestic demand in the United States during the reconstruction period which is to come after peace has been signed, will be so great that British Columbia lumbermen and those of other Canadian provinces will be obliged to help make up the shortage.

"The reason is not difficult to find," said Mr. Beale. "It is that there is going to be a 'recrudescence of wood,' if that idea is permissible. In other words, wood is going to be used more extensively than ever before in building operations throughout the world. And this is because it is the real building material after all.

"British Columbia forests are going to help materially in supplying this demand that is bound to come after the war. The lumber men of the United States will be busy supplying the domestic needs, and those which are bound to develop south of the Rio Grande."

The Kiln-Drying of Lumber.

This is a new authorized work covering the entire subject, by Harry Doland Tiemann, M.E., M.F. He is in charge of Section of Timber Physics and Kiln-Drying Experiments of the U. S. Forest Service, and is also a special lecturer in Wood Technology and Forestry, at the University of Wisconsin, Forest Products Laboratory, Madison, Wis. This book contains 16 tables and 55 illustrations, Octavo, net \$4.00.

The value of technical knowledge of kiln drying is self evident. This book, as does no other upon the market, gives the reader the most recent and most clearly expressed information. The United States is taking a lead in the adoption of the kiln-drying method and this volume will increase our lead. It is a practical as well as a theoretical treatise.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON, ONT.

FINE BANK, OFFICE, COURT HOUSE & HOME STORE FITTINGS.

OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.

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Manufacturers of

WIRE For TYING, BUNDLING and many other purposes. NAILS, etc.

LAIDLAW BALE-TIE CO., Ltd.
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DR. BELL'S**Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

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Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

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77 Kilby St., Boston, Mass., U.S.A.

Successors to

William E. Litchfield

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MANUFACTURERS
AND DEALERS IN

**Western and Northern
HARDWOODS**

WE WILL BUY

Factory Flooring.
1 and 2 in. Ash, Log Run.
Clear Maple Square, 4 in. to 8 in., in lengths 8 ft. and longer.
Maple and Birch, Good and Common.
1 to 2 in. Basswood, Log Run.

WE OFFER

Ash, Oak, Walnut, Sycamore, from
Litchfield Bros., No. Vernon, Ind.
Selected Philippine Mahogany.
From Boston and the Coast

FOR SALE

32 M 1 x 5—10/16 M.R. Jack Pine }
85 M 1 x 6—10/16 M.R. Jack Pine } 1917 Sawing
50 M 1 x 7—10/16 M.R. Jack Pine }
3 M 1 x 8—10/16 M.R. Jack Pine }
18 M 2 x 4—10/16 Mer. Spruce }
40 M 2 x 6—10/16 Mer. Spruce }
100 M 1 x 4 & up Cull Spruce }
400 M 1 x 4 Cull Jack Pine }
400 1 x 5 and up Cull Jack Pine }

Also Pine and Hemlock Lumber
Crating Lumber a Specialty

JAMES R. SUMMERS
95 King St. East TORONTO

We offer for Summer delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

**PEDWELL HARDWOOD
LUMBER CO.**

79 Spadina Ave - TORONTO

**COAL CREEK
LUMBER CO.**

Port Alberni, B. C.

**FIR TIMBERS
LUMBER**

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

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Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.

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OF TORONTO, Limited

'Canada's Greatest Live Stock Market'
Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

Mr. Manufacturer:

Perhaps not this year, but before many months, peace is almost certain.

It will mean a readjustment of trade.

War orders will cease, and manufacturers will be dependent upon their regular lines.

The manufacturer who has kept his name and his products before his possible customers will be in the strongest position. Goodwill cannot be built up in a day.

Now is the time to start an aggressive advertising campaign, to get back the customer you may have unavoidably lost through war contracts.

Let us submit you a proposition to place your products before the lumber trade of Canada.

Service Department

Canada Lumberman and Woodworker
347 Adelaide St. West, Toronto

Review of Current Trade Conditions

Ontario and the East

Market conditions are rather disturbed at the present time, owing to the inauguration of the recent embargo and tardiness with which, up to the time of writing, permits are secured for the commercial shipment of lumber. Gradually, however, the state of affairs created by the car service section of the United States Railroad Administration is adjusting itself, and facilities are being afforded for the uninterrupted distribution of lumber.

While there may be a disposition in some quarters to view the future with a certain degree of distrust and hang back in the matter of sales, those who are doing the largest volume of trade have not lost confidence, and take but little stock in a movement started by a few who either want to unload or are fearful of what the next few months will bring forth. Optimism is necessary in the present situation, but it should be optimism based on a clear conception of facts and the underlying cause of the embargo and the realization that out of the seeming chaos order will evolve just as certain as that tomorrow's sun will rise. The present restrictions are only a ripple on the surface, but because they were entirely unlooked for, they have naturally produced disconcerting developments.

In some quarters there has been a drop of one, two or three dollars in spruce, but hemlock holds firm while a few lines of white pine have softened by a dollar or two. The demand for western stock, particularly timber, boards and shiplap, continues active. While there may not be so much lumber shipped across the border at the present time, owing to the dilatoriness in getting permits, there is no disposition on the part of the sagacious manufacturer or wholesaler who has made a close study of affairs to lose heart as there will be less logs taken out next season than there was this, because the men for the woods are not available and the cost of camp maintenance is ascending so rapidly.

In conversation with several representatives of lumber firms it is learned that a number will not put in more than half the camps which they had last year, owing to the fact that present cost of the finished product is not commensurate with increased outlay in production. Then with the near approach to the termination of the war and the problem of readjustment, far-seeing companies do not want to be caught with too large a stock on their hands. They are confident that prices will hold for a while, but eventually they will decline, although not to the level which prevailed anterior to the war.

Wages, too, will fall, and the cost of supplies decrease, as every grade of goods that has been conserved for the feeding of the men, and impoverished countries like Belgium and France and Serbia, will revert to their normal channels. Several lines of labor that have found a short route to comparative wealth in munition plants and other productive agencies connected with the war will enter new spheres of activity, but with lessened remuneration.

The building situation does not show much improvement, and on the whole there is a disposition to go slow. But those who have given close study to the trend of affairs and can accurately foresee readjustment and re-establishment, so far as it is humanly possible to do so, believe that, after the present dislocation caused by the recent embargo and the prospect of an early cessation of hostilities have been weighed, it will be found in every instance that those who stay with the game and keep up their courage, will be the winners in the end. Going off at half-cock or being stampeded into hurried action seldom gains one anything, and shrewd observers fully believe that the recent order issued by Director General McAdoo at Washington was for two distinct purposes, one of stopping all cars in transit, which resulted in congestion at every terminal, and the other to prevent any accumulation that might arise by bringing the movement of lumber in the industrial territory under such control as will prevent speculative shipments, delays in cars and other elements of waste.

It is now assumed that the embargo was not to check the movement of lumber or other forest products, but merely to control it, and while the measures taken have been radical, if there is not too much red tapeism and delay in issuing the necessary permits to consignees, everything should work out all right and that speedily.

According to latest reports there is every indication that the present embargo on commercial shipments of lumber will remain in effect all winter. The necessary permits are now being obtained more freely. The market for lath continues dull and there have been some special offerings to clear our stocks. It is stated that a well-known firm has

received a large contract from the French Government to supply several million feet of one and a half inch birch.

A number of sawmills have finished operations for the season and others will close down at the end of the present month. There have been a large number of representatives from both Coast and Mountain mills in the east during the past few days seeking an outlet for B. C. stocks, which, owing to the slackened demand from the prairies, is now being offered at attractive prices in the eastern provinces.

United States

Recent rulings of the War Industries Board have had their effects upon the building situation generally, and practically suspend all operations in that line not directly or indirectly essential to war requirements. Prices generally speaking are remaining firm with practically the entire demand emanating from government sources.

Due to these new conditions arising, as well as recent embargo rulings, many firms are refraining from quoting present market prices until the trade has become more settled and adjusted to existing circumstances. As the embargo is more thoroughly understood the keen apprehension at first felt is gradually disappearing, as it is shown that under present production conditions it really does not mean a reduction in the volume of business transacted but merely that more care must be exercised in selecting one's customers; and if this is done the manufacturer should nevertheless be able to market all he can produce. This again shows the wisdom of diverting manufacturing capacities as much as possible into essential channels, the manufacturer whose work directly or indirectly enters into relationship with the government's war program almost always being immune from anything in the way of regulation that may arise. It is true that there always is a class of stuff that cannot be marketed in these channels in sufficient quantities to prevent accumulation, but the recent order that farm construction valued at less than \$1,000, and repair work up to \$2,500 can be undertaken without permits, doubtless will care for a part of this stock, and a diligent watch of market conditions and opportunities, which arise constantly, is bound to result in finding a profitable outlet for even this stock.

To watch the market for opportunities to engage in essential work and for new outlets for side lumber should be the policy of every manufacturer, says the "American Lumberman." The government still requires immense quantities of lumber for various construction purposes, both military and industrial. The war program, although it has progressed beyond the dreams of many, is not yet complete; the government is taking particular pains to rush shipbuilding and to secure airplane stock, and recently has placed a fair-sized order with West Coast mills for car material, said to be only the forerunner to additional ones—all this merely to illustrate that the manufacturer is not wholly dependent on the ordinary commercial market.

In hardwoods the first shock of the embargo order has been absorbed; permits are beginning to come through in considerable numbers and the movement of hardwood lumber into embargoed territory is steadily increasing. Orders from the government and its contractors of course predominate. Manufacturers of army trucks and wagons are the principal buyers just now, they calling mostly for heavy stock, and box lumber also moves in quantities. In many sections war orders are so heavy, it is reported, as to absorb the entire output, precluding the possibility of commercial orders being accepted. The commercial markets generally are slow any way, as uncertainty as to their classification as essential or non-essential producers causes many consumers to buy sparingly and only for immediate requirements. It is expected, however, that the government will shortly undertake a definite classification of essential and non-essential industries, and with uncertainty thus removed a great increase in commercial business is expected, to the benefit of those mills not working entirely on government orders.

As reported in the monthly stock report of the Hardwood Manufacturers' Association of the United States, stocks of hardwood in general show increases over stocks on hand August 1. In a number of woods decreases are shown, but the increases outnumber the decreases by a good margin. The report for all oak shows a decrease in the eastern territory but an increase in the southern territory. The eastern mills report a decrease of 63,000 feet, or 1.17 per cent. The stocks on hand amounted to 68,013,000 feet, of which 17,682,000 feet were green and 50,331,000 feet were dry. Of this 54,747,000 feet were unsold. Oversales reported were 2,491,000 feet. Southern mills reported were 2,491,000 feet. Southern mills reported an increase of



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. Goff, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

3,039,000 feet, or 10.08 per cent. Stocks on hand amounted to 48,690,000 feet, of which 8,700,000 feet were green and 39,990,000 feet were dry. Of this 42,51,000 feet were unsold. Oversales amounted to 1,673,000 feet.

Great Britain

The general position of the hardwood market continues firm, with no indication of any change taking place. The continual paucity of fresh arrivals, and the absence of stock of every kind, has naturally a very disturbing effect on the trend of business. Values remain high, and future prospects will be marked by the progress of the war. Ever since the outbreak of hostilities, the imported timber trade has suffered materially through the shortage of shipments coming forward. Until more tonnage and freight accommodation is provided for bringing forward the quantities of imported timber, now so urgently needed, the general situation of the market will remain unchanged.

With regard to the home-grown timber market, considerable progress is being accomplished in respect of felling and transporting the trees to the sawmills. The weather conditions continue ideal for outdoor work, consequently the state of the market for native timber has a fairly healthy tone. In some districts the quantity of trees being felled has reached a large volume, and although the vast proportion is for government requirements, yet there appears to be an increasing supply for private consumption, in spite of the various orders controlling the output.

Parcels of teak and a consignment of lignum-vitae exhaust this week's import list, apart from the huge quantities of high-class lumber brought in by the government for war purposes. This latter is coming forward in undiminished quantities, and is selected with a view to economy in working, as only prime goods are being shipped. But

from the business point of view the government importations have only a secondary interest for operators in foreign hardwoods. What concerns the latter from the business standpoint are the opportunities that are now afforded for dealing in the very limited stocks on hand and also what prospects the future has in store for them.

From what can be gathered, there is a fair enquiry in the country for plain oak, poplar, gumwood, and cypress. The two first-named items are in best demand at the moment, but all descriptions are saleable at present market valuations. The timber is required chiefly for Government work, although, quite independent of this, an enquiry from private manufacturers is in evidence. It is obvious that stocks now privately held will not be able to cope for any length of time with a demand of this kind, and, as there is every likelihood that the need of imported hardwoods will be sustained while the war lasts, it is evident that some decision will of necessity have to be come to in order to stabilize the position. What this decision will be is of very great interest to members of the hardwood branch of the trade.

The conferences lasting over several weeks that have been held between the Controller and representatives of the hardwood importers have not at the time of writing reached a point that has enabled an official pronouncement on the subject to be made public. The delay has been due to the complex nature of the problem to be unravelled. Not one question, but a series of questions, has to be answered before action can be taken. But it is understood that the discussions are nearing the end and that the trade will soon be in possession of the official conclusions and the proposals for regulating future trading.

The August stock lists show only one hardwood item with any importation to its credit. This is teak, of which 13,000 cubic feet was imported during August, and the same quantity went into consumption. The balance of stock on hand is given as 35,000 cubic feet.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Optimistic Features of the Ottawa Market

The reinstatement of previously cancelled shell box orders, and the prospect that further new contracts for the six-inch box would soon be let by the Imperial Munitions Board, furnished the two optimistic features of the Ottawa lumber market during the opening period of October.

The closing days of September and the first part of this month did not shown promise of a good fall trade. The expectations based on hopes held in the late spring and early summer months, fell much short of the mark and did not materialize. There were a few orders here and there but the general volume of business was nothing to write home about. A few shipments, under license, went forward to destinations in the United States.

General business for the period could hardly be said to be any better than during a corresponding period a year ago. Reports from the trade agreed that the decline was largely or wholly due to the operation of the newly imposed American embargo, which some reports stated is working a hardship in more ways than one.

Besides holding up shipments and cutting off business, the correspondent of the "Canada Lumberman" has heard the complaint that it is piling up the demurrage charges to plants and establishments. "Every time they apply a new embargo it costs us about a thousand dollars, and the railways get most of it," said Mr. Mayno Davis, of the McAuliffe-Davis Lumber Company. At the time the new American order went into effect this company had about thirty carloads on the tracks waiting to be planed. They were held up and demurrage had to be paid.

The woes of the trade, unfortunately, did not begin nor end with the decline in orders, inquiries and sales. An epidemic of Spanish influenza swept over the city, necessitated the closing of schools and the theatres by the Board of Health, and caused considerable disruption in the staffs of the mills, and manufacturing and woodworking plants.

The prevalence of the epidemic, together with the exceptionally wet season, which will likely hasten its spread in the woods, caused some lumbermen to take an anxious view of the woods situation. The roads into some camps are reported as being very bad, and in several places little short of quagmires. If such conditions prevail much longer the cut of the Ottawa Valley will fall away below normal, and considerably less than what the reduced cut of the 1918-19 season was expected to be.

The labor situation, both in the woods and at manufacturing plants, leaves much to be desired. The class of help offering for woods work in the Ottawa district this fall was reported by lumbermen to

be no better than a year ago. Some of them are doubtful if it is as good. Mr. P. C. Walker, of Shepard and Morse, said that he did not think the move made by the Government to have persons, exempted for farm work for the summer months, being transferred to the woods for the winter, would amount to much. "A lot of these men will not go into the woods, and when you get them there they are not real woodsmen," he added.

Though the demand was slow, prices were generally reported as holding firm. Some opinion was that the lessened amount of stock on hand would not permit of a drop in price, even if the American embargo continued. On the other hand, the writer has heard of a sale of 200,000 feet of spruce on which the price was cut from two to three dollars per thousand. The story went that the spruce was purchased at \$35 per thousand and originally cost the owner \$40 per thousand. The irony of the whole situation was that the purchaser previously disposed of about 10,000,000 feet of various grades to another plant at \$40 per thousand.

Notice for the woodworking plants to resume work on the cancelled shell box orders was received during the first week of October. The work is not to go ahead as fast as formerly, and deliveries will be slower. This helped out to some extent the plants which had to release part of their staffs, and disrupt their organizations when the order was cancelled. To get back to the state of organization they left off at would take the plants quite a while, as their men have drifted away, but, as the new organization is hardly as good as it was, the box makers think that with slower deliveries, they will manage to get along. With the continuance of the contracts the wood supplies previously on hand will be consumed. The reinstatement of the contract, it is understood in Ottawa, applies to all plants in Canada.

The John R. Booth and W. C. Edwards sawmills continued to partly operate during the first week of October. As labor grew scarcer the Booth mill closes down one saw after another.

Demand is Rather Slack in Montreal

With the exception of the B. C. section, the market in Montreal is dull. There are two main causes for this condition—the continued slow demand for building account, although it has improved somewhat, and the embargo on lumber exported to the United States. The routine necessary to obtain the permits for shipments over the border has involved a certain amount of interruption to trade, and also a falling off in orders.

The greater activity in the B. C. market is due to the recent placing of additional shipbuilding orders in the province of Quebec, and



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"Over there," where transportation is the big problem, and food value the great necessity, Klim has proved up in unmistakable manner. It has shown itself the one form in which the full food value and natural flavor of pasteurized separated milk can be carried thousands of miles over land and sea without deterioration. The Klim that was served to soldiers and civilians in France was as fresh and sweet as that which is being made today in our five plants here in Canada.

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August 20th, 1918

Gentlemen:

Please accept our grateful thanks for your donation of 3 cases of Klim for French relief work. This generous gift will gladden many a heart in poor stricken France. "A true gift of Providence," is how one writer expresses the value of Klim.

The other day we received a letter from one of the doctors who is working in the front line clearing station who says that Klim is absolutely invaluable, especially for gassed men, and he says there is nothing we could send which is a greater help in their work. Klim is used in France for badly gassed and wounded soldiers, for babies, for the sick, and particularly for tubercular patients. Nearly every letter that comes to us from France, whether from refugees, soldiers, doctors, or surgeons in charge of hospitals, bears testimony to the value of Klim and brings a request for more. We feel that such remarkable unanimity of opinion proves the worth of Klim beyond any doubt.

Faithfully yours,

THE FRIENDS OF FRANCE.

(Sgd.) Mrs. A. E. Wells,
President.

NEARLY THREE TIMES AS MUCH FOR YOUR MONEY

Lumbermen!

When ordering your Camp Supplies consider this:

- 1 lb. of beef liver contains 602 calories.
- 1 lb. of average boneless beef contains 623 calories.

(Canada Food Board)

But as 1 lb. of carcass beef contains only about 70 per cent. of boneless beef, one lb. of average carcass beef contains only 70 per cent. of 623 calories—or 436 calories. The relative nourishment therefore stands as follows:

- 1 lb. of beef liver contains 602 calories.
- 1 lb. of carcass beef contains 436 calories.

Now you can buy 2 lbs. of beef liver for the price of 1 lb. of carcass beef.

Therefore the money which buys 1 lb. of carcass beef, or 436 calories, will buy 2 lbs. of beef liver, or 1204 calories. That is, you get nearly three times as much for your money when you buy beef liver as you do when you buy average carcass beef.

"A word to the wise is sufficient"

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Canada Food Control—Blanket No. 165

although many orders have been put through, the demand still continues.

The building season is now getting towards a close. It has not been a good one, but the total permits make a better showing than at one time seemed likely. Last month the permits were valued at \$280,325, an increase of \$29,367, while for the year they amounted to \$3,988,263, a gain of \$187,598. The outlook is better than it was owing to the contemplated construction of two or three very important industrial buildings, one being for war purposes.

All indications point to a still further shrinkage in the cut as compared with last year. A prominent St. Maurice Valley operator states that the companies there find it increasingly difficult to obtain men for the bush, and that the offer of high wages has not resulted in anything like the numbers of men required coming forward. The heavier cost of labor and the ever increasing cost of provisions will mean a very high rate for getting out the logs, and this, combined with a very short cut, must result in enhanced prices of lumber.

Exports to Great Britain continue to be on Government account, a considerable quantity of B. C. fir going to the other side.

Complete Harmony in Lumber Ranks

THESE are portentous times in the world's history and likewise portentous in the history of the lumber industry. If there was a time when full co-operation and unity of action are necessary in the industry that time is now. Government control of prices, of transportation, of labor and of materials, and the heavy demands for forest products that are essential to the winning of the war, make it necessary for the industry to co-operate fully with the Government and nowhere have we found in the industry in any section of the country a disposition to do otherwise. But to get effective results in co-operation with the Government there must be full co-operation in the industry itself and its members must be in full accord, each willing to forego his personal opinions and his personal feelings for the good of the whole and for the sake of maintaining harmonious relations with representatives of the Government having to do with the lumber trade.

Unfortunately there have arisen recently some misunderstandings between representatives of Government and of southern pine that have in turn led to some regrettable differences between members of the industry itself. This breach should not be permitted to widen, but the big, patriotic leaders of the industry should throw themselves into the breach, close the gap and restore the harmonious relations that heretofore have existed. If representatives of the Government have done an apparent injustice to the industry this injustice, in order to maintain harmony, should be borne patiently and an earnest endeavor made to present the facts in such a way that justice finally will be done. Such presentation can be made only with a united front, and we appeal to the men who are in the forefront of the battle, as it were, to get together, bury any differences that may have arisen and with a unity of purpose and a spirit of co-operation that can not be denied continue to present the real facts to those in authority at Washington until definitely favorable results have been obtained.

In this connection it may not be amiss to direct attention to the great need in the industry to-day of an effective, well fortified and properly administered national association, a body that can speak with the voice of authority as representing the entire industry—American Lumberman.

To Build or Not to Build Now?

THOUSANDS of prospective householders had planned the construction of their future homes just prior to the outbreak of the war, and the plans have ever since been filed away awaiting a more favorable time for perpetuating them in wood, brick or stone, says George Ethelbert Walsh, in the American Builder. The problem facing them can be summed up in two sentences: First, is it patriotic to take skilled labor away from the more immediate necessities of the day; second, on account of the high cost of all building materials and labor, will it not pay to wait until the days of peace before beginning construction?

Architecture as a profession is in a condition of suspended animation, waiting for the building boom that must inevitably follow the return of peace. Many of the profession have volunteered their services, and are at the front or in camps. House building is in about the same condition as architecture, except that carpenters, masons, plumbers and steel workers are commandeered for our shipyards or other important government work.

England long ago realized her mistake in stopping all building operations when war broke out, and as a result of it she is facing the most serious housing problem of the age. She is now making stupendous effort to catch up and get houses built in the shortest possible time. We have already approached a similar crisis, and Wash-

ington is busy trying to encourage and direct in a wise way the construction of buildings, first, for labor, and, second, for the surplus population of the country.

Nearly all of our cities report an approaching crisis in the housing facilities. In New York City alone it is estimated that a surplus population of two hundred thousand must be provided for each year, and if the buildings to accommodate this number of people are not annually constructed there must be overcrowding or worse. The same is true in all of the other cities. Growth of population demands increased housing facilities. One cannot be checked without seriously interfering with the other.

In view of these conditions, these hard and fast facts which cannot be disputed, the question of whether or not it is patriotic to build in war times answers itself. It is a part of our home duty to see that the increasing population is adequately housed. It cannot be ignored without inviting social disaster. Speculative building is not desirable in these times. Risks of invested capital should not be invited, nor permitted. But legitimate house building on a scale commensurate with the growth of the population is as patriotic as building factories or doing Red Cross work. There are in every town and city many skilled carpenters and builders who are too old to engage in war work, and their employment in their trade should be encouraged. The man of sixty and over is being drafted into many commercial lines, which a few years ago despised taking on any who had passed the period that was popularly understood as "dead line of efficiency." Now the old men are having their day again. Then why not given the builders their chance?

The high cost of materials and labor has dissuaded many from building. They are firmly of the opinion that after the war prices will go down, and they can build at one-third the cost of to-day. This delusion may as well be shattered now as later. The price levels of labor and building material that prevailed before the war have gone forever, or at least for such a long time in the future that it is idle to speculate on it. Any architect or builder who remembers the conditions that prevailed for years after our Civil War will smile at the snap conceits of some of the young men who predict a big drop in prices of materials and labor the moment peace comes.

And if our Civil War produced a long period of high wages and materials, how infinitely more will the same conditions be repeated by this world-wide conflict!

Impending Problem of Food Shortage

The facts are that we, as a people, are not interested in the question of food production; only the subject of food restriction arouses us. Lumber dealers, perhaps more than any other class of tradesmen have to do with the farmers. They know the difficulties he encounters. His business is a gamble, pure and simple. He toils and sows, only to find he has guessed the season wrong, or misinterpreted a condition. What was a good rule one year is not the next.

The people need to be kept fully aroused to this impending problem of a food shortage. Are we handling the question right? A recent order was made upon all farmers to market their wheat at once, not reserving enough even for seeding next fall, so great is the present necessity.

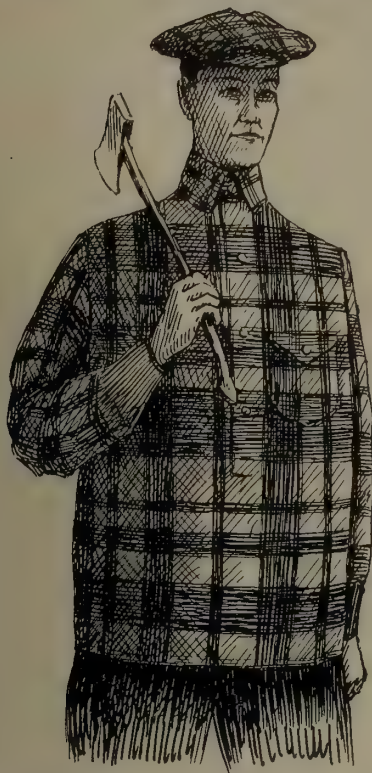
In many sections there was sullen acquiescence, because, perhaps, the spirit in which it was given was misinterpreted. It will not do to create antagonism with this element. Or, if one says the farmer should be patriotic and should not complain, the question arises what would be the result if the farmer failed to sow a big crop this fall through pique or a rough handling of the matter?

The public, as stated, is inclined to pay too much attention to food control and not enough to production. If many lumber dealers, and even farmers, had a proper conception as to the great scarcity of cereals, they would abandon many of their present efforts and do everything in their power to aid in getting out monster crops of corn this spring upon which the nation must rely next winter. It should be explained to them that a large ship of 1600 tons and over is being sunk every twelve hours, and that, counting all classes of ships, large and small, one is going down every seven hours. If the topic is not now of interest, the day is not far distant when it will be the most engrossing subject of all. The proclamations of the various food administrators indicate it. If the wolf is at the door we should take every possible step to strangle him.—Lumber.

Sealed tenders are being received by the Minister of Lands until the 24th day of October, 1918, for the purchase of License X807, to cut 1,537,000 feet of cedar, spruce and balsam on an area adjoining L. 5345, near Tumbledick Creek, Cariboo District. Two years will be allowed for the removal of the timber.

Taylor & White, Elm Street, White Head, N.B., recently lost their sawmill by fire. The loss is estimated at \$3,000.

The Early Bird Catches the Worm and hath a full crop



THERE is no doubt but that a serious shortage will be felt by the lumbering trade in securing supplies of woollen goods for their men owing to the enormous demands made by the various Allied Governments for the Siberian Expedition. We are still in a position to take care of your wants in the lines you have always looked to us to protect you for, but for how long we cannot say—so advise early placing of orders sufficiently large enough for several months to come.

To-day is none too soon.

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SOCKS MITTS MOCCASINS**

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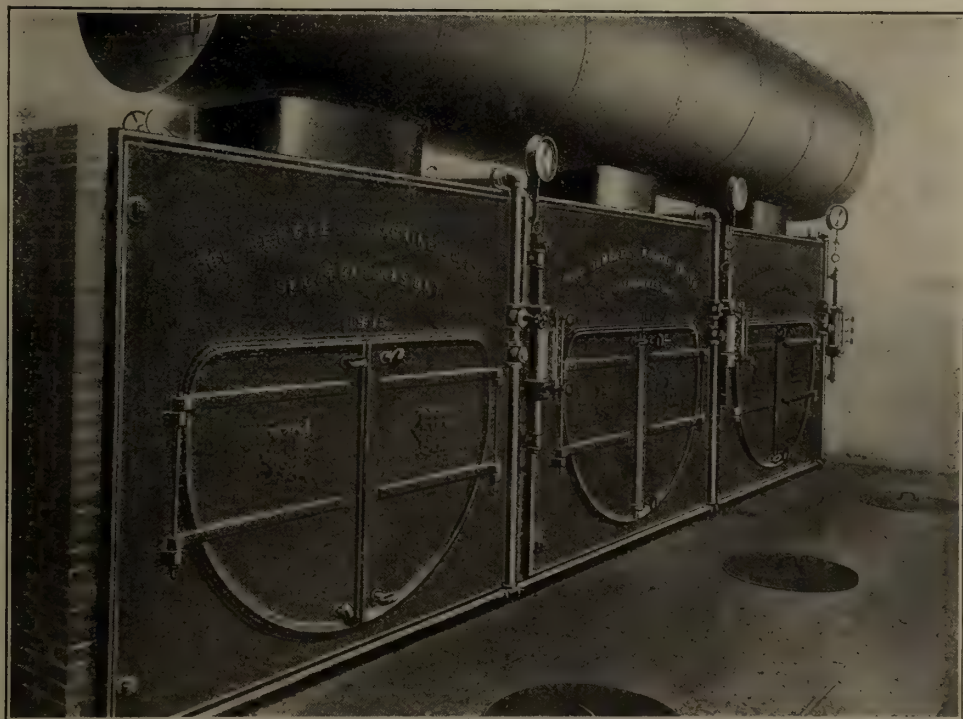
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Successors to
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Boilers furnished by us.

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and Yellow Pine,
Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

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Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles
Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

H. A. Hamilton, accountant of Hart and McDonagh, Toronto, recently underwent an operation and has been seriously ill.

David Brocklebank of Arthur, Ont., is in the market for a portable saw mill capable of sawing railway ties, shingle bolts, etc.

The foundations have been started for a new shipbuilding plant at Goderich which will cost \$75,000. G. C. and W. H. Hutchinson are the owners.

It is rumored that the plant of the Peerless Pulp Co. at Thorold, Ont., which was visited by a serious fire a few months ago, will be rebuilt at a cost of two hundred thousand dollars.

The Elbow Lake Company, Elbow Lake, Ont., which mill was erected last year, has completed its first full season of sawing, and cut about two million feet of red and white pine.

Work is proceeding on the erection of a box and barrel factory, which is being put up in Owen Sound by the Northern Bolt, Screw and Wire Co. The structure is of iron and frame construction, 110 x 40 feet.

The Monteith Pulp and Timber Co., who handled about forty thousand cords of pulp wood during the past season along the T. and N. O. and the Transcontinental lines, and operate a saw mill on the Driftwood river, intend running their plant all winter.

The main manufacturing plant of the Canadian Wood Products Limited, 1000 Gerrard St. E., Toronto, was recently visited by fire and destroyed. The company expect to be in a position to resume the manufacturing of shell boxes in about a week and contemplate the erection of a new factory at an early date.

There has been a substantial increase in building operations in Toronto so far this year over last year. During September the total of the permits issued was \$978,111, as against \$650,271 for the corresponding month in 1917. The total value of permits taken out during the first nine months of the present year is \$6,750,909, as against \$5,588,854, covering the same period in 1917.

A provincial charter has been granted to the Shortreed Co. Ltd. with a capital stock of \$40,000, and headquarters in Toronto. It is empowered to buy and deal in lumber, timber and wood of all kinds. The new organization takes over the mill and limits of the late Gideon Shortreed at Kearney, Ont., who operated for many years under the name of the Shortreed Lumber Co. and those interested in the newly-formed concern are principally the heirs to the property. J. D. MacNeill of Kearney is the manager of the company.

The Thomas Pink Co. of Pembroke, Ont., whose factory was destroyed by fire some time ago, is rebuilding, and expects to be in operation in it by the end of November. In the meantime the company has a temporary building in which lumbering and driving tools are being made and all orders are being filled as usual. The company reports the lumber tool business better than it has been for years. In regard to the labor situation the firm states that it is pretty hard to get men, but so far everything in the help line has gone very well.

The building of ships in Toronto harbor is here to stay, and will develop to a much greater extent. This is evidenced by the amount of money invested by one firm alone. Recently the Dominion Shipbuilding Company launched the steamer St. Mihiel, the first of five vessels of a similar character, which means that hundreds of men will be employed during the winter months. This firm has been investing money in equipment day after day until now they have nearly two million dollars invested in machinery. The vessel that is now in course of construction will be slipped into the water in about four weeks, by which time they will also have ready for opening a large machine shop.

John T. James, of Bridgeburg, Ont., who owns the Crystal Beach Planing Mill and Lumber Yard at Ridgeway, Ont., a saw mill and general store at Whitehall, Ont., and the 20th Century general store and lumber yard at Bridgeburg, Ont., in renewing his subscription to the "Canada Lumberman," cites an instance of prompt G.T.R. service. He says that car No. 302,161, containing 27,405 feet of spruce lumber, was billed from Whitney on the Canada Atlantic division, on September 24, and he was notified of it being placed at Ridgeway on September 29. The car was ready for other service on October 1st. Mr. James adds that such excellent time helps materially in the car shortage problem.

The annual meeting of the shareholders of the Spanish River Pulp and Paper Mills was held recently in Toronto. In reply to a question from one of the shareholders, the president, George H. Mead, stated that he believed the company had completed all the contemplated additions and extensions to the property. There would, however, inevitably with an industry of the magnitude of the Spanish River Company, be betterments and slight additions to be made from time to time. The amount expended in improvements included the extension of the ground wood mill at Sturgeon Falls, the completion of the fourth digester at the Soo and the extension of electric power at Espanola. The company had always hitherto had an unbalanced plant. Ground wood supply being the basis of successful operation, the directors had always had in mind a programme insuring a surplus of ground wood, and the company now found itself for the first time in that position. The salable products were now running 500 tons a day, the mills now having a capacity of 600 tons a day.

Eastern Canada

Among the new industries is that of the Pouliot Co., Limited, who intend erecting a saw mill and rossing plant at Bagotville, Que.

It was reported some time ago that the Brown Corporation, who operate a large pulp mill at La Tuque, Que., intended erecting a big paper mill. The company state that no such plan is at present contemplated.

Freeman Maxwell Eddy, a resident of New Brunswick for the past thirty years, died recently. He was 55 years of age and a native of Bathurst, N.B.

Recently he had been employed in the shipyards and he had been connected with the shipbuilding industry all his life.

The office of the Quebec Forests Products Company has been removed from Quebec to Montreal.

Tenders have been received by the Quebec Streams Commission for the building of a storage dam on the river Jacques, which will cost \$250,000.

Good progress is being made on the construction of the new sulphite plant of the Kipawa Fibre Co. at Kipawa Lake, Que. The mill will have a daily capacity of one hundred tons of bleached sulphite.

Mrs. Lillian Peters, of Kedgwick, Restigouche Co., N.B., and Alphonse Thibault of the same place, have formed a partnership to carry on a lumbering business under the name and style of the Gulch Lumber Co., with head office at Peter's Siding Restigouche.

Supplementary letters patent have been issued increasing the capital stock of the Parker Pulpwood & Timber Company, Limited, Montreal, from \$49,000 to \$200,000. The name of the Company is changed to that of the Continental Wood Products Company, Limited.

Pte. E. Madden, who was formerly employed in Steton, Cutler & Company's lumber mill, was killed in action; according to information received by his sister-in-law, Mrs. Mary Dixon of St. John, N.B. Private Madden was a native of Scotland, and at the outbreak of the war returned there and enlisted.

The following comes from a reliable source in Emberton, Compton County, which is on the U. S. border. The lumber business is greatly handicapped in this section, and, in fact, all along the Canadian border, New Hampshire, Vermont and Maine, on account of the big inducements which the American lumber companies are giving out, especially to the young men who will soon be eligible for military service. These young men are not only offered large wages, but are guaranteed to be exempted from military service for at least two years if they remain on the other side. Of course, the promise of military exemption may be imaginary, but it is certainly working well for the Americans, as they are going over from Canada in large parties every day. The military exemption promise seems to be the greatest drawing card, as several lumbermen on this side have promised to meet the wages, but still the young fellows will not stay.

The pulp and paper industry has expanded very rapidly in Canada during the past ten years, says Dr. J. S. Bates of Montreal, and it appears that Canada is destined to become perhaps the leading country in the world in the manufacture of pulp and paper products from wood. This is largely because of our extensive natural resources of waterpowers and suitable tree species. It is important to point out the opportunities and responsibilities for Canadian engineers in this technical industry. The consumption of paper increases so rapidly from year to year in the more highly developed countries that there is no indication of slackening development, at least for some years to come. Canada now has a total of about 90 mills, many of which are large and of modern design. The export figures of the calendar year 1916 show that pulpwood, wood pulp and paper have increased to nearly half of the total export value (approximately \$100,000,000) of all forest products with the exception of the small proportion of specially manufactured articles.

Western Canada

Lumber Products Ltd., Brunette St., New Westminster, B.C., are making alterations to their lumber plant at a cost of \$120,000.

The storehouse of the Beaver Lumber Co. at Brant, Alta., was recently destroyed by fire at a loss of \$6,000. The company will rebuild.

Over 200 sash and door men walked out on strike recently owing to their being unable to secure any agreement from their employers regarding increased pay. They claim the increased cost of living is the reason for their demand. They also ask a uniform eight-hour day in place of the alleged irregular hours now prevalent in Winnipeg.

After being under construction for over two years, the sulphite pulp plant of the Whalen Paper & Pulp Mills Limited at Port Alice on Quatsino Sound, is now in operation. The machinery installed by the company provides for a production of 65 tons of pulp per day, but the area of the plant will permit of this production being doubled if necessary. The entire output is sold in the United States and in the Orient. The Whalen Company also manufactures lumber at this new mill. A total of 700 men are employed.

According to recent advices serious curtailment of the shingle mill output of British Columbia will result from the placing of the embargo by the United States Government on all forest products shipped east of the Mississippi and north of the Ohio Rivers, according to the views expressed by manufacturers of shingles at the coast. Extra high costs of both labor and material will be contributing causes for uncertainty in the lumber trade. Large quantities of lumber have been shipped in the past to the territory which is now closed to Canada.

The British-Canadian sawmill on Lulu Island near New Westminster has been disposed of. The magnificent plant and machinery contained in the mill buildings have been sold and will be dismantled forthwith. The mill was erected some years ago under the management of Mr. F. L. Buckley, now head of aeroplane spruce operations on Queen Charlotte Islands. A feature of the plant was the equipment of electrical dynamos for each separate lumber-cutting machine. The mill ran only about three weeks. The plant cost more than a million dollars, it is reported.

A. L. Williams, representing C. Leary & Co., London, Eng., is spending a few weeks in Canada and United States, calling upon leading representatives of the lumber industry in regard to export after the war, which, he predicts, will be over by August next. He says that England is half a million houses behind in her normal building activities, and there will be an enormous demand for Canadian spruce and red and white pine. The business sentiment at home is strongly in favor of trading with the Dominions, who have rendered such gallant co-operation in the present struggle. There is, in Mr. Williams' opinion, no reason why four or five times the amount of timber that was shipped before the war cannot be exported at its close, and with the present progress in shipbuilding in Canada, United States and Great Britain there is little fear of sufficient ocean tonnage.

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1917 Cut

In All Thicknesses and Widths

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in all grades and thicknesses

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White and Red Pine, Spruce, Hemlock,
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Pine, Railway Ties, Fence Posts, etc.

Prompt shipment. Satisfactory stock. Good service Write for Prices.

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"By-Pass" Blower Systems are Indestructible

"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

We manufacture and install systems complete

Write for information

Toronto Blower Company

156 Duke St., Toronto

Uniform Rules for Hardwood Inspection

One set of rules for the inspection of hardwood lumber purchased by the Government is desired by the officials of the lumber administration. This fact became known recently, and at the same time it was learned that in consequence officials of the National Hardwood Lumber Association and the Hardwood Manufacturers of the United States met in conference in Chicago recently in an effort to decide upon some uniform rules to apply to such purchases.

It is said that at this meeting Edward Robinson, president of the Hardwood Manufacturers of the United States; Frank R. Gadd, M. W. Stark and B. B. Burns, of that association, conferred for two days with the executive committee of the National Hardwood Lumber Association, but that they came to no definite understanding. The report now is that Charles Edgar, the director of lumber, has definitely mandated that as soon as possible these organizations come to some understanding which will result in the adoption of a uniform set of inspection rules to apply to all government purchases.

Definite Outline in Building Operations

Until quite recently there has been considerable haziness in the minds of all connected with the lumber and building industries as to the precise line of demarkation between so called essential and non-essential construction; or, to adopt the later and more definite terms, between war and non-war building enterprises, says a recent despatch from Washington. The farm building field especially was a sort of twilight zone befogged by various rulings, interpretations and surmises.

Although practically wiping out the relatively unimportant residue of what is generally termed normal building for the remainder of the war, there is a sense of relief—that recent governmental orders and interpretations have cleared away the mists that have for months hung over the building situation. The rather vague references to building of a nonessential character, or not directly related to winning the war, have been superseded by clear-cut utterances incapable of misunderstanding so that the lumber industry and all other interests affected now know exactly where they stand. It now is perfectly plain that the Government wishes absolutely no building undertaken unless it falls into one of the five preferred classes named in circular No. 21 issued by the War Industries Board under date of Sept. 3.

The classes of building enterprises for which no permits are necessary, as outlined in that order, may be briefly stated as follows: work undertaken by or for some branch, department or bureau of the Government; repairs or extensions to existing buildings where cost does not exceed \$2,500 (later amended to include new farm buildings up to \$1,000); work directly connected with mines producing coal, metals, and ferro-alloy materials, and public highway and street improvements approved by the United States Highway Council.

Through the efforts of the Retail Lumbermen's War Service Committee, consisting of J. R. Moorehead, Kansas City, Mo.; C. C. Harper, Rochester, N.Y., and A. C. Johnson, Dubuque, Iowa, a modification of rule 2 of circular No. 21 has been secured, permitting new construction, for farm purposes only, not exceeding \$1,000. The rule as amended reads as follows:

Repairs of or extensions to existing buildings involving in the aggregate a cost not exceeding \$2,500; and new construction for farm purposes only involving in the aggregate a cost not exceeding \$1,000.

Big Suit Over Sale of Timber

A commission of \$50,000 on an alleged sale of timber on Vancouver Island is the subject of a suit in supreme court.

Plaintiffs are Roray & Yeaman, timber brokers of Vancouver, the Nimpkish Lake Logging Company and M. N. Garland.

Plaintiffs allege that late in the year 1914 they were given a listing of certain limits on Nimpkish Lake, Vancouver Island. This was done, it is claimed, in response to a request from Roray. A price of \$685,000 was placed on the timber, the commission was fixed at \$35,000, a letter confirming this arrangement being given to the selling agents.

The timber comprised in the limits, as set out in a cruise made by John W. Rankine, is said to be among the most valuable in the province, comprising over 750,000,000 feet of timber, over half of it being fir of the finest quality. The plaintiffs allege that following the arrangement with the defendants they did a great deal of work and finally effected a sale. They allege further that later on the original contract was varied, and that the commission to be paid them was fixed at \$50,000.

The defendants hold that no sale was actually effected by the plaintiff company.

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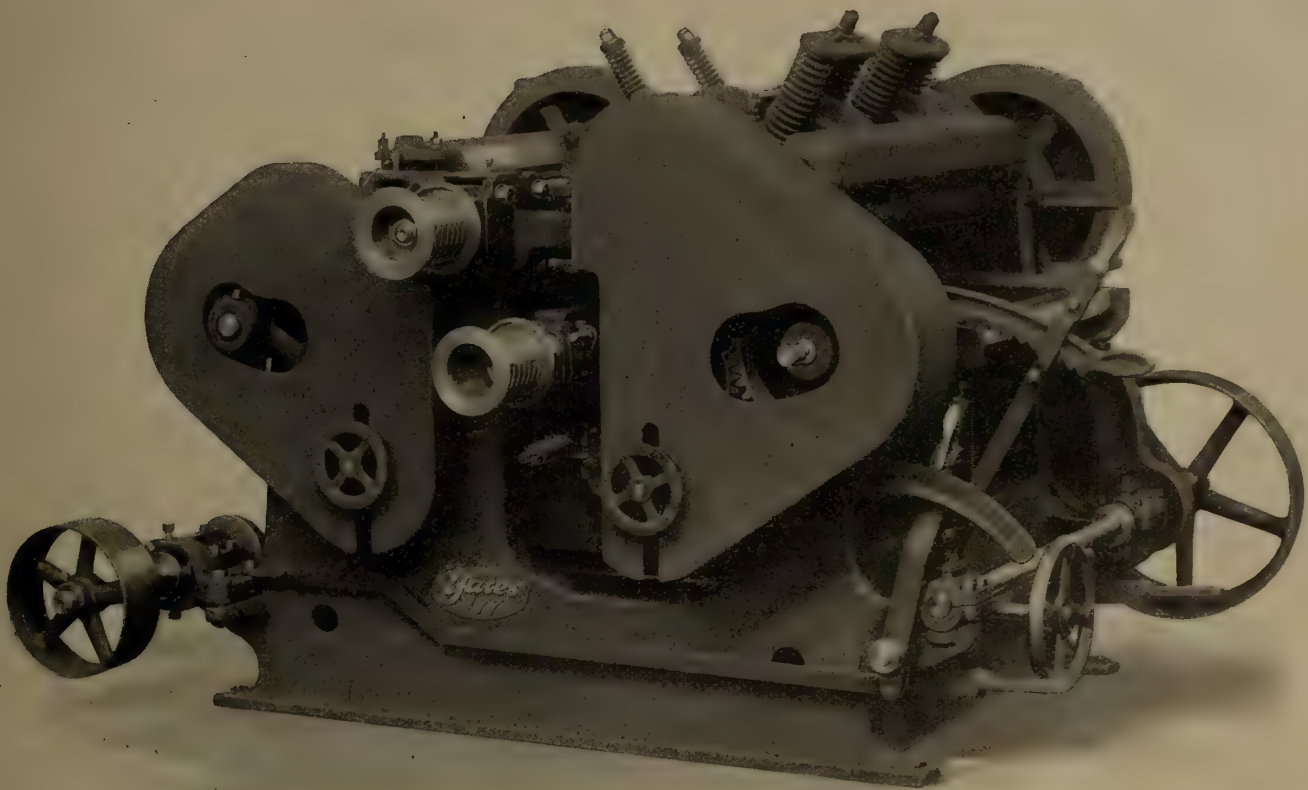
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You will get even less value for money spent in wages.
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 2 x 4/7 Good Strips 63 00 66 00
 1 x 8 and up Good Sides 75 00 77 00

1 1/2 and 1 1/2 x 8 and wider Good Sides 88 00 90 00
 2 x 8 and wider Good Sides 90 00 92 00
 1 in. No. 1, 2 and 3 Cuts 55 00 58 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 65 00 67 00
 2 in. No. 1, 2 and 3 Cuts 70 00 72 00
 1 x 4 and 5 Mill Run 47 00 49 00
 1 x 6 Mill Run 48 00 51 00
 1 x 7, 9 and 11 Mill Run 49 00 50 00
 1 x 8 Mill Run 50 00 52 00
 1 x 10 Mill Run 53 00 55 00
 1 x 12 Mill Run 54 00 57 00
 5/4 and 6/4 x 4 Mill Run 47 00 49 00
 5/4 and 6/4 x 5 Mill Run 47 00 49 00
 2 x 4 Mill Run 48 00 50 00
 2 x 6 Mill Run 48 00 50 00
 2 x 8 Mill Run 51 00 53 00
 2 x 12 Mill Run 53 00 55 00
 1 in. Mill Run Shorts 39 00 40 00

Red Pine:
 1 x 4 and 5 Mill Run 43 00 45 00
 1 x 4 and 5 Mill Run 41 00 43 00
 1 x 6 Mill Run 44 00 46 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 50 00 52 00
 2 x 4 Mill Run 43 00 45 00
 2 x 6 Mill Run 44 00 45 00
 2 x 8 Mill Run 44 00 45 00
 1 in. Clear and Clear Face 53 00 54 00
 2 in. Clear and Clear Face 53 00 54 00

Spruce:
 1 x 4 Mill Run 41 00 42 00
 1 x 6 Mill Run 43 00 44 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 47 00 49 00
 Mill Culls 34 00 36 00

Hemlock, No. 1:
 1 x 4 and 5 in. x 9 to 16 ft. 31 00 33 00
 1 x 6 in. x 9 to 16 ft. 37 00 39 00
 1 x 8 in. x 9 to 16 ft. 38 00 39 00
 1 x 10 and 12 in. x 9 to 16 ft. 38 00 39 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 35 00 37 00
 2 x 4 to 12, 10 and 16 ft. 36 00 37 00
 2 x 4 to 12 in., 12 and 14 ft. 35 00 36 00
 2 x 4 to 12 in., 18 ft. 37 00 38 00
 2 x 4 to 12 in., 20 ft. 38 00 39 00
 1 in. No. 2, 6 ft. to 16 ft. 28 00 29 00
 2 in. No. 2, 4 in. and up in width, 6 to 16 ft. 28 00 29 00

Douglas Fir:
 Dimension Timber up to 32 feet:
 6x6 and 8, 10x10 and 12, 12x12 \$52 00
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 6x12, 8x12 53 00
 14x16, 16x16 53 50
 6x14, 8x14, 10x16, 12x16 54 00
 14x18 54 50
 8x16, 10x18, 12x18 55 00
 18x18, 20x20 55 50
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Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain 62 00
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 No. 1 and 2, 1-in. clear Fir dough 50 00 60 00

(Depending upon widths).

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 No. 1 and 2 2-in. clear Fir rough 53 00 61 00
 1 x 5 and 1 x 6 Fir casing 62 00
 1 x 8 and 1 x 10 Fir base 64 00
 1 1/2 and 1 1/2 x 8 x 10, 12 E. G. stepping 72 75
 1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping 62 75
 1 in. clear Fir, d. 4 sides 49 50 57 50
 1 1/2 x 1 1/2 in. clear Fir, d. 4 sides 57 50 59 50
 XXX B. C. cedar shingles 3 50
 XXXX 6 butts to 2 in. 4 50
 XXXXXX 5 butts to 2 in. 5 17

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$75.00	\$58.00	\$40.00	\$30.00
5/4 & 6/4	80.00	63.00	45.00	35.00
8/4	110.00	75.00	45.00	
10/4 & 12/4	130.00	100.00	60.00	
16/4	140.00	115.00	65.00	

Ash, Brown

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	70.00	50.00	35.00	25.00
6/4	75.00	60.00	50.00	30.00
8/4	78.00	65.00	52.00	32.00

Birch, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	65 66	48 50	38 40	
5/4 and 6/4	67 70	50 55	40 45	
8/4	70 72	51 57	42 45	
10/4 and 12/4	85 90	70 73	50 54	
16/4	95 98	80 83	55 60	

Basswood, dry weight 2500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$70.00	\$55.00	\$40.00	\$35.00
5/4 & 6/4	80.00	65.00	50.00	35.00
8/4	82.00	67.00	50.00	37.00

Chestnut, dry weight 2800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	58.00	48.00	
8/4	72.00	58.00	48.00	

1 Sound

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	58.00	48.00	
8/4	72.00	58.00	48.00	

1 Wormy

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	58.00	48.00	
8/4	72.00	58.00	48.00	

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$58.00	\$45.00	\$35.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00	28.00
12/4	85.00	75.00	50.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$65.00	\$42.00		
5/4 & 6/4	70.00	60.00		
8/4	70.00	60.00		

Gum, Sap

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$50.00	\$45.00		
5/4 & 6/4	54.00	47.00		
8/4	55.00	47.00		

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$75.00	\$45.00	\$30.00	
6/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$58.00	\$45.00	\$38.00	\$28.00
5/4 & 6/4	63.00	48.00	38.00	30.00
8/4	70.00	60.00	50.00	35.00
12/4	95.00	80.00	60.00	40.00
16/4	105.00	90.00	55.00	45.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$38.00
 No. 2 and better 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$60.00		
5/4 & 6/4	92.00	65.00		
8/4	100.00	70.00		
10/4	100.00	95.00		
12/4	105.00	95.00		
16/4	115.00	95.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$130.00	\$85.00		
5/4 and 6/4	132.00	95.00		
8/4	135.00	100.00		

Red Oak, quarter cut.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$95.00	\$70.00		
5/4 & 6/4	110.00	85.00		
8/4	115.00	90.00		

OTTAWA, ONT.

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Pine good sidings:

1-in. x 7-in. and up \$60 00 70 00
 1 1/2-in. and 1 1/2-in. x 8-in. and up 70 00 75 00
 2-in. x 7-in. and up 72 00 78 00
 No. 2 cuts 2 x 8-in. and up 45 00 50 00

Pine good strips:

1-in. 53 00
 1 1/2-in. and 1 1/2-in. 60 00
 2-in. 60 00

Pine good shorts:

1-in. x 7-in. and up 50 00
 1-in. x 4-in. to 6-in. 40 00
 1 1/2-in. and 1 1/2-in. 58 00
 2-in. 58 00
 7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 47 00 50 00

Pine, No. 1 dressing strips 40 00 45 00

Pine, No. 1 dressing shorts 38 00 40 00

Pine, 1-in. x 4-in. s.c. strips 44 00

Pine, 1-in. x 5-in. s.c. strips 44 00

Pine, 1-in. x 6-in. s.c. strips 46 00

Pine, 1-in. x 7-in. s.c. strips 46 00

Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00

Pine, 1-in. x 10-in. M.R. 51 00

Pine, s.c. sidings, 1 1/2 and 2-in. 47 00

Pine, s.c. strips 1-in. 40 00

Pine, s.c. strips 1 1/2 and 2-in. 42 00

Pine, s.c. shorts, 1 x 4 to 6 in. 38 00

Pine, s.c. and bet., shorts 1 x 5 36 00

Pine, s.c. and bet., shorts, 1 x 6 40 00

Pine, s.c. shorts, 6'-11', 1"x10" 45 00

Pine box boards:

1"x4" and up, 6'-11' 38 00
 1"x3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00

O. culls r & w p 26 00

Red Pine, log run:

mill culls out, 1-in. 32 00 36 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 2-in. 34 00 41 00
 mill culls, white pine, 1"x7" and up 34 00

Mill run Spruce:

1"x4" and up, 6'-11' 32 00 33 00
 1"x4" and up, 12'-16' 34 00
 1"x6" and up, 12'-16' 40 00 42 00
 1 1/2"x7" 8'-9" and up, 12'-16' 40 00 42 00
 1 1/2"x10" and up, 12'-16' 40 00
 1 1/2"x2" x 12" and up, 12'-16' 40 00

Spruce, 1-in. clear (fine dressing and B) 46 00

Hemlock, 1-in. cull 25 00 27 00

Hemlock, 1-in. log run 30 00 35 00

Hemlock, 2x4, 6, 8, 10, 12/16' 30 00 35 00

Tamarac 24 00 26 00

Basswood, log run, dead culls out 40 00 50 00

Basswood, log run, mill culls out 45 00 50 00

Birch, log run 30 00 32 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00

Ash, black, log run 32 00 40 00

1 x 10 No. 1 barn 52 00

1 x 10 No. 2 barn 46 00

1 x 8 and 9 No. 2 barn 42 00

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
 No. 2 white pine 4 50
 Mill run white pine 4 75

Spruce, mill run 1 1/2-in. 4 00

Red pine, mill run 4 25

Hemlock, mill run 4 00

32-in. lath 2 00 2 25

White Cedar Shingles:

xxxx, 18-in. 5 00
 Clear butt, 18-in. 4 00
 18-in. xx 2 75

Spruce logs (pulp) 13 00 15 00

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19 in. and up average 85 95

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3 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00

3 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak Per Cubic Ft.

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Elm

40 to 45 feet, cube 95 1 05

According to average and quality, 30 to 35 feet 75 85

Birch Planks

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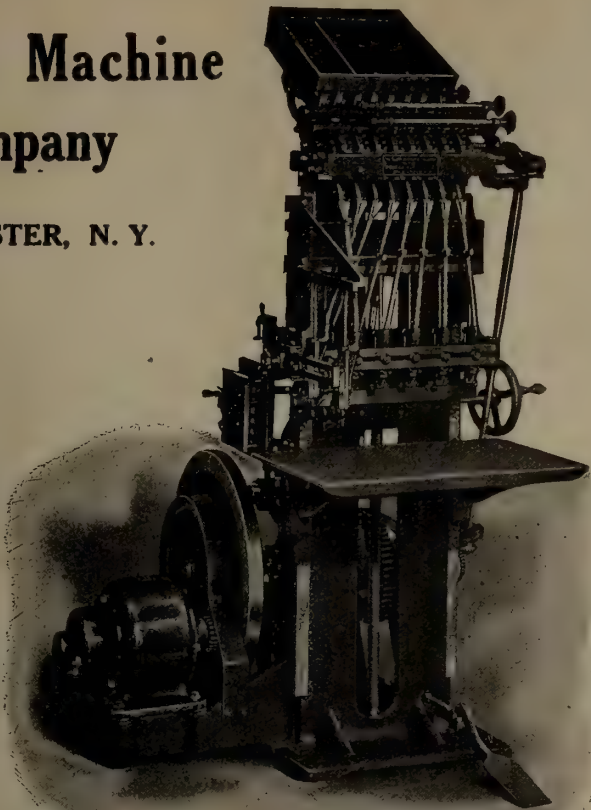
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5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

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White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1½ to 2 in.	100 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1½ to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1½ to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1½ to 2 in.	90 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1½ to 2 in.	80 00

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No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	65 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	62 00	1 x 2	40 00
No. 3, 1 x 12	62 00	1 x 3	40 00
No. 3, 1 x 10	60 00	1½ in. spruce lath	4 50
No. 3, 1 x 8	59 00	1½ in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	New Brunswick Cedar Shingles	
1 x 10 in.	52 00	Extras	5 25
No. 1 1 x 4 to 7 in.	55 00	Clears	4 75
No. 1 1 x 8 & 9 in.	56 00	Second Clears	4 25
No. 1 1 x 10 in.	57 00	Clear Whites	3 75
No. 2 1 x 4 & 5 in.	38 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 6 & 7 in.	45 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 8 & 9 in.	45 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
No. 2 1 x 10 in.	48 00	Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
No. 2 1 x 12 in.	52 00	Red Cedar Perfections, 5 butts to 2½	6 07
Spruce, 12 in. dimension	58 00	Washington 18-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 10 in. dimension	56 00		
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00		
2 x 12 in., random lengths,	48 00		

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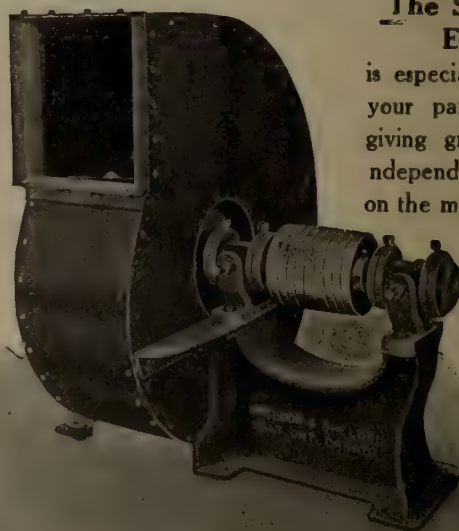
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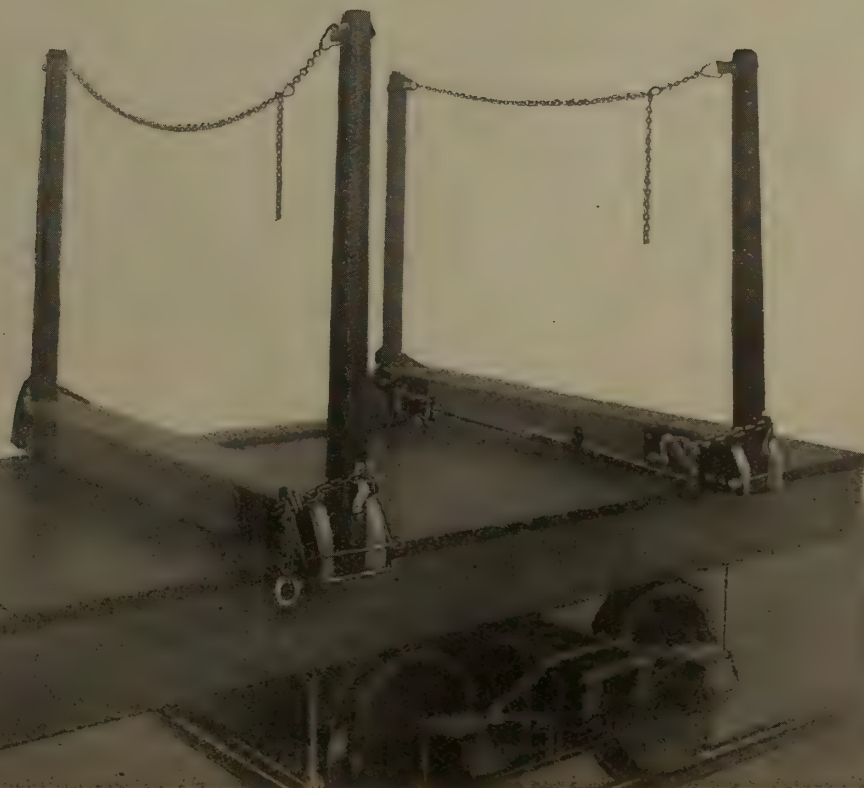
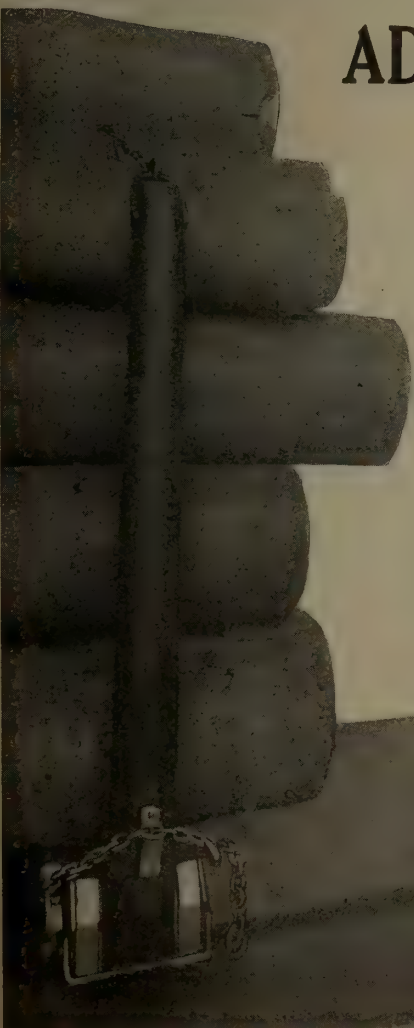
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Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

LATH

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Canadian General Lumber Company
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Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Gloucester Lumber Company
Harris Tie & Timber Company, Ltd
Long Lumber Company.
McGibbon Lumber Company.
McLennan Lumber Company.
New Ontario Colonization Company
Rideau Lumber Company
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Company.

LATH BOLTERS

General Supply Co. of Canada, Ltd.
Green Company, C. Walter.

LOCOMOTIVES

General Supply Co. of Canada, Ltd.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Climax Manufacturing Company.
Montreal Locomotive Works.

LATH TWINE

Consumers' Cordage Company.

LINK-BELT

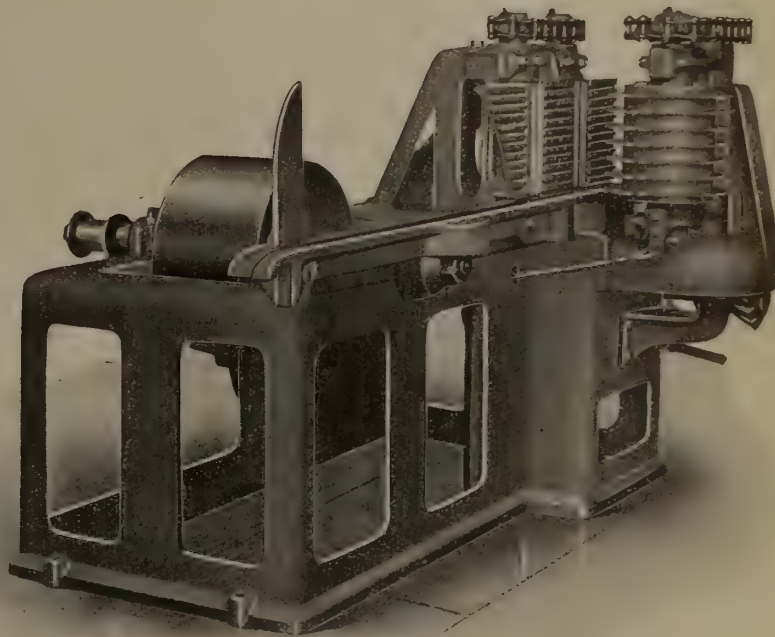
Canadian Link-Belt Company
Williams Machinery Co., A. R., Vancouver.

Continued on Page 66)

"HAMILTON" CIRCULAR RE-SAWS

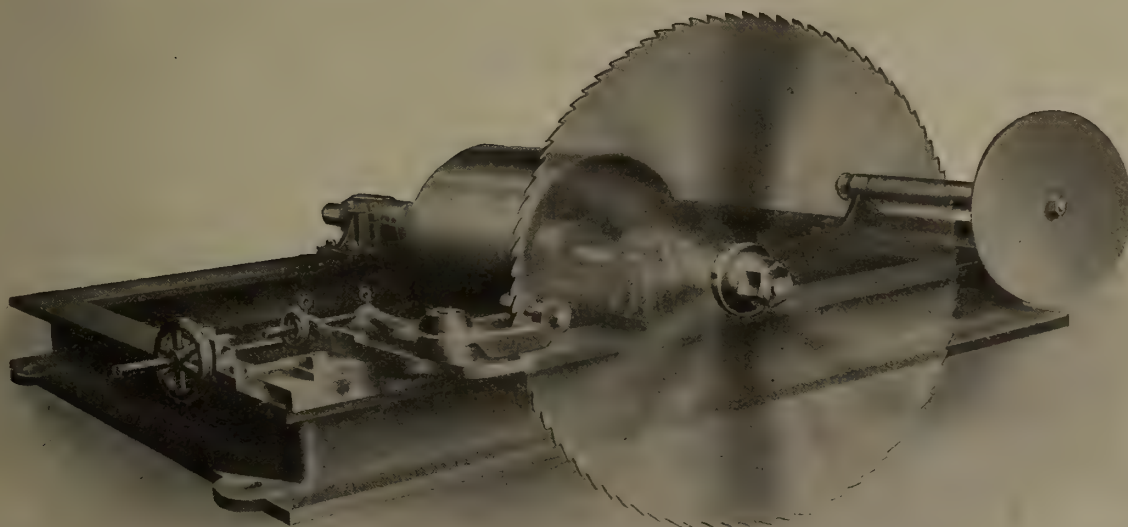
Here is a strong, rigid well designed machine, specially gotten up for resawing slabs. The feed rolls are carried on a sliding frame that is easily adjustable to cut lumber any desired thickness. The binding or press roll is 13 in. diam., fitted with saw discs and power driven. The saw used is 42 in. diam., driving pulley 18 in. diam. x 12 in. face. Cut shows Left Hand Machine.

We also make this machine with wooden frame, having the mandrel and saw carried on an adjustable sliding frame.



Descriptive circular sent upon request.

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Made in different sizes to suit all requirements. Frames are all of cast iron, of heavy section throughout, planed on top and bottom, with mandrel boxes lined with high grade babbitt. Mandrels are exceptionally large, of forged steel with forged collar, and the guide is the famous Parkhurst steel saw guide with steel splitter.

We manufacture a complete line of up-to-date Sawmill Machinery for either Band or Circular Mills.

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Jenckes Machine Company.
Marsh Engineering Works, Limited**LOG HAULER**Green Company, G. Walter
Jenckes Machine Company, Ltd.**LOGGING MACHINERY AND EQUIPMENT**General Supply Co. of Canada, Ltd.
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International Log Bunk Equipment Company.
Jenckes Machine Company, Ltd.
Marsh Engineering Works, Limited
Waterous Engine Works Company.**LOGGING TOOLS**

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Dunlop Tire & Rubber Goods Co.
Gutta Percha and Rubber Company.**PAPER**

Bowater & Sons, W. V.

PAPER MILL MACHINERY

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Austin & Nicholson.
Beck Manufacturing Company, C.
Bennett Lumber Company, Ltd.
Bourgouin, H.
Cameron & Co.
Canadian General Lumber Company
Cleveland-Sarnia Sawmills Company.
Davison Lumber & Mfg. Co.
Donogh & Co., John.
Dudley, Arthur N.
Dunfield & Company
Eagle Lumber Company.
Excelsior Lumber Company.
Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
Gloucester Lumber Company
Godfrey Company, L. N.
Gordon & Co., George.
Harris Tie & Timber Company, Ltd.
Hart & McDonagh.
Hettler Lumber Company, Herman H.
Keenan Bros.
Lauder, Spears & Howland.
Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
McGibbon Lumber Company.
McLennan Lumber Company.**Montreal Lumber Company.**Moore, Jr., E. J.
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(Continued on Page 68)

*The Babbitt Metal that's at the Front in Efficiency
and Economy*

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Replying to your inquiry regarding our experience with Harris Heavy Pressure Metal, would say we have been using this metal for about five years in main bearings and cranks of Wickes' gangs and steam engines, also edgers, etc., in place of more expensive metals that we formerly used for these bearings.


We are pleased to be able to say that the Harris Heavy Pressure has in every case given us good satisfaction, being a nice metal to pour without shrinking or cracking, and wearing well. So long as this metal retains its present standard of excellence we will have no hesitation in using it for the most severe conditions we have for babbitt metal.

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Breakage of links in this service often means delays and temporary shut-downs while repairs are being made. Realizing the seriousness of such delays, we employ only the highest grade of refined malleable iron in Link-Belt subjecting it to careful analysis both before and after casting. This mark  on every link is your guarantee of reliability. Book No. 260 on request.

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LEATHER BELTING

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If you have a constant trouble-maker drive don't delay in learning about SparOak that double service belt.

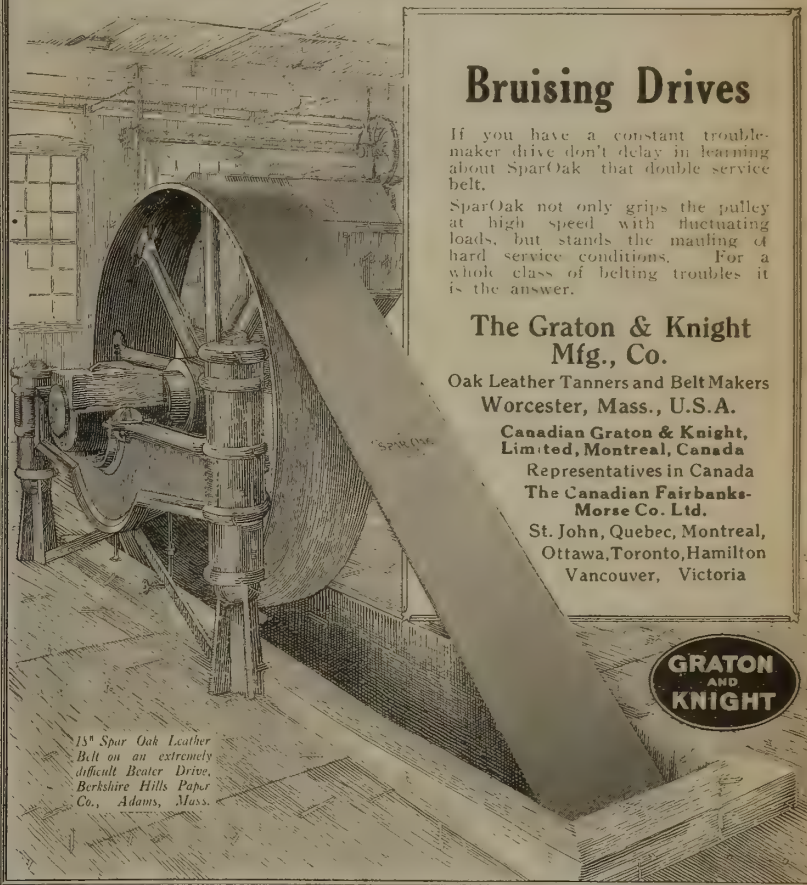
SparOak not only grips the pulley at high speed with fluctuating loads, but stands the mauling of hard service conditions. For a whole class of belting troubles it is the answer.

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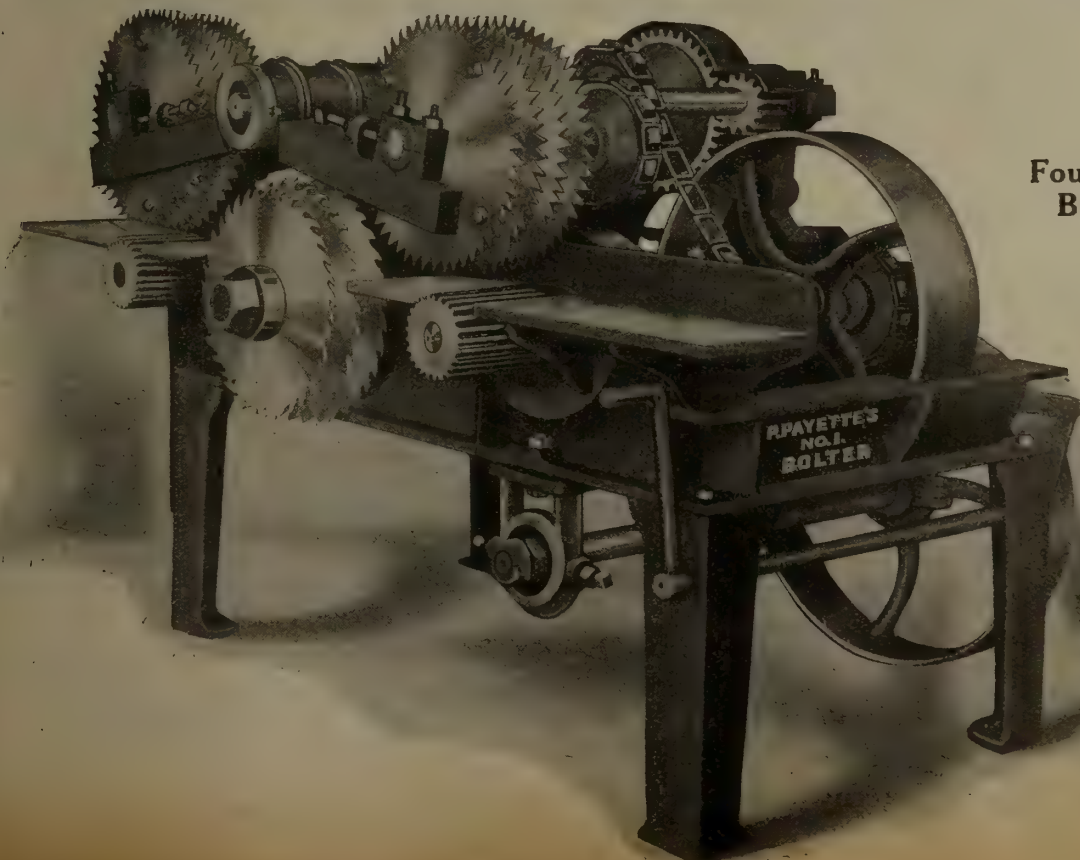


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128,350 Laths in Ten Hours

Our Lath-Mill and Bolter have made a test cut in ten hours of 128,350 four foot laths, 1½ in. by ¾ in., counted, tied and piled.



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From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

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Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

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You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

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1—Open top steel Tank, suitable for fuel oil, 16 ft. dia., 16 ft. high, cap. 24000 gals., 7.17 in. plate, double rivetted, angles top and bottom. First class.

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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD IRON RAILS



A 62-ton
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Designed
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Climax Locomotives are successfully operated on steep grades and sharp curves. Any
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VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B. C.



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Fits Any Saw Mandrel

A Huther Bros. Dado Head
consists of two outside cut-
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to make the required cut. This
Head will cut perfect grooves,
with or across grain, any width.
It is an easy Head to keep in
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quick adjustment, and may be
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our expense.

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Lath Machine and Bolter

This machine is a combination of our No. 2 Bolter and No. 2 Lath Machine mounted in a single frame. The lath machine is made the opposite hand to our single machine. The illustration shows the lath machine side of the combination. In mills where the floor space is limited and the output must be large this machine is an ideal combination. The details of construction found in our No. 2 Lath Mill and No. 2 Bolter apply to the combined machine.

When you overhaul your mill get in touch with us about new equipment.

**We have the following on hand
ready for shipment**

one Portable Saw Mill outfit with Right hand Saw Frame and Carriage—set of track timbers, also the following items:

No. 1 Log Jack with foot wheel and idlers.

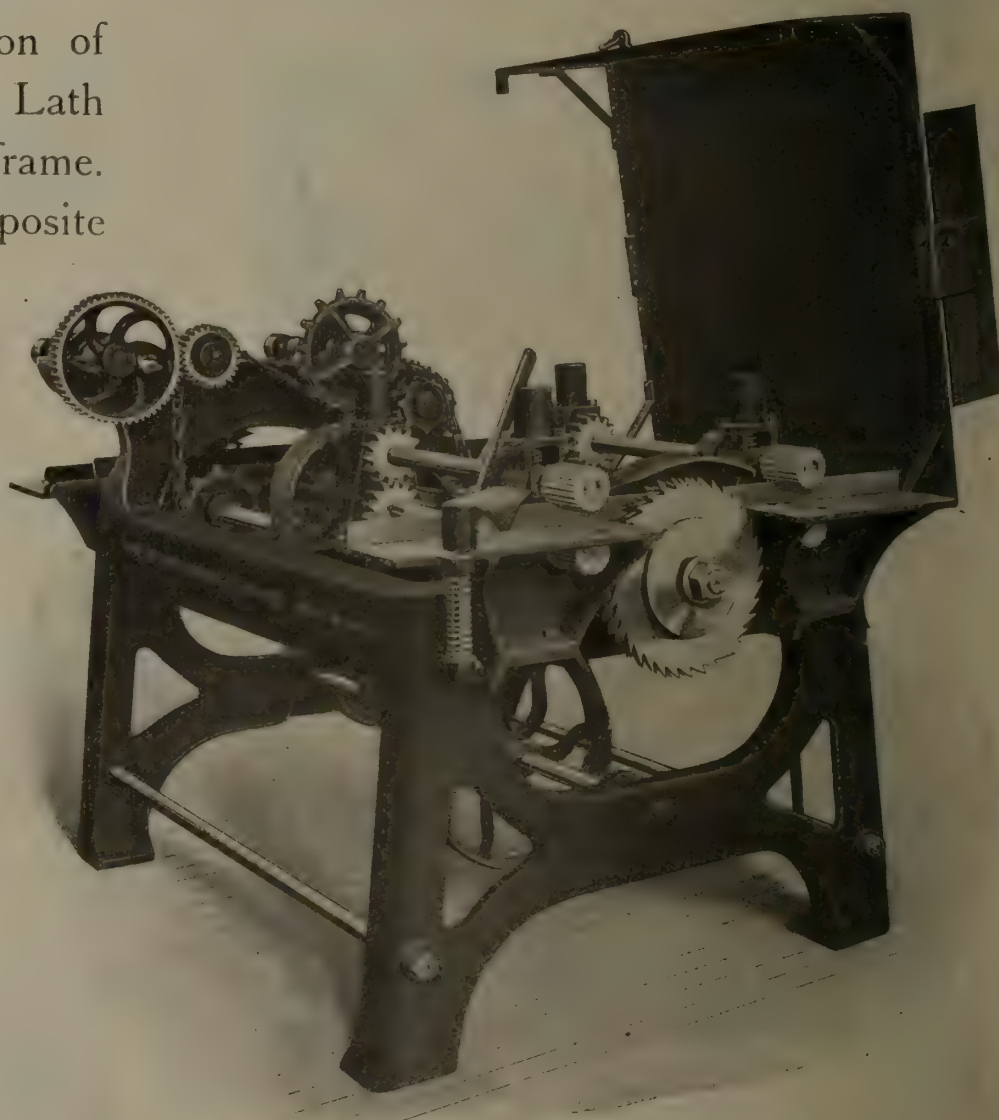
No. 7 Log Jack with foot wheel and idlers.

10 inch by 42 ft. Steam Feed—furnished with vertical or horizontal valves.

Double acting set works in No. 1, 2 and 3 sizes.

We have one second hand plain slide valve engine, right hand, side crank, 9 x 15, suitable for a small sawmill plant.

**Write at once for information regarding the above
or any other machinery you may need.**



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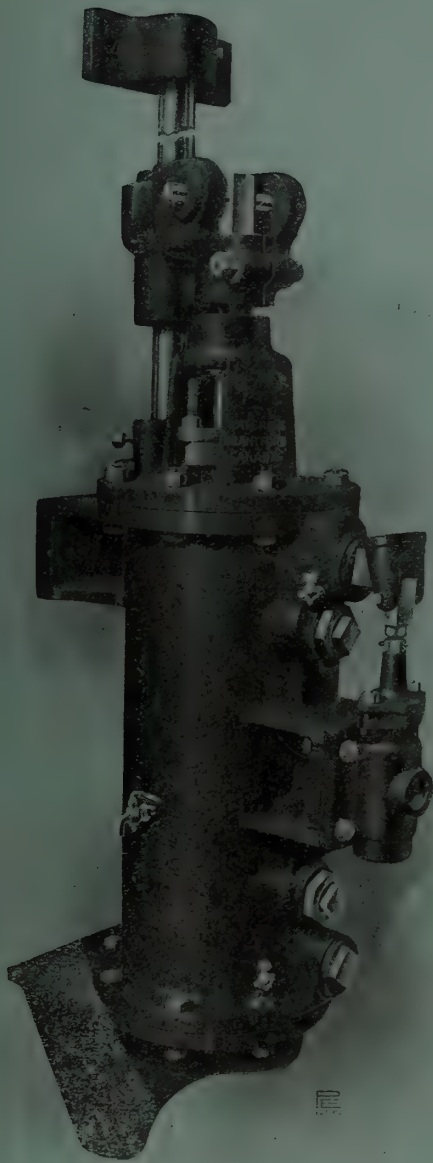
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The modern tendency in Sawmilling is to make every second count. We have speeded up the Waterous Log Deck to keep pace with this idea.

To do it we have re-designed and re-built practically every Machine in our Log Deck. More particularly, we have discarded the old cylinder with its leaky outside steam pipes, and have replaced it by a cylinder and lever connections that answer the sawyer's movements instantaneously.

The 1918 Waterous Loaders, Kickers, Niggers, etc., not only work with a "punch" behind them, but there is a snap and action in the work that makes the seconds count. It doesn't take two or three strokes of the Nigger to get the log in position for the cut. The log is placed on the Carriage without hesitation—and placed there right.

The new cylinder is shown in the attached cut. Steam ports are cast solid; valve gearing and valves are of strong design; a check valve regulates the exhaust to steam cushion the piston at both ends of the stroke. The valve operates by one lever, quickly, easily and on a short travel. Exhaust throttling plugs increase or diminish operating speed of the cylinder without affecting the power of the machine—this is a special feature. All wear on the rod, gland and packing is overcome by the guide bar support for the piston rod.

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Go over your Log Deck when the mill is running—do you make the seconds count?

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Cant Trips
Cant Flippers
Log Kickers
Niggers
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Stock Lifters**

Waterous

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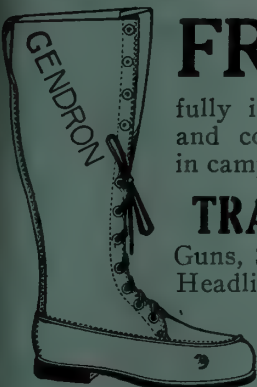
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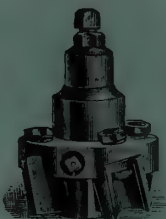
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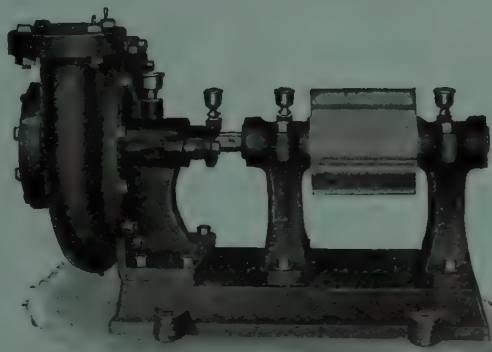
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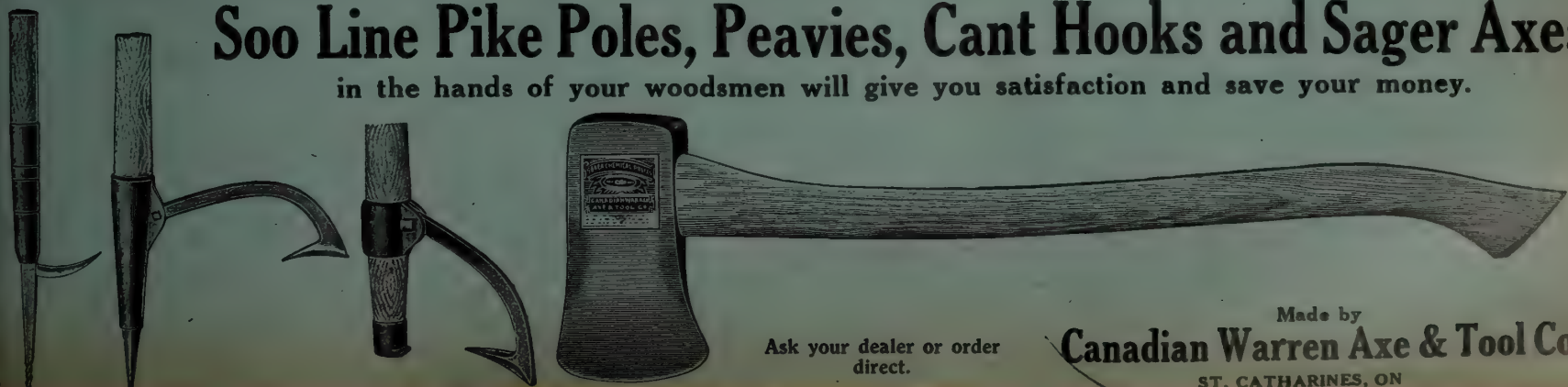
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Pumps**

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in the hands of your woodsmen will give you satisfaction and save your money.



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Canadian Warren Axe & Tool Co.
ST. CATHARINES, ON

Oldest and Best

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Chisel Tooth Saws

Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

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America's Oldest Saw Manufacturers



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2 x 4 x 10/13 Scant.	56,800 ft.
2 x 5 x 10/13 Scant.	76,100 ft.
2 x 6 x 10/13 Scant.	133,900 ft.
2 x 7 x 10/13 Scant.	106,200 ft.
2 x 8 x 10/13 Scant.	44,600 ft.
2 x 9 x 10/13 Scant.	175,100 ft.
2 x 4 and up x 6/9 Scant.	5,590 ft.
1 x 4 x 10/13	185,800 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

MERCHANTABLE SPRUCE 1917 Sawing

1 x 4 and up x 8/16.	50,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16.	75,000 ft.
2 x 5 x 8/16	50,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13.	350,000 ft.
2 x 4 and up x 6/13 Scant.	165,000 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M.
1 x 9 x 10/16 Merchantable	42 M.
2 x 6 and up x 10/16 Merchantable.	45 M.

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Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

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Shipbuilding Material Our Specialty

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Straight or mixed cars of Boards, Shiplap, Ceiling, Flooring and Finish

Rough Clears for Factory Purposes

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Get our prices on the following:

Merchantable Hemlock

F. O. B. HUNTSVILLE

30,000 ft.	2 x 10 and 12	— 16
10,000 ft.	2 x 10 and 12	— 14
13,000 ft.	2 x 10 and 12	— 12
8,000 ft.	2 x 10 and 12	— 10
5,000 ft.	2 x 8	— 16
3,000 ft.	8 x 8	— 14
7,000 ft.	2 x 8	— 12
1,500 ft.	2 x 8	— 10
2,500 ft.	2 x 4	— 16
2,500 ft.	2 x 4	— 14
3,000 ft.	2 x 4	— 12
6,000 ft.	2 x 4	— 10
30,000 ft.	1 x 4 and up	— 8 to 16

Merchantable Hemlock

F. O. B. MADAWASKA

5,230 ft.	2 x 12—18 to 22
8,160 ft.	2 x 10—18 to 22
8,625 ft.	2 x 8 —18 to 22
1,160 ft.	2 x 6 —18 to 22
26,000 ft.	2 x 10 & 12—8 to 16
36,500 ft.	2 x 8 — 8 to 16
1,000 ft.	2 x 6 — 8 to 16
18,500 ft.	1 x 4 and up—8 to 16

SPRUCE

45,000 ft.	2 x 6 and up—8 to 20
1,300 ft.	1 x 4 and up—8 to 16

The Long Lumber Company

Hamilton

Ontario

The James Shearer Co., Limited

Wholesale and Retail Dealers in Lumber and Timber

SPRUCE

READY FOR SHIPMENT

1 x 4
1 x 5
1 x 6
1 x 7
1 x 8
1 x 9
1 x 10
1 x 11 and 12
13/16 x 8" T. & G.

ALL
FOURTH
QUALITY
AND
BETTER
SPRUCE

thoroughly dry
2 x 10 10/16 ft. scant thickness
2 x 10 10/16 ft. full thickness
2 x 8 scant thickness
2 x 8 full thickness
2 x 6 16 ft. scant thickness
3 x 10 x 12 and 13 ft.

With extensive stocks to draw from at different mills throughout the Province of Quebec, we are splendidly situated to supply your requirements in all kinds of lumber and timber—adequately—quickly—and to your complete satisfaction. Among the many kinds of lumber we handle, we have unusually fine stocks of Spruce, and in Timber we specialize in Douglas Fir of all sizes and lengths. With our up-to-date re-saw and planing mill, we can resaw stock to suit any requirements. Send us your enquiries.

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READY FOR SHIPMENT

30 Pcs. 12 x 12 x 50 ft.
50 Pcs. 12 x 12 x 40 ft.
150,000 ft. 3 x 11 x 15 to 26 ft.

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Limited

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White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

A Well-Equipped Lumber Plant

Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

Fassett Lumber Company, Limited

Fassett, Que.

Lest We - Who Live - Forget

BUY VICTORY BONDS

YOU MAKE NO SACRIFICE.
IT IS A PRIVILEGE AND
A HIGH CLASS INVESTMENT.

THE BOYS IN FRANCE
ARE SUPPLYING THE
FIGHTING.

IT'S UP TO US TO SUPPLY
THE MONEY.

BUY VICTORY BONDS



WE SHALL NOT SLEEP

In Flanders fields
The poppies blow,
Between the crosses,
Row on row,
That mark our place,
And in the sky
The larks still bravely
Singing fly,
Scarce heard amidst
The guns below.

We are the dead,
Short days ago we lived,
Felt dawn,
Saw sunset glow,
Loved and were loved,
And now we lie
In Flanders fields.

Take up our quarrel
With the foe.
To you from falling hands
We throw the torch,
Be yours to hold it high.
If ye break faith
With us who die
We shall not sleep,
Though poppies grow
In Flanders fields.

Col. McCrae.

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Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

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**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

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& COMPANY LIMITED

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**BIRCH
BEECH
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MAPLE**
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House in
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FLOORING, CEILING

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QUEBEC

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Red Pine

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California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

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1 in., 1¼ in., and 1½ in., Dry Basswood

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We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
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Always in Transit

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Always Welcome*

We have in pile at Midland, Ont. about 4,000,000' of choice small Log stock, even lengths and widths. This coupled with the fact of Planing Mill facilities at Midland makes this stock very desirable for discriminating trade.

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Fir Timbers
Lumber
Lath
Cedar, Shingles
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Mill Cuts up to 85 foot
Lengths.



Up-to-date Plant on
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Good Harbor Taking
Vessels drawing up
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Special facilities for
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Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

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2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.
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Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
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2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

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About 15 tons each 45 and 56 lb. rail. Booms and boom chains, ½, ¾ & 1". Winches and other mill supplies. Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

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Limited
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In distant Lands!
Country calls
To meet demands!
On to Victory
Rings the Cry!
Yours the duty.
Bonds to buy!
On in earnest;
None must fail;
Democracy, must and
Shall prevail!

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16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
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36" MacGregor-Gourlay, circular resaw.
30" Cowan, bracket.
30" Ideal, pedestal (4).
27" Sidney, pedestal.
20" Crescent, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 2 Sidney, variety.
No. 2 Crescent, combination.
No. 4 Sidney, combination.
Ballantine variable power feed.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

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Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 7 Sidney, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
M137 Cowan sash clamp.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
Dundas double head tenon machine.
18" Trevor box heading turner.
No. 6A Fox wood trimmer.
20" American wood scraper.
M63 Cowan spindle carver.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
Waterous lath machine.
24" Cochrane-Bly, saw filer.
No. 1 Hart automatic saw filer.
20" Superior, saw arbors.
No. 1 Defiance, automatic, spoke driver.
6" Linderman, automatic, glue jointer.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

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Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

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**We are buyers of
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Consisting of
2x3; 2x4; 2x6; 2x7; 2x8; 2x9
2x10; 3x4; 4x6; 4x8; 6x6; 6x8

also
**Spruce 1" & 1 1/4" Rough or
Dressed Hemlock Boards, Lath**

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Pulpwood**

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Capacity 360 M Daily

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Ship Timbers and Planking
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Tank Stock
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"For Immediate Shipment"

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1 x 3	Cull Spruce	30,300 ft.
1 x 4	Cull Spruce	34,500 ft.
1 x 5	Cull Spruce	15,000 ft.
2 x 3	Cull Spruce	63,100 ft.
2 x 4	Cull Spruce	30,600 ft.
2 x 5	Cull Spruce	10,700 ft.
3 x 3 and up	Cull Spruce	13,870 ft.
3 x 5	Cull Spruce	37,400 ft.
3 x 6	Cull Spruce	44,900 ft.
3 x 7	Cull Spruce	29,650 ft.
3 x 8	Cull Spruce	25,150 ft.
3 x 9 and up	Cull Spruce	23,850 ft.

350 M. ft. 2 in. Hemlock, log run (Dead culls out).

65 M. ft. 4/4 1 in. Hemlock, log run (Dead Culls out).

600 pieces Spruce and Jack Pine Piles for immediate delivery, 20 to 50 ft.

In transit 2 cars 3X B. C. Shingles, and half a car of 2X B. C., balance 3X Shingles.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, ONT.

For

**Western Hemlock
Mountain Pine
White Spruce
White Poplar
BOX LUMBER**

Send Enquiries to

The Foss Lumber Co.

Limited

WINNIPEG, MAN.

Satisfaction Guaranteed

THE FESSERTON TIMBER CO., Limited

Manufacturers and Wholesalers

White Pine, Red Pine, Spruce^a and Hemlock^d

Cooperage Stock

PHONE MAIN } 795
 } 796

Wire or write us for prices
Prompt shipments

15 TORONTO STREET
TORONTO

BUY VICTORY BONDS

Put a timber into the construction of a lasting Peace.

Back up the boys "Over There," and by so doing make the surest investment for yourself and for the whole world.



Canadian Western Lumber Co.

FRASER MILLS, B. C.

Eastern Sales Office—Toronto—L. D. Barclay, P. J. McCormack

ALBERTA

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MANITOBA

Winnipeg—H. W. Dickey
Brandon—Chas. R. Skene

SASKATCHEWAN

E. M. Simonson

Watson & Todd Limited OTTAWA

DRY STOCK

1 x 7 12/16 Good White Pine
6/4 x 7/up 12/16 Good White Pine
1 x 7 12/16 Good White Pine
6/4 x 4/6 12/16 Good White Pine
6/4 x 4/up 6/11 Good White Pine

1 to 3 in. Mill Run Norway.
1 to 2 in. Stained Outs C. and C. Face.
3 in. Mill and Dead Cull Norway.

Write for prices.

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Quality Lumber

We can give you the best service on shipment of Hemlock Dry Stock. Our facilities are unsurpassed in this province, and we keep large stocks ready for shipment on short notice. Lumber, Lath, Shingles, etc. Write, phone or wire.

McGibbon Lumber Company
PENETANGUISHENE, ONT.

Double Band Mill For Sale

Including:

Carriages Trimmer
Niggers Edgers
Loaders Resaws
Sprockets and Chain
Shafting and Pulleys
Engine—28" x 62"
Log Machinery
All the machinery for a clothes
pins mill
Filing Room Equipment

Write for prices and information

Stearns Salt & Lumber Co.
LUDINGTON, MICH.

STRATFORD OAKUM

*Quality Guaranteed
Jersey City and Everywhere*

GEO. STRATFORD OAKUM CO.
165 Cornelison Ave. - - JERSEY CITY, U.S.A.

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

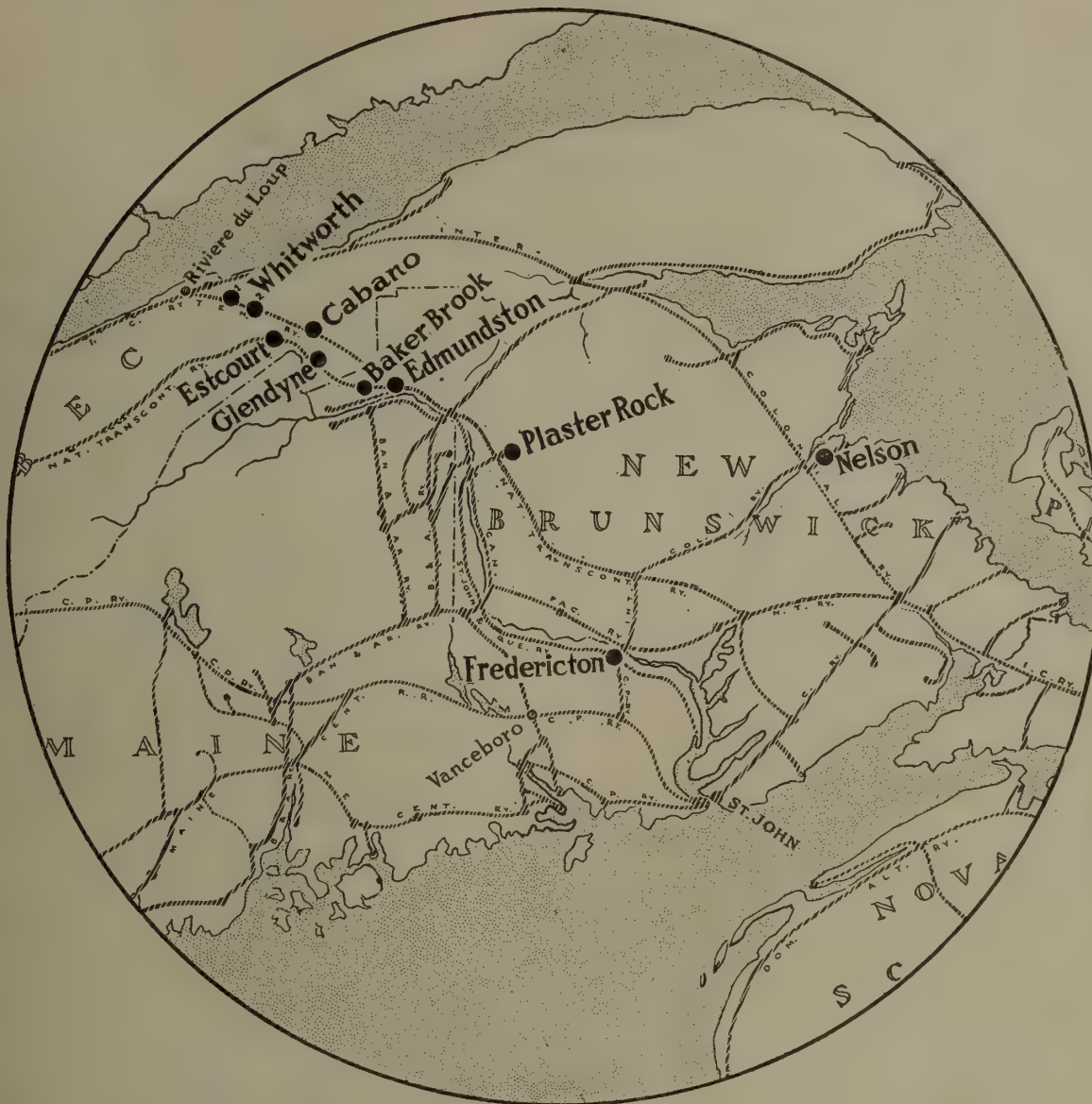
Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE.
12-14 Wellington Street East, TORONTO, ONT.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	"	C. P. R.
Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	"	Temiscouata Ry.

Fraser Companies, Limited, Fredericton N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Transit Cars of the above always on the Road

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock etc.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, RepresentativeVancouver Office: 304 Pacific Building
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DRESSING IN TRANSIT

Our new and efficient facilities make it possible to do your milling in transit quickly and at low cost. Prompt service is assured by three railway lines.

We are always glad to quote you very attractive prices and show you the quality of our work.

Ask Lumbermen who know and they will tell you to

TRY

Renfrew Planing Mill
Renfrew, Ontario

Get Our Special Prices on SPRUCE

375 M. 1" x 4" Merchantable	10 M. 1" x 9" Merchantable
370 M. 1" x 5" Merchantable	12 M. 1" x 10" Merchantable
330 M. 1" x 6" Merchantable	8 M. 1" x 12" Merchantable
100 M. 1" x 7" Merchantable	210 M. 2" x 6" Merchantable
40 M. 1" x 8" Merchantable	100 M. 2" x 8" Merchantable
	12 M. 2" x 10" Merchantable

The above stock is dry and ready for immediate shipment.

Also send us your enquiries for anything you may need in
WHITE PINE or NORWAY

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

We offer you the Best Grades of WHITE PINE, SPRUCE, HEMLOCK, HARDWOODS

Write for quotations

OLIVER LUMBER COMPANY
of Toronto, Limited

6 King St. West,

Toronto

Established
1873

GILLIES BROS.
Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE
RED PINE

SPRUCE

New York City: Guy E. Robinson, 1123 Broadway

We have to offer:

70 M.	2 x 4	Merch. Spruce,	75% 12' Lengths,	\$45
100 M.	2 x 5	"	"	45
75 M.	2 x 6	"	"	45
35 M.	2 x 7	"	"	45
42 M.	2 x 8	"	"	45
6 M.	2 x 9	"	"	45
15 M.	2 x 10	"	"	45
26 M.	3 x 6	"	"	45
15 M.	3 x 7	"	"	45
10 M.	4 x 4	"	"	45

The above prices f.o.b. Weston

Canada Lumber Co., Limited
WESTON, - ONT.

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Along with an assortment of 1 in. and 2 in. Mill Run White Pine 1918 Cut, Dry, we have a small cut of Hemlock and Spruce in 1 in. and 2 in., Dry.

WE SOLICIT YOUR ENQUIRIES

Remember all dressing and resawing can be done here. Your orders placed here will therefore save freight charges.

"WE AIM TO SERVE YOU WITH THE BEST"

PILING and ROUND TIMBERS

Any length and size cut to order.

We are operating in the woods summer and winter, and can make fairly prompt shipment.

Write to

KNIGHT BROS. & McKINNON, LIMITED
Box 569 COBALT, ONT., CAN.

KEEWATIN PINE

WHITE AND RED

Grown in Ontario
on

Lake of the Woods

On the Extreme Northern Edge
of the

PINE BELT

Is Seldom Equaled and Never Excelled
in Quality, Texture and Durability

TRY IT

Keewatin Lumber Company, Ltd.

Mail Address: KEEWATIN, ONT.

Saw Mills, Planing Mills, Box and Shook Factories at
KEEWATIN and KENORA

FOR SALE

The following lumber sawed during May, June, July, and August.

Spruce and Balsam Fifth Quality and Better 8/13 ft. in Length	Spruce and Balsam Culls	Hemlock, Merchantable
1 x 3 30,000	1 x 3 20,000	2 x 5 and up 50,000
1 x 4 and up 40,000	2 x 3 25,000	
2 x 3 50,000	2 x 4 20,000	Hemlock Culls
2 x 4 150,000	2 x 5 and up 20,000	2 x 5 and up 50,000
2 x 5 30,000	3 x 3 50,000	
2 x 6 20,000	3 x 4 20,000	White Pine (Merch.)
3 x 3 75,000	2 x 3 and up 20,000	2 x 5 and up 20,000
3 x 4 100,000	Spruce Lath, 1 1/4" x 4'	Tamarack (Merch.)
3 x 5 60,000	3 carloads No. 1	2 x 5 and up 20,000
3 x 6 and up 15,000	5 carloads Culls	3 x 5 and up 30,000
		2 x 4 16,000

We have a planing mill in connection with our saw mill.

SAVOIE & CO.

Manseau,

Quebec

REDWOOD

for Clear Finish, Mouldings,
Windows and Door Frames

Tank Lumber, Bevel Siding and many special uses

Write for descriptive booklets
and price list.

Sample lots and L.C.L. shipments from
our Chicago warehouse.



THE PACIFIC LUMBER CO.

OF ILLINOIS — JOHN D. MERSHON, President

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CHICAGO

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SAGINAW, 210 Bearinger Bldg.

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Alabama Hewn Oak Timber

Trade



Mark

Reg. U. S. A.

THE S. K. TAYLOR LUMBER CO.

Mobile, Alabama

Prince Rupert Lumber Company

J. S. EMERSON

SITKA SPRUCE

Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

Vancouver Office: 216 Pacific Bldg.

Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
 - 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
 - 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Blower, located in mill.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
PARRY SOUND, ONTARIO

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada
On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.

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Is Being Won For You

BY

SITKA-SPRUCE

and

DOUGLAS FIR

But the mills sawing Aircraft and Ship Lumber must dispose of the developing side cut through commercial channels.

Are you doing your part?

Help your government by purchasing Spruce and Fir for all your needs.

Write or wire us for prices

**ALLEN-STOLTZE
Lumber Co. Ltd.**

General Office
Dominion Bldg.
VANCOUVER

Ontario Representative
R. G. CHESBRO
504 Bk. Hamilton Bldg.
TORONTO

IT'S human nature to want to do the job well.

A man with a good sharp file will do twice as much work as a man with a dull file, and he'll be less tired and less "grouchy" at the end of the day.

Consequently, good tools encourage good results.

The best files to work with are the "*Famous Five*." They are hard and keep their cutting edge, because they are accurately cut and properly hardened.

Specify them when ordering.
They are:-

Kearney & Foot

Great Western

American

Arcade

Globe

Made in Canada
by



Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material
of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have
every facility for shipping either by rail or water,
making prompt shipments.

MUSGRAVE & CO., LIMITED
HALIFAX, Nova Scotia

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

125,000 feet 1 x 4 up 6/16 White Pine, Mill Cull.

16,000 feet 2 x 4 up 6/16 White Pine, Mill Cull.

100,000 feet 1 x 4 up 6/16 White Pine, No. 2 Cull.

100,000 feet 1 x 4 up 6/16 Red Pine and Spruce Cull.

50,000 feet 2 x 4 up 10/16 Red Pine and Spruce Cull.

Dry stock.

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale,
in large or small blocks all their
remaining timber lands and town
property situated in the town of
Parry Sound, Ont.

We have sold quite a number of
timber parcels but still have some
good bargains left in Townships of
McDougall, Foley, McKellar, Mon-
teith, Carling, Christie, McConkey,
Mills, Allen, Secord, Falconbridge
and Street.

**Special
Prices**

Special bargains in the Town-
ships of Falconbridge and Street for
small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited

Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Quebec and Maritime Provinces Agents:

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Head Office and Mills, Port Moody, B. C.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.

	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds ..	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft	3,300 ft
No. 1 Com. ..	1,000 ft	32,000 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft	2,500 ft
No. 2 Com. ..		18,500 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft	

CYPRESS.

1st and 2nds ..	24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft	3,000 ft
Selects ..	44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft	12,000 ft
No. 1 Shop ..	13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft	3,300 ft

HARD MAPLE.

1st and 2nds ..	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft	11,000 ft
No. 1 Com. ..	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft	24,000 ft
No. 2 Com. ..		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft	14,000 ft

SOFT MAPLE.

1st and 2nds ..	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft	2,600 ft
No. 1 Com. ..	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft	2,800 ft
No. 2 Com. ..		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft	

PLAIN RED OAK.

1st and 2nds ..	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft	32,000 ft
No. 1 Com. ..	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft	14,000 ft
No. 2 Com. ..		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft	1,500 ft

PLAIN WHITE OAK.

1st and 2nds ..	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft	13,000 ft
No. 1 Com. ..	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft	60,000 ft
No. 2 Com. ..		58,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft	2,100 ft

IMPLEMENT GRADE WHITE OAK (free of heart)

50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.
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SOUND SQUARE EDGED WHITE OAK

About 500,000 ft. 2 in. and 3 in. x 6-8 in., 10 in., 12 in. and up to 10 x 10 in.

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

1 car 1 in.	1 and 2 White Ash.
1 car 1 1/2 in.	1 and 2, White Ash.
1 car 2 1/2 in.	1 and 2 White Ash.
1 car 1 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Wh. Ash.
1 car 3 in.	No. 2 Com. Wh. Ash.
1 car 1 1/2 in.	No. 1 Com. Beech.
8 cars 2, 2 1/2, and 3 in.	Beech and Maple Road Plank.
2 cars 1 in.	No. 1 Com. Cherry.
1 car 1 1/4 in.	No. 1 C. Cottonwood.
2 cars 3 in.	1 and 2 Elm.
2 cars 3 in.	No. 1 Com. Elm.
1 car 1 in.	1 and 2 Pl. Red Gum.
1 car 1 1/2 in.	1 and 2 Pl. Red Gum.
1 car 2 in.	1 and 2 Pl. Red Gum.
1 car 1 in.	1 and 2 Poplar.
1 car 2 1/2 in.	1 and 2 Poplar.
1 car 1 1/2 in.	Sap and Sel. Poplar.
1 car 1 in.	C. and B. Sycamore.
1 car 1 in.	No. 1 Com. Walnut.
1 car 1 in.	No. 2 Com. Walnut.

Experts predict that whether or not the war comes to an end this Fall transportation facilities will be taxed to the limit. Vast quantities of supplies of all kinds must move for domestic use and for the use of our troops abroad. There is every likelihood that lumber will have to take a back seat unless especially required in the present emergency.

This lumber is here in our Buffalo yard—ready for immediate shipment. Why not let us send some of it to you now while (in most cases) permits can be obtained? Upon what can we quote you?

Would also appreciate your inquiries for Ash, Basswood, Gum, Hickory, Quartered Oak, Poplar (or Whitewood) and Sound Beech and Maple Planking.

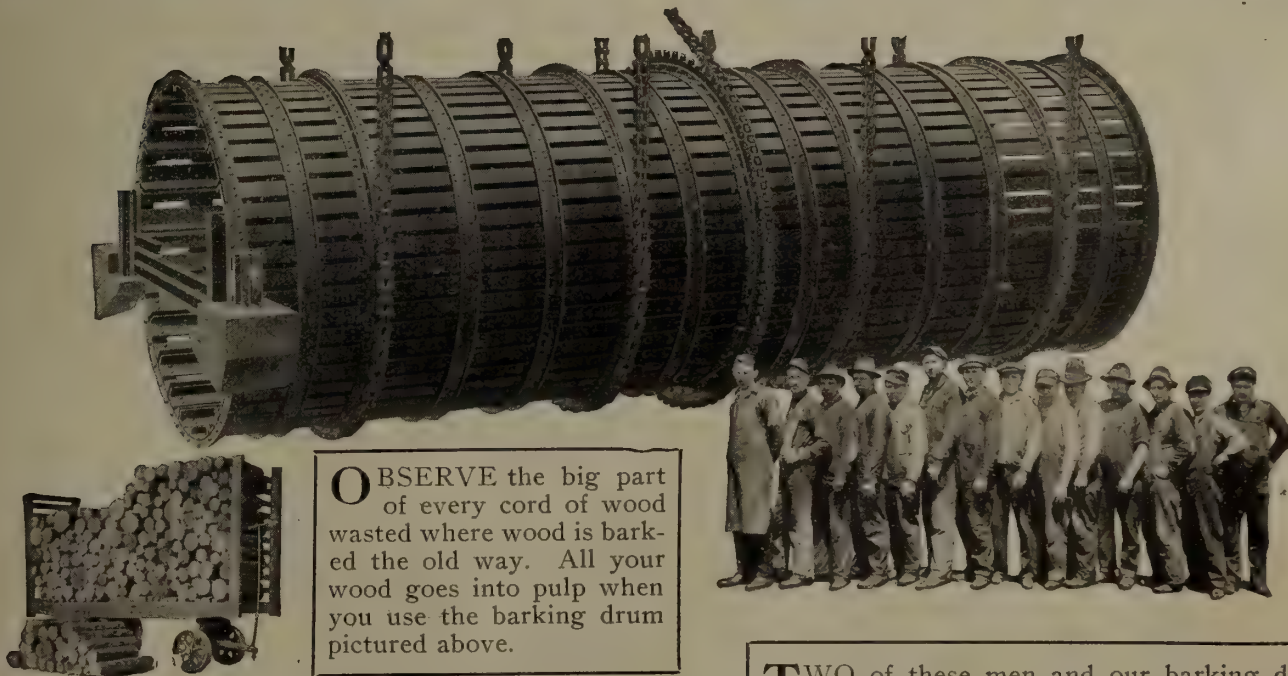
Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

BUFFALO, N. Y.

An economy too large to postpone



OBERVE the big part of every cord of wood wasted where wood is barked the old way. All your wood goes into pulp when you use the barking drum pictured above.

Write today for the figures

If your mill barks wood the old-fashioned way, let our engineer tell you the actual saving our method will accomplish in your mill. It will in no way obligate you to get the facts.

TWO of these men and our barking drum will release all the rest for other work. The annual saving reaches an astonishing figure. Labor is scarce. Investigate this short-cut.

American Barking Drum Company, 440 South Dearborn St. Chicago

For the Credit of Canada !

BUSINESS is good in Canada. More men and women are now employed than at any other period in our country's history.

Many millions of dollars are being expended annually in Canada.

A large proportion of this money is paid out in wages—large sums go to our farmers.

Our well-paid workers and our prosperous farmers turn over much of their large incomes to the merchants from whom they obtain their household and personal requirements.

“ “ “

But there is another side to the picture.

For four long years we have been defended by an army so brave and so well-equipped that it is called, with reason, “The most formidable weapon of its size on any fighting front.”

To maintain that army costs money—and the money must

continue to come from the Canadian people.

Not as a gift—but as a loan.

“ “ “

The merchants of Canada must subscribe their share of that loan—must provide their fair proportion of the money that is to maintain our fighting strength, our industrial activity, and our farm prosperity.

You know that Canada cannot continue her splendid effort without money, the super-weapon in this war.

You know that Canada's Victory Loan 1918 provides an opportunity of lending your money to help win the war—and it will come back to you plus a high rate of interest.

**Be ready then—to buy Victory Bonds.
Buy all you possibly can.**

Issued by Canada's Victory Loan Committee in co-operation with the Minister of Finance of the Dominion of Canada.

W. C. EDWARDS & CO., Limited

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OTTAWA,

—:—

CANADA

**White and Red Pine, Spruce, Hemlock, Lath,
Shingles, Boxes, Box Shooks,
Factory Material**

Write us your requirements.

Planing Mill, Ottawa and Rockland

Ready for Immediate Shipment

700,000 ft. $\frac{5}{8}$ Merchantable Spruce.
200,000 ft. 1 in. Mill Cull Spruce.
50,000 ft. $\frac{4}{4}$ to $\frac{8}{4}$ in. Canadian Chestnut.
100,000 ft. Good Canadian Oak; can saw to order.
30,000 ft. $\frac{4}{4}$ Basswood, Log Run.
30,000 ft. $\frac{4}{4}$ and $\frac{8}{4}$ Beech, Log Run.
15,000 ft. $\frac{4}{4}$ and $\frac{8}{4}$ White Ash.

Write me or phone for prices.

PERCY E. HEENEY, Wholesale Lumber

207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

**All Grades in White Pine
Lath A Specialty**

Milling in Connction

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

LOUISIANA RED CYPRESS

**QUARTERED OAK
POPLAR**

**PLAIN OAK
ASH**

*Yards at—Nashville, Tenn.
Basic, Va.*

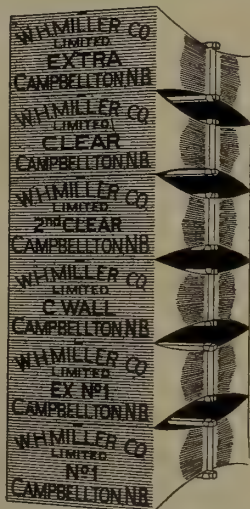
*Mills at—Sumter, S.C.
Winchester, Idaho*

We can ship you promptly any of the above Stock, Carefully Inspected

WE WOULD LIKE TO HEAR FROM YOU

WISTAR, UNDERHILL & NIXON

Real Estate Trust Bldg., Philadelphia, Pa.



We Specialize in—

**New Brunswick
White Cedar Shingles**

We also manufacture
**Spruce and Pine Lumber,
Lath, Cedar Ties, etc.**

Shipments by Rail and Water.

W. H. MILLER CO., LTD.
Campbellton, N. B.

The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer



When you want new saws—
economical saws—saws that are
made of edge-holding steel—saws that
stand up to the work, whether it be Band,
Inserted Tooth, Solid, Small Saws for the Planing
Mill, or Mitre Saws for the very finest work, look to
a Simonds Factory to supply you. Catalog sent on
request. Inquiries invited.

Simonds Canada Saw Co., Limited
St. Remi St. and Acorn Ave.
Vancouver, B.C. MONTREAL St. John, N.B.

SIMONDS

Feeding the Camp

IF that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman and Woodworker

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Canada's Opportunity in the Export Market for Timber

There is presented in this issue of the "Canada Lumberman" several articles from leading authorities on the great opening which awaits the Dominion to capture the export timber trade which will be developed with Europe after the war. Consideration of this important and timely subject is offered from various angles and the way is clearly pointed out.

The avenue for export of Canadian spruce and red and white pine which will be employed in the building line in the Old Land, where, in the way of dwellings, the country is half a million houses behind, occasioned by the suspension of structural operations due to the war, is not the only one that presents itself. For pit props, railway sleepers, heavy timbers and deals there is also an excellent opening, and now is the time to prepare for the great ante-bellum development in the products of the forest. There is an old aphorism "in time of peace prepare for war" which might be given a broader interpretation, "in the days of war get ready for an expansion of trade." Be alert for the demand which is bound to come and gauge conditions as correctly and comprehensively as possible.

It has been said more than once that business and commerce are cold, hard and unsympathetic propositions and that sentiment plays but little part in the affairs of trade and markets. This may in a sense have been true previous to the outbreak of the European strife, but a radical change of view and feeling has been brought about, particularly in the English-speaking world. The Mother Country is not unmindful or ungrateful for the splendid part which Canada and the other British dominions have played in the strenuous struggle overseas for liberty, democracy and autonomy, and there is a strong disposition—call it sentiment if you will—in favor of those countries which have joined so enthusiastically and whole-heartedly in the great organized fight that the freer nations of the earth have put up to usher in a better and brighter federation of mankind. The tend-

ency at this present moment is for Great Britain to extend the largest measure of encouragement and support to those of her dominions who have stood so gallantly by her in the present crisis. Already inquiries have been received by Canadian firms from those abroad and opportunity appears to be knocking at the door. Canadian lumbermen, who have been doing such admirable work in the forestry corps in Scotland, England and France, see no barrier in the pathway of the Dominion greatly extending her timber export trade, and, being on the spot, they have first hand knowledge of what they are discussing.

It may be said that the one great difficulty in the road will be lack of ocean transportation. With the active shipbuilding campaign being carried on, not only in Canada, but also in the United States and Great Britain, this is not regarded as an insuperable obstacle. Foreign conditions should be thoroughly investigated, and as France, Belgium and England will require a vast amount of building and manufacturing material, accredited representatives should be sent overseas to study carefully the entire situation and special needs. British Columbia has already a well qualified lumber commissioner on the spot, and various associations across the border are now becoming increasingly active.

The campaign should begin at once and effective action taken. There is much speculation with respect to what lumber prices will be after the war, the end of which is in sight. No one has sufficient inside or prophetic knowledge to forecast accurately what will happen or the quotations that will prevail, but one authority points out that the situation in regard to values will depend on a number of things. There is first, the wage and labor question. If wages and the cost of supplies remain as high as they are now lumber prices cannot decrease, and, on the other hand, if the domestic and foreign demand is strong enough figures for the products of the forest will remain where they stand to-day or even ascend. In that event it is predicted wages will also stay at a high level. In many industries, however, the scale of pay will drop, while requisitions for lumber may possibly not be as numerous or as insistent as expected. In the meantime it is declared that nothing can be gained at the present juncture by sacrificing stocks at below-cost quotations when the demand cannot be stimulated. The watchword for the Canadian trade at this moment should be to have its house in order and be prepared for the resumption of activity, both at home and abroad, that will consume large quantities of building materials, so far as human ken can survey.

The Impetus of Safety Work in all Industrial Activities

If a man fails in business, loses his position, misses his train or does not take advantage of a favorable opportunity that presents itself, whom does he blame? Why, the other fellow, of course! If not him, then circumstances come in as a contributing factor. We seldom look at things fairly and squarely and admit that fault is with us. Again, when the other fellow does things in a quiet way and we see a rare chance to appropriate the credit, or reap the reward, most of us are not at all backward in claiming the recompense or accepting praise. Whether it is laudation or censure, victory or defeat, the other fellow is the man who has to stand the burden or the brunt.

But there are many lessons that all may learn with an open mind from the other fellow, providing we approach the task in the right spirit. Some years ago a very successful theatrical production that taught useful and practical truths along this line, was presented all over America. It was known as "A Message from Mars." The self-satisfied, consequential hero had no sympathy with the afflicted and the down-trodden, no compassion for the rights of others, or encouragement for the fight which the poor, the helpless, the neglected and the forlorn were waging. But a sudden change in circumstances revealed the self-centred individual in all his nakedness, niggardliness and selfishness. When viewing matters and hard, cold conditions from the underside instead of the upper, "A Message from Mars" grew generous and sympathetic, kindly and public spirited. He had gained what was most important, a new viewpoint, a larger vision and an intimate touch with things as they are, knowing there are many

wrongs to remedy, gross injustices to uproot and numerous evils to correct.

All of which leads up to the great congress of the National Safety Council, held in St. Louis recently. More manufacturers are taking part in this important work today than ever, not simply from the dollars and cents standpoint, but also from the humanitarian side. The indifferent, the neglectful, the take-a-chance element is not all on the one side. The other fellow cannot be blamed for every mishap, disaster and loss. Two thousand safety engineers and plant executives attended the gathering, and the slogan was, "Help win the war by stopping accidents."

"Safety Sunday" was observed in the churches, and ministers and priests delivered discourses on the value of safety work, emphasizing the moral obligation of every person to protect his own life and the lives of others. Window cards were exhibited, workmen's mass meetings were held, talks were given in the schools and clubs, and mothers' meetings were conducted during the great "Safety Week." Every pay envelope bore a message regarding safety, and newspapers co-operated most generously in arousing the community interest in the movement. The goal was no accidents during "Safety Week." and every citizen was asked to do his part. The activity of every man, woman and child in the city was stimulated and the cumulative result was gratifying. The results gave a tremendous impetus to the object in hand and marked the beginning of a continuous campaign in both industrial and public safety. The whole was a convincing demonstration of what can be done when every one does his part, and reminded visitors of the now widely-known slogan that "under the safety flag all men are allies."

Meeting New Problems as They Arise on Every Side

The relations of the lumber industry are intimately associated. This fact has been strongly brought out in connection with events engendered by the war. The part which the wholesaler plays in the scheme of affairs was never more widely recognized than at the present time, and, if it were not for the service which he has and is rendering, much of the material that is required for war purposes would not be as readily available; nor would the problem of supply and distribution be so efficiently solved.

Another important factor in the lumber arena is the retail dealer. He is the last link in the chain of marketing the products of the forest, and comes more directly and effectively in contact with the man who uses the timber than is possible in other spheres of trade activity. While the lumber manufacturer has many problems to solve and is beset on all sides with embargoes, permits, licenses, shortage of labor, high cost of production, transportation troubles, etc., the retailer has also his share of the burden to bear. He is the man who puts the lumber into the hands of those who consume it, and while local problems may differ, there is a community of interest and strength of purpose which runs through the whole gamut of the trade.

Recently a very successful meeting of the National Retail Lumber Dealers' Association was held in Chicago, and although that body has only been two years in existence, it has made substantial progress. The organization has not been fostered without criticism, and naturally some defects are evident, but this does not prevent the ideal being striven for. It is only by agitation and co-operation that the highest achievements are carried out, and what has been accomplished by the National Wholesale Lumber bodies of the United States can no doubt be supplemented and safeguarded by the work of retailers as well. Through the medium of a national association many difficulties can be combatted and the betterment of general conditions brought about. The Western Lumbermen's Association, which includes practically all the retail dealers from Winnipeg to the Coast affords, for instance, a splendid example of unity, method and mutual helpfulness.

While it may not be possible to have a Canadian National Retail Lumber Dealers' Association, it should be feasible for an organization to be formed in the East somewhat similar to that which pre-

vails west of the Great Lakes. Ontario has an active and alert body of lumber merchants which are making their power and influence felt, although this guild is not yet a year old. The membership has grown by leaps and bounds. Can there not, within the near future, be effected in the East an organization something after the character of the Western Lumbermen's Association? Distances in Canada are too great and the population too widely scattered to entertain any immediate hope of a strong national body, but there is no insuperable barrier to the retailers in the provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island linking up in a representative assembly for the consideration of various questions in the lumber business as they relate to the East.

The war has driven home many lessons, but none more pointedly and impressively than that new conditions in the trade must be met as old customs are being cast aside. Broader viewpoints are presenting themselves, and with the changes that have come in the wake of world-wide commercial upheaval, all yardmen must be wide-awake in espousing new ideals. Unity of action and a disposition to meet promptly and co-operatively the problems that constantly arise for satisfactory adjustment are evidenced on every hand.

Safeguarding Industries and Municipalities from Fire Losses

"Fire Prevention Day," which was observed on October 9th, was a happy innovation on the part of Ontario citizens. Numerous towns and cities joined heartily in the movement which resulted in a general clean-up and the removal of fire hazard at many points. The importance of this great work is emphasized when it is known that the fire waste in August last was fifty per cent. greater than during the corresponding month in 1917. By co-operation, education and aggressiveness the loss occasioned by fires may be considerably minimized. Safety work has decreased very materially the number of accidents in all our industrial plants and there is not an industry today but recognizes the place that it holds in the efficiency, welfare and contentment of its employees.

In a similar sense the safety propaganda in the matter of preventing fires, a great many of which are due to carelessness, ignorance or sheer neglect, should gather strength with each successive effort being made by the provincial and civic authorities to reduce this largely avoidable calamity which visits every centre, often when least expected. It is declared that eternal vigilance is the price of safety, and the same remark might be applied to fires; in that incessant watchfulness will prevent damage or destruction to many homes, plants and institutions.

A syllabus for use in the schools and instruction in fire prevention has recently been issued by the newly organized Ontario Fire Prevention League. One clause dealing with the work of the teacher says that the causes of fires may be interestingly taught by suggesting to the pupil that fire reports be clipped regularly from the daily home paper, and that he classify the same as to avoidable and unavoidable fires.

There has also been sent out from the office of the Fire Marshall copies of suggested by-laws for the prevention of fires. Section five, dealing with wood and lumber yards, says: "All persons who desire to store lumber, timber, firewood, clapboards, laths or shingles in the town, or to work, run or use any saw or planing mill, carpenter's or joiner's shop, or other building or establishment wherein wood or other combustible materials are kept, shall first obtain the sanction of the Council so to do, as well as the sanction as to the place where such wood-yards, mills, shops or other buildings may be located and used.

"No person or persons shall hereafter erect, use or operate any steam engine, steam boiler, soap or candle factory, gas or varnish factory, or any factory for the manufacture of fireworks, friction matches, oil refinery or chemical works, or other establishment which from the nature of the materials used may be dangerous in causing or promoting fires, without having first applied for and obtained permission from the Council so to do."

Demands For Forest Products After the War

Canada Possesses Splendid Facilities for Meeting the Requirements of European Countries if Ample Preparation is Made for Such Service

By E. Stewart, Toronto



E. Stewart, Toronto

Anyone who has given any attention to the enormous loss of property of various kinds caused by the war, cannot have failed to reflect on the almost irreparable destruction throughout a large part of Europe of its woods and forests, and the far-reaching effects produced. The destruction of this year's agricultural crop may be followed by one of equal value the following year. The houses, the highways, the bridges etc. destroyed to-day may be rebuilt to-morrow, whereas a century will have to elapse before a mature forest crop can be reproduced. Every day we see illustrations in our papers of those dismantled forests, which remind us of many in our country where fire has done its deadly work. Probably France has been the greatest sufferer in this respect,

but wherever fighting has taken place the soldier has used the forest as a place of rendezvous and protection and in so using it has destroyed it.

We have not heard so much of this from Italy, but a recent United States Consular report has the following to say regarding the same destruction there and the necessity there will be for greatly increased imports of lumber after the war. He says: "The yearly cut from Italian forests, other than fuel wood, before the war amounted to not more than 600 million board feet a year. That up to date the lack of imported lumber and the demands of the war have made such inroads on the supply that if the war ends within a year or two, Italy must import at least two billion board feet per year for 15 years and that in case lumber prices abroad are approximately the same in gold as they were before the war, it will import from three to four billion board feet for about three years and two billion feet for the following twelve years."

He says further that "many Italian lumber concerns had mills in that part of Austria bordering upon the Italian Veneto. These concerns will not go back into Austria if lumber can be imported from elsewhere and prices are within reason".

Importations to Repair Wastage.

No doubt the other belligerent countries bordering on the Mediterranean are in the same condition and will have to import vast quantities to repair the waste caused by this long protracted struggle.

The New York Sun, in a recent article, deals with the forest condition in England. It says: "Although the Germans have not set foot in England, and the horrors of invasion have been spared the country, nevertheless its natural aspect is undergoing a great change, due to the war. The beautiful woodlands, forests, woods and groves that for centuries have made its landscape of unrivalled beauty, are fast disappearing under the axes of the Government's lumbermen. It is only a question of time, according to the report of the forestry sub-committee, before the whole of the country's growing timber which is fit for commercial use must disappear. Even if every acre felled is replanted, it will be many years before the present output can be repeated."

"It is estimated that by the summer of this year the Government and the lumber trade will probably be converting trees into timber at the rate of 6,000,000 tons per annum or more than half of the total imports of timber on the last year before the war. Indeed the need of timber is so great and imperative that it is feared by the end of next year the Government will have to cut all the remaining substantial blocks of mature coniferous timber in the country. And by substantial blocks is meant any patches of any size whatever suitable for cutting. It is only too probable that this destruction of the beautiful woods of England will have to go on to the bitter end,

as the demand for timber is a continuous and compulsory one so long as the war lasts."

The August number of the Canadian Forestry Journal publishes a most illuminating article entitled "An Empire Partnership in Forestry" from the pen of M. C. Duschene, a well-known British Forester. He says: "Let us consider the position of Canada, and with Canada I include Newfoundland."

"Canada contains the only vast resources of timber within the Empire. Figures show that Canada, in 1913, sent us only 10 per cent. of our import of coniferous timber and pitwood. That country has the the largest reserves of probably the finest timber in the world and of the varieties most suitable for our requirements. Is there any reason apart from the matter of transport, why in the future the 10 per cent. should not be increased enormously? In the past the cost of transport from the Baltic was low in comparison with that from Canada, partly on account of return freights and other special facilities. Given cheap freights and special exchange of trade with Canada after the war, this comparison might not stand in future."

Canada's Splendid Advantages.

"Let me enumerate some of the advantages of organizing British and Canadian forestry on broad lines, looking to Canada for mature timber, while creating reserves by afforestation in Great Britain. I would first emphasize particularly: The geographical position of Canada and its distance from the war area. That lumbering is one of the principal industries of Canada and can be extended promptly and indefinitely. That Canada possesses exceptional natural facilities relating to water transport and other advantages.

Now, as to mutual advantages:

Firstly, Canada has unlimited supplies of Douglas Fir, the "Oregon Pine" of commerce, pre-eminently suitable for constructional work and many other important purposes, as has been abundantly proved in its world-wide markets.

Secondly, Canada possesses also unlimited resources of other species of timber, particularly varieties of spruce, the "White Deal" of commerce. The timber of spruce is used in great quantities in this country and selected parcels of Canada's Sitka Spruce are in large demand for the construction of aeroplanes. Canada has also the *Thuya plicata* (known in British Columbia as "Western Red Cedar") one of the most durable trees in the world, as well as Weymouth Pine (the "White Pine") of commerce, and other important trees, including various hardwoods.

£5,000,000 for Pulp.

Thirdly, our annual bill for wood pulp for paper-making totals five million pounds. This material can be supplied in conjunction with pitwood from the forests of Canada, and the manufacture of pulp is one of the most flourishing industries of Canada."

Mr. Duschene challenges us to action when he points out our advantages for taking a foremost place in supplying Europe with wood material to restore in part the destruction over a vast area of that continent. The work of rebuilding the dwellings of the people will receive first attention and as wooden houses can be quickly erected it is safe to say that if material can be supplied without delay, wood will be largely used.

Nearly every country of Europe had for long years been able to supply a considerable proportion of its consumption from its own forests, but as shown above in the case of England and Italy, they will be compelled for years to vastly increase their wood imports.

It is not alone for the reconstruction of destroyed buildings that an altogether unprecedented demand will be made for we must remember that, for the past four years, the normal building of all structural works except for war purposes has been almost entirely suspended in all parts of the world. Once peace is restored necessary works both for delayed construction of new buildings as well as for the necessary repairs of old ones will be proceeded with as soon as material can be obtained.

There is another point deserving of attention. This demand, once the war is over, will be urgent and insistent, and the timber-producing country that makes preparation in advance so as to be ready once the demand is made and transport secured, will find itself well rewarded for its timely action, and will by so doing be able to establish a lasting and profitable trade.

Here is Canada's opportunity. One of the first things that the

Canadian Lumbermen's Association should take up is to induce the Minister of Trade and Commerce to appoint representative lumbermen as special timber agents to the leading European countries. These agents should be in close communication with a committee of the Canadian Lumbermen's Association. The prime duty of the foreign agents should be through every available means to acquaint the timber dealers of those countries with the articles in that line which Canada can furnish. They should be able to furnish information of the varieties of timber that we can supply, of their qualities, such as durability, textile strength, etc., and of approximate prices at place of delivery.

It may be said that our trade commissioners are now doing such work. I have had the privilege every week of receiving and reading their reports through the Weekly Bulletin, issued by the Department of Trade and Commerce, and know their value, but it is impossible for these officials, whose duties are to report on all branches of trade, to do the special work that now demands attention in this regard.

Other countries, especially our neighbors across the line, who will be our competitors, notably in the timber trade, have been for some time preparing to take advantage of the great new era in world trade that will soon arrive. Let us also be prepared for it especially in a line in which Canada should take a first place.

Canada Can Secure European Business

France and Belgium Must Rely On Dominion for Pit Props, Railway Sleepers and Deals.

Writing from London, England, T. H. Blacklock, of Montreal, declares that there is a splendid opportunity for the Dominion to develop a vast lumber trade with Great Britain and the devastated countries of Europe at the close of the war. The big demand will be for pit props, railway sleepers, heavy timber and deals. He asserts that members of the Canadian Forestry Corps who are now on the scene and have been for the past few years, are of the opinion that splendid possibilities lie before the Dominion, if this country is only alert and aggressive, to do a record business.

Mr. Blacklock points out that owing to the inadequate ocean transportation facilities, the war has made great demands on the home timber supplies of France and Britain and there is little doubt, judging from re-occupied territory, the Germans have practically denuded the forests of Belgium. Previous to the outbreak of war it was estimated that France had eight times the timber resources of Britain, but when the test came it was found that Britain's timber resources had been under-estimated by fifty per cent., as there has been already cut in this country more than the early estimated total supply, and considerable areas of good timber are still available.

British and Canadian timber experts believe that for several years after war, Britain, France and Belgium will have to import practically their whole requirements of pit props, railway sleepers and heavy timber and deals. The home supplies will be almost exhausted and these countries must look to Northern Europe—Norway, Sweden, Finland, and Russia—or to Canada, for ordinary requirements and for reconstruction work in devastated areas. Many Canadian timber experts, now in the forestry corps and combatant ranks, believe that Canada can capture the bulk of this trade if proper and energetic effort is made. They count Russia and Finland out of the market owing to present and in a great measure continued business and political disorganization. The supplies from Norway and Sweden are limited and also much of the timber business of these countries was due to Russian imports partially manufactured and exported to Britain. They also point out that for two or three years after the war Britain's timber imports will be controlled by the government, as will in a measure ocean transportation facilities for this purpose.

Pit props are selling here at present at twelve cents per foot for props three inches in diameter up to five inches at the top. This is about seven times the price in pre-war times, and although it will decrease as conditions make for normal, yet for years it will be remunerative. The demand in Britain for pit props is enormous. For sixteen mines near Doncaster the yearly requirements are about 32,000,000 and this area is only one of many throughout South Scotland and the Midlands. Railway sleepers will be required by the million and heavy timber to the extent of the entire requirements. Canadian hardwood, with the exception of birch, will find but a limited market, as Britain's local supply has not been seriously impaired and her imports will be drawn from the East and Central and South America. Many are looking to Quebec and New Brunswick as the field to meet the British, French and Belgian demands for pit props, sleepers and heavy timber, and believe that Canada's sailing ships now under construction will solve the transportation problem. They claim that we must produce to meet European requirements, not according to our own ideas, and failure to do this in the past has been our greatest handicap in develop-

ing trade. South Africa is another market for Canadian timber. There can be no question of the enormous requirements for Britain, France and Belgium after the war; the only question is whether this trade can be captured for Canada. Canadians here believe it can and are preparing to make the attempt.

Mr. Kirkwood Has Big Shipping Project

Mr. T. M. Kirkwood of Toronto and Three Rivers was in Quebec recently in connection with his project to build thirty large wooden steamships in Quebec, and to run them as a daily freight line, from Quebec, during seven months of the year, and from Halifax and St. John during the other five months, to carry the grain to be brought over the Transcontinental Railway.

Mr. Kirkwood said that his idea is to utilize the shipyards which are now building wooden steamers in Quebec, and to establish additional yards so as to get the thirty boats necessary for a daily line built, with the least possible delay, so as to provide tonnage to fill up a portion of the scarcity of shipping which will be felt immediately after the war, owing to the fact that six million tons of British shipping have been destroyed by German submarines, and because existing ships will be required for a couple of years to bring returned soldiers home. He declared that all the steel tonnage that can be built in Canada for several years to come will be only a drop in the bucket compared with the six million tons we have lost because of the small quantity of steel plates which the mill now being built at Sydney, the only one of its kind, will be able to turn out.

Mr. Kirkwood has already built two such vessels at Three Rivers, using British Columbia timber for the larger members and local lumber for all the rest. He says the French-Canadian ship carpenter is the best workman in the world for this work, and that it should become a permanent industry.

Mr. Kirkwood's idea is to interest the Dominion Government and the Government of the Provinces concerned, namely, the three wheat growing provinces of the West, who are interested in saving three cents per bushel freight on their wheat, and the Provinces of Quebec, Nova Scotia and New Brunswick, which are interested in having the shipbuilding and in having the trade of the Northwest brought to their seaports.

An Interesting Action of Note

In the case of Emery Ranger vs. Mathias Garipey, in the Court of Review, Montreal, the question turned on the validity of the consideration received for the promissory note at issue. Garipey sold to Ranger a saw mill. After being in possession for a time the latter menaced Garipey with an action to quash the deed of sale because the building did not conform with the civic building by-laws. In compensation for the defects Garipey gave plaintiff a promissory note for \$500, which was paid in part, the balance being covered by a renewed note. It was for the balance that plaintiff sued. Defendant pleaded default of consideration, the note having been given without cause, he said. The defects of construction in the mill were apparent at the time of the purchase and therefore plaintiff could have no claim in that regard. Further, he pleaded that the note was consented to under false representations and menace. "Legal consideration or reason was necessary to every contract," Mr. Justice Lamothe pointed out in rendering the judgment of the Court of Review. This included a contract of compromise, the judge added. In this case plaintiff might reasonably believe he had a good right of action to annul the sale of the saw mill because of the building defects, notwithstanding the fact that he knew of them when he made the purchase. His pretensions had a certain "color of right" and were at least open to discussion. A great majority of French authors admitted that a discussable claim constituted a sufficient basis for a compromise. In this province Mr. Justice Jette made a pronouncement in this sense in the case of St. Marie vs. Smith (Volume 2 of the Official Reports of the Superior Court, page 292.) In the present case the Court found there was sufficient ground for a compromise, and that there had not been false representations.

It had been objected that there could not be a question of compromise in view of the fact that all the concessions had been on one side. The Quebec Code, however, had not adopted the text of the Code Napoleon, but said at Article 1918 that concessions on one side sufficed. Moreover, it was not exact to say that in this case the concession had been all on one side. Ranger believed he had a right to annul the sale or to an indemnity of \$2,000. He abandoned his intention to demand the quashing of the sale and reduced his pretensions to indemnification to \$500, the amount for which the original note had been given. Garipey, who could have contested the claim, recognized it to the extent of \$500. Furthermore, he had renewed the note on several occasions. If really he had not at the outset given free consent to the note he would not have made any payment on account. Each of these payments was a recognition of the debt.

Making the Retail Yard Safe Pays Every Time

The Lumber Yard Requiring Skilled and Educated Workmen Has to be Leader in Considering Safety Devices and Physical Comfort

By Julius Seidel, Seidel Lumber Co., St. Louis*



Julius Seidel, St. Louis, Mo.
A live wire in the retail trade.

In presenting a survey of improvements, already introduced in some yards, and touching upon future possibilities for safety in operations of lumber yards, I am, indeed, discussing a subject which has always been very close to my heart. This feeling was perhaps accentuated by the fact that my training in lumber began with the actual handling, stocking and grading; in short, I served my term as a private and had to win my advancements. This training afforded me the means of studying conditions, environments and, above all, working men. While there has been much advancement made in the betterment of conditions for the office man, you will understand that the topic assigned to me was that of practical operations; namely, the handling of the material itself.

The working of yarding comprises, on inbound cars, the unloading, inspecting and stacking, and on outbound work the loading of wagons, trucks and railroad cars. In the main, it is what might ordinarily be termed "Laboring Work" with one exception, that of the grading or inspecting. While lumber inspecting has become a scientific study, in both hard and soft woods, an inspector, nevertheless, must be able to do both handling and inspecting at the same time. The larger part of the handling of lumber is done outdoors and the workmen are consequently exposed to the conditions of weather. This applies to, I would say, 90 per cent. of the total lumber production. Rain and snow and extreme temperatures are the only barriers to work in a lumber yard. The work is healthy.

When I was apprenticed in the lumber business, there was not the thought given to working men that is given them now. Things moved along in a more haphazard fashion. Fortunately, the help at that time was more steady and therefore, in time, became more proficient in its work. In case of injury to a man, the blame was his and he was admonished to be more careful. Laborers sought work near at hand, or within walking distance, hence little thought was given to their physical comfort during working hours. Practically all the handling of lumber was by hand and on heavy timber handling it took real muscle. Canthooks, crowbars and dollies were some of the simple means to help out in a mechanical way. Introduction of labor-saving devices came along very slowly. The matter of devoting time and thought to the prevention of accidents was not a study as it is now. Lumber yards were run on a very crude plan and the awakening came slowly. While there were many employers who were very considerate of their men's welfare, taken as an average the business was truly a "lumbering" business. It is reasonable to assume that the business requiring skilled and educated workmen had to be leaders in considering safety devices and physical comforts. Their surroundings in business must be in harmony with their home surroundings; but, be they educated or uneducated, we must recognize the human side of men. The humanizing of business is the beacon light of our country. The Christian side of men is developing and such features as to the duty we owe the man, I will not say employee, are not thoughtlessly overlooked. To even those who look upon business as business only, the reasonable precaution in protecting life and limb is recognized to be not only a duty under the law, but is realized as the common-sense thing to do to save themselves from, perhaps, financial ruin.

Safeguarding the Public

The first consideration in establishing a yard is the public hazard. Squatter town yards, located on open areas, are a fire hazard and positively unsafe from that standpoint alone. From the standpoint of public safety, all yards should be fenced in. Open yards invite trespassing. The climbing of children on unpiled lumber, whether carelessly or carefully unloaded, may cause it to topple over and cause injury or loss of life. One of the oldtime customs to pile lumber out-

side of the fence line, on sidewalks parallel with streets, was considered good advertising stuff and is allowed by special permit in some cities. It is a public menace of the most hazardous kind to persist in the practice, and its discontinuance in the interest of public safety has my strongest endorsement.

Lumber sheds are today more properly termed warehouses. They are used for storing purposes, and in cities where land values are high are built from 18 feet to 24 feet in elevation. The standard shed has two storeys, the lower bins being up from 6 to 12 inches from the level of the driveway, and the second storey from 8 to 12 feet above floor level. In front of the second floor bins is what may be termed a runway or balcony, ordinarily reached by a "lean-to" ladder.

Light and Air in Lumber Sheds

In building a shed it was my conception to have the balcony wide enough to allow a free and comfortable walk for the man, since a protruding plank might knock him off. Furthermore, the planking is made of a uniform width and surfaced to a uniform thickness so as to prevent a stumble. An experience of my own, in which a workman missed his footing and was compelled to jump down, causing a sprained ankle, and the knowledge of another accident in which a workman fell and received injuries from which he died, led me to believe that the men were not sufficiently safeguarded while working on the balconies. At a large expense, therefore, we put up railings to provide safety. Permit me to say that safety and saving of labor interlock in most cases, and so by careful study we found that we could so construct and set the rail or rails that it became a means of easier handling of lumber also. This work was built with an eye to absolute safety. The wood was free of any defects that might impair its strength and was framed up with bolts and lag screws. In shed No. 1 we put in two lines of 3½-inch diameter removable wood rollers. This work has been erected within the last year and was designed primarily for safety, but has proved a labor saver as well.

Light and air are not only two essentials to good health, but also are mandatory to the avoidance of accidents. Driveways should be wide and transoms should be provided to admit of light, and plenty of it, during day time. Accidents occur in gloomy sheds and are uncalled for. The side transoms, running full length on both sides of the shed, will throw the light clear to the back wall on each side and therefore are much to be preferred over any other type. We have wired our sheds and installed overhead 100-watt lamps for the fall and winter time, but aside from that have wired up and down (enclosed in pipe) on alternate posts on first and second floors, and inserted plugs within easy reach. We use 25 feet of protected heavy wire with guarded lamp at end, so that, in stacking, the workman at the back, twenty to twenty-five feet from the driveway, has the proper light to work by. Sheds should be of good height so as to create better air circulation and make the workman safe from the heat in summer, especially when working on the second floor deck.

Protected ladders prevent accidents. Ladders of the full height of the shed running from floor line to rafter, securely fastened, set at right angle with, and one foot back from the drive, mean safety. Loose or transported ladders tip easily and may be run against. It is unsafe to use loose and exposed ladders in lumber sheds.

Handling Timber by Crane

Heavy timbers were formerly handled by brute strength. Primitive tools, such as a piece of pipe or iron bars, helped some, but muscle was the chief essential to making the timbers move. Timber was the most expensive lumber we had to handle, when safely done. A large crew of men was necessary to avoid accidents by "letting go;" furthermore, we could not pile over 8 feet in height, as the weight of the timber prevented it and the hazard increased with each course upward. The locomotive crane has made timber piling as safe as any work in the yard and piles twenty feet in height are not uncommon. The cost of operation has been decreased about two-thirds and space conserved at the same time. It is possible in many cases to unload a car of timber with safety in one hour. It is needless to mention that all cables and grab-hooks are regularly inspected; thus operators are not exposed to any hazard and, furthermore, the timber swings by and not over them.

The unloading of lumber is not hazardous to any degree, yet loading of heavy timber by crane, both on cars or wagon, is not devoid of risk. Lumber trucks and trailers are being equipped with rollers, so

that by turning a ratchet handle the entire load is safely dropped in two minutes. It must always be remembered that labor-saving devices redound to the benefit of the public when buying, but the further point to consider is the fact that our country saves and conserves much man power that can be used for other valuable purposes.

In speaking of mill operations I do not refer to sawmilling of the log as gotten out of the forest, but apply the term to what is commonly known as re-milling. This means sawing up a square timber of large dimensions into smaller sizes. Then, again, a great deal of timber in its original size is surfaced by being put through a timber planer. Unloading timber by hand is always coupled with an element of danger, and having this in mind, we concluded to construct our plant so as to do this handling by an overhead traveler and a hoist. This meant safety for the workmen. Large timber can be swung from the wagon and one man does the trick without any hazard. After the resawing or surfacing a traveling crane, with one workman on the outgoing side, takes up the piece and places it on the wagon. If I were to tell you that a piece of timber weighing 4,000 pounds can be handled with safety and ease, you can conceive the benefit of this apparatus. This hoist is now being altered to be operated by electricity, adding speed and additional safety.

Ball Bearing Rollers

The unfeeding and offbearing of planking and timber require man power, and we introduced therefor, and that of recent date, a system of ball-bearing rollers on the infeed and outfeed of machines, and likewise for conveying between fixed points. The hazard of accident on handling heavy material is obviated. Rollers are fastened on stands which, being set on casters, are capable of being moved with timber on them up to the rigid frames and then conveyed for distances.

We have used gravity carriers for straight shots for many years, but recently found that it was possible to turn corners with lengths of lumber up to sixteen feet. The prevention of accidents is clearly at hand and the saving of man power very material.

We now approach the safeguarding of the health of the workmen in the yard. In locating a yard, it should be imperative to arrange for drainage. Pile foundations in a straight line on the ground retard the flow of rain and uneven ground surface will hold pools of water which become stagnant and are breeding places for flies and mosquitoes, known to be the worst spreaders of infection and disease. We deemed it wise before starting to pile to provide our yards with drainage and spent large sums to start right. Proper fall of the land from the front line to the rear of the piles affords quick drainage and inlets take up the water and carry it off to the city sewer. Rock foundations, with flat rock set on proper spacing, permit the water from the roadways to flow away below the piles to the same inlets.

The better trades and crafts demand consideration for the person. Laborers, who are the majority of our workmen, do not, however, lay claim to much in the way of comfort. But, gentlemen, a laborer is human, he is part of the nerve and sinew of our nation. The country needs him—we need him, and his family needs him as a provider until such time as his children can help. Education being mandatory, it is reasonable to conclude that our boys will ask for better conditions than those under which our forefathers worked. The evolution is here! Lumber yards must meet the conditions and humanize themselves. About five years ago, in opening up our new yard, I realized that our laborers had no shelter beyond a small shanty in a corner of the yard, or by standing about in the shed. The country was preaching temperance, and yet yards were thoughtlessly blazing a path to the saloon where a workman could sit down in a warm place, at least, until a shower had passed. No man could well accept such hospitality without reciprocating in trade, hence did drinking without desire, and the business took a chance on him when he got back on the job. 'Twas safe and sane to guard your business family and we immediately put up a substantial brick service building, when we got on the lot. The building is modern in every way, centrally located in the yard, easy of access, and provided with a steam heating plant. The laborer has his dressing room to change his apparel; toilets and wash basins afford sanitation and cleanliness. The lunch room is steam heated and supplied with chairs and tables. During rain, sleet and snow the workman can retire in comfort. He can enjoy his lunch in comfort. Having a rain coat, he can change his clothing when necessary, and that in a warm room, and save himself from sickness. Ofttimes have I heard the expression that men won't appreciate it, to which let me say that on the spur of the moment they will not take advantage of the improvement in conditions, and that for the reason of having gone over the same trail. Men must be educated to take care of themselves and may respond slowly. It is for the employer to take the lead and show the way.

Now, having escorted you with care about the yard, and in perfect safety, I will ask you to step into the office for just a moment. Inspiration to do, to plan, to execute, must come from the office. You could not well lay plans for safety in an unsanitary hovel of an office. Every business should be self-respecting enough to have a clean, cheer-

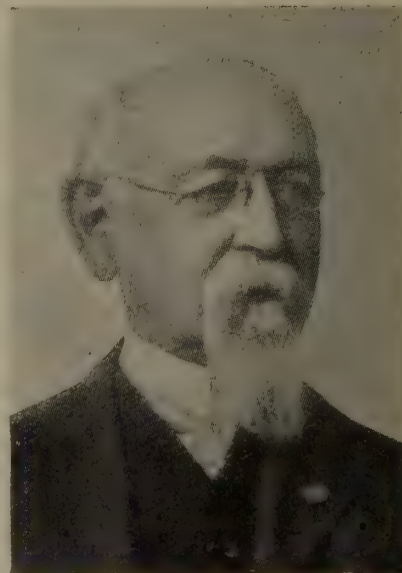
ful and orderly office. Safety of the health also demands good light, ventilation, heat, etc. Every spot a light spot and every desk a light desk make every face a bright face and every one a booster and an enthusiast and a safe bet, because his physical condition makes him sure of himself.

In conclusion let me say one final word. The propaganda for safety has always been a most patriotic matter, but not so seriously heeded or, was, may we say, thoughtlessly set aside. The world war has aroused our nation to think more of and have a greater regard for the man himself. Every man of this nation, whether he was of menial position or executive, is today a patriot. The man power of this nation is being disciplined; caste, creed, rank and position are swept aside in the recognition that, to be a nation, the government comes first and treats all with equal thought and consideration. During this period of the war the democratization of our people will become firmly installed into our souls and beings. The companion in the ranks will be your chum for the remainder of your life.

Tell me, therefore, would you be less considerate of his welfare when the return to peaceful pursuits again takes sway? If he were your lumber stacker would you hold his welfare less dear than when you were together in the ranks?

The desire for safety means a desire to help your brother. We have but blazed a small trail. The future will determine more regard for all things that spell safety, and they will be inspired from within and by the personal desire to help others.

Mr. Millen Passes His Eightieth Milestone



George H. Millen, Hull, Que.

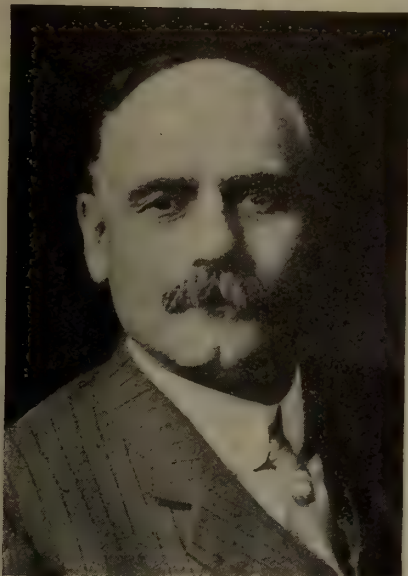
Many letters and messages of congratulation poured in upon George H. Millen, President of the E. B. Eddy Co., Hull, Que., on October 23, when he celebrated his eightieth birthday. Mr. Millen is enjoying good health and is still active and at his desk every day directing the affairs of the company, which he has seen grow from operating a small sawmill to its present magnitude with twenty-five branches and an army of about three thousand employees. He has been in the service of the Eddy organization over fifty-two years, first coming to Hull in 1866 to repair and take charge of a small sawmill which the late E. B. Eddy had rented. Mr. Millen, who was born in Glen's Falls, N.Y., in 1838, had his first noticeable experience when he joined the Northern

army and took part in the American war, and to-day he proudly wears the medal which he won in that campaign. He is a thoroughly practical man and is the inventor of a number of useful machines in the woodworking and paper-making line. He has always believed in good, hard earnest work, and his rise from a humble post to the presidency of one of the largest manufacturing firms in the world has been won by energy, push and devotion to duty. His chief recreation is motoring, and he was one of the first men in Canada to own a car, in which he frequently takes long trips. His host of warm friends trust that he will live to celebrate many more birthdays.

Many Mills Cutting Spruce Logs

Nearly one hundred logging and river crews are at work in the woods, over that number of donkey engines are in use, and at least fifteen sawmills, large and small, are now cutting spruce logs—some of them on double shift. The combined capacity of the mills located in the north is estimated at 600,000 feet in ten hours; five of these are located on Masset Inlet, including the new plants of the Masset Timber Company, Ltd., capacity 200,000 feet in 20 hours, and the Lynch mill, with a double shift output of 120,000 feet. In addition to the pulp company mills at Ocean Falls, Swanson Bay and Quatsino, other large producers of aeroplane spruce are the Prince Rupert Company's new mill at Seal Cove, Prince Rupert, capacity 175,000 feet in 20 hours; Northern Spruce Mills at Skeena City, 150,000 feet; Superior Spruce Mills, Largum Island, 100,000 feet. Other mills to be established will increase the aggregate cut of spruce lumber in the north to 800,000 feet before the end of the year if present plans of the department do not miscarry owing to the labor shortage.

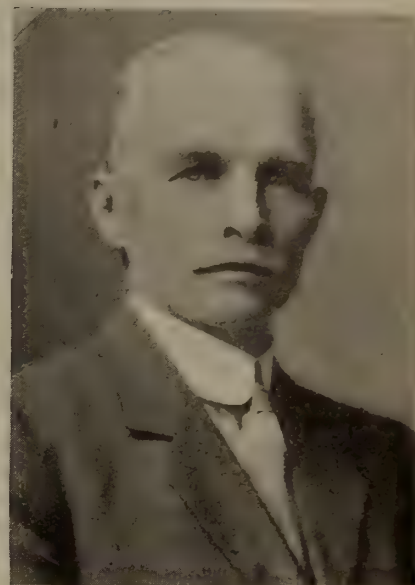
Restrictions on the manufacture of furniture, eliminating all new patterns for the duration of the war and curtailing active patterns fifty per cent., were announced recently by the War Industries Board at Washington.



Chas. M. Bowman,
West Bruce.



John Carew,
South Victoria.



W. D. Cargill,
South Bruce.



Edward A. Dunlop,
North Renfrew.



Major J. I. Hartt,
East Simcoe.



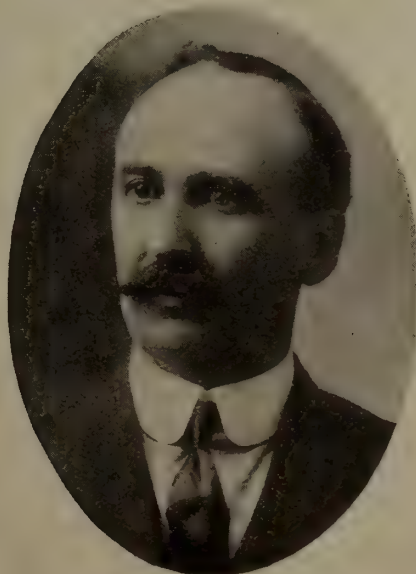
Geo. C. Hurdman,
West Ottawa.



Zotique Mageau,
Sturgeon Falls.



Jas. A. Mathieu,
Rainy River.



Udney Richardson,
East Wellington.



James Thompson,
East Peterboro.

THE LUMBERMEN LEGISLATORS OF THE PROVINCE OF ONTARIO

See pages 34-35

The Lumbermen Legislators of Ontario

Ten Members of the Provincial Parliament are Identified with the Industry—Brief Reviews of Their Public and Business Careers

Ten members of the Ontario Legislature, who are actively interested in the lumber business, find time to attend to their own affairs and yet devote several weeks every year in discharging their public duties at Queen's Park, Toronto. They are among the most aggressive and wideawake public servants of the people and some of them have occupied seats in the Ontario Legislature for many years. They have done faithful work in the various committees of the House and taken a leading part in the debates and deliberations of the administrative body which makes the laws and statutes of the banner province of the Dominion. The "lumbermen legislators," as they are more familiarly known, have been foremost in patriotic work, and before their elevation to the legislative chamber of Ontario, not a few of them served the municipality in which they reside as aldermen, reeves or mayors, which qualified them for the higher spheres of usefulness and honor. There is no body of men in public life today who are doing more for their constituencies and for the general welfare of the affairs of Ontario than those associated with the lumber industry. Politically they line up six Conservatives and four Liberals, and a brief outline of the record of each will be read with interest.

Charles M. Bowman, who is one of the leading Liberal members of the Ontario House, has come through six election contests successfully, being first returned for North Bruce in 1898. After 1911 the riding was rearranged and he was chosen to represent West Bruce. Mr. Bowman has been Liberal Whip for the past sixteen years, and has been engaged in the lumbering, tannery and contracting business. He was President of the Southampton Lumber Company, Limited, operating in the Bruce Peninsula for ten years, and later was President of the Great Lakes Dredging Company, which took a large job for dredging at Fort William, the contract being then one of the largest ever made in Canada. Mr. Bowman is connected actively with several woodworking industries, being a director of the Bell Furniture Company, Southampton, Stevens-Hepner Company (brushes and brooms), Port Elgin, and the Durham Furniture Company, Durham. A former president of the Southampton Board of Trade and a former Reeve of the town, he has always taken a deep interest in curling and bowling. He was born at St. Jacobs, Waterloo County, and is in his fifty-sixty year.

John Carew, who represents South Victoria, being elected in 1914, is at the head of the John Carew Lumber Company, of Lindsay. He is a practical lumberman, from the felling of the timber to the manufacturing and marketing of the same, and started his career as a lumberjack. There is no position in the camps or mill which he has not filled, and he is able to take any post to-day if required. His plant at Lindsay has a cutting capacity of about seven million feet a year and the principal timber sawn is white pine and spruce. Last year Mr. Carew took out about four million feet in his limits in Harvey and Cavendish townships, Peterborough County, and is at present operating two camps, but expects to put in two more if he can obtain the labor. Not only does he conduct a busy sawmill at Lindsay, but he also runs a planing mill and retail lumber yard. He has two sons in overseas service. Col. Frank J. Carew is with the Canadian Forestry Corps in France, where he has been since 1916, and has under his direction several busy mills getting out timber for the Canadian troops. Another son, Arthur W. Carew, left a few weeks ago for overseas with the C.O.T.C., and is now attached to the Imperial Artillery. Arthur has always been a noted athlete and won the championship last summer at the Niagara camp. During his school days at the Lindsay Collegiate Institute, he captured the junior and senior gold medals, and for a couple of years was a member of the All Star hockey team of Toronto. Before the war broke out both sons were associated with their father in the lumber business. Another son, Charley, is in Lindsay at present, but may go overseas any time. Mr. Carew has been an active member of the Lindsay Board of Trade and is a useful and progressive citizen and a large employer of labor. In religion he is a Presbyterian, and in politics a Conservative. He was born in Emily township, Victoria County, in 1862.

W. D. Cargill, who is the man from South Bruce, has been with in the precincts of the Ontario Legislature since June, 1914. His father represented East Bruce in the federal parliament for several years, and died in the House of Commons in 1903. Mr. Cargill is the

President of Cargill, Limited, which firm finished the cutting of pine and hemlock on their limits in Bruce County several years ago. Since then they have been engaged in cutting other timber into staves, heading, hoops and some lumber. Cargill, Limited, also own a planing mill and previous to the war manufactured doors, sash, mouldings, casings, store and office fittings and interior finish of all kinds. Mr. Cargill is a director of the Hepworth Manufacturing Company, Hepworth, Ont., and President of the Dominion Well Supply Company. He was born in Nassagaweya Township in 1865, is a Presbyterian and a Conservative. Previous to becoming a member of the Ontario Legislature he contested South Bruce in the Conservative interests for the Federal House in 1913.

E. A. Dunlop is one of the youngest members of the Ontario Legislature, and has been a factor in that body for the past fifteen years, with the exception of the term from 1908 to 1911. "Eddie" has never been defeated at the polls. He is President of the Pembroke Lumber Company, a director of the Massey Lumber Company, and Vice-president of the Thomas Pink Company, the widely-known manufacturers of lumbermen's tools. He is manager of the hardware business of Dunlop and Company, Pembroke, which specialize in lumbermen's hardware, and is prominently connected with a large number of other enterprises, such as the Steel Equipment Company, the Jocko River Improvement Company, and Continental Bag and Paper Company. Mr. Dunlop is a former Director of the Canadian Lumbermen's Association, and a director of the Pembroke Woollen Mills, the Victoria Foundry and Machine Company, and the Pembroke Southern Railway, and also President of Pembroke Electric Light Company. He served as an alderman in his native town for five years, and has always taken a deep interest in military affairs, being a Major of the 42nd Regiment. On October 26 last Mr. Dunlop celebrated his forty-second birthday. His father, the late Arunah Dunlop, who died in 1892, represented North Renfrew in the Ontario Legislature at the time of his death, and the son has made a worthy successor. Mr. Dunlop is a Methodist in religion and a Conservative in politics.

Major J. I. Hartt, of Orillia, is widely known through his overseas services in connection with the Canadian Forestry Corps. A sketch of what the boys under him accomplished appeared in the "Canada Lumberman" a few months ago. Major Hartt was first elected a member of the provincial parliament in 1911. Of Irish extraction, he was born in the year of Confederation, 1867, coming to Canada in 1884. For several years he was a member of the Orillia town council, and has been engaged in the lumber business for a long period. He was with the Gilmour Company in Trenton for thirteen years, and later with the Fesserton Timber Company, after which he formed the firm of Hartt & Steele, and subsequent to the dissolution of that partnership he carried on business himself. Major Hartt represents East Simcoe and at the last annual gathering of the Orange body was appointed Grand Master of the Grand Orange Lodge of Ontario West. The Major spent many months overseas in forestry work and one of the achievements of the Canadian lads under him was the building of a sawmill of 35,000 feet daily cutting capacity, in just nine days in the South of France.

George C. Hurdman is a product of the national capital, where he first saw the light of day in 1870, coming of good United Empire Loyalist stock. He was educated at Ottawa and was elected a member of the Ontario Assembly in 1914, defeating ex-Mayor J. A. Ellis in West Ottawa by a majority of 108, running in the Liberal interest. Mr. Hurdman is President of the Hurdman Lumber Company, Limited, wholesale lumber dealers, and also president of the Canadian Quarries and Construction Company. He is one of the leading younger business men of the Capital and enjoys a wide measure of esteem. Always taking an interest in matters military he served for four years in the 43rd Regiment, Ottawa and Carleton Rifles, and a few years ago accepted a commission in the Princess Louise Dragoon Guards.

Zotique Mageau, who looks after the interests of Sturgeon Falls in the Ontario Legislature, was first elected a member of the Ontario

in 1911 as a Liberal standard bearer and was returned in 1914. He has been in the lumber business all his life, being president and managing director of the Field Lumber Company, Limited, Field, Ont., which is located on the C. N. R. main line. The company operate a sawmill at this point and intend cutting about 5,000,000 feet of pine during 1918 and 1919 and 1,000,000 feet of birch, the latter during the coming winter. Mr. Mageau also conducts a private lumber concern at Sturgeon Falls and expects to cut about 2,000,000 feet of birch and hemlock. This enterprise is conducted by himself, with, of course, the assistance of a manager in charge of the work.

J. A. Mathieu hails from Rainy River, where he has lived ever since 1902. He has been sitting on the floor of the Ontario House for the past seven years. Leaving the farm in Alma, Wisconsin, where he was born in 1869, he followed the lumber game in that State and Minnesota. He is managing director of the Rainy River Lumber Company, Vice-president of Shevlin-Clarke Company, Limited, and also a Vice-president and Director of Shevlin-Mathieu Lumber Company, and manager of the Namakin Lumber Company. The mills of his companies are principally at Fort Frances and Rainy River. Mr. Mathieu is a Conservative in politics and knows the lumbering business in all its departments. He is a public spirited and broad minded citizen.

Udney Richardson resides in the village of Elora in Wellington County, and is of Scotch descent. He also saw municipal service be-

fore coming to Queen's Park, being Reeve of Elora for two years. A Liberal, he was first elected to the Ontario House in 1911. Mr. Richardson will this month celebrate his forty-ninth birthday. He is engaged in the retail lumber business in Elora, where he also deals in grain. West Garafraxa township is his natal spot and he is a successful business man, well spoken and well thought of by his fellow Legislators.

James Thompson has occupied a seat in the Legislative Chamber in Toronto for ten years, and Havelock is his home burg, although he spends much of his time in Toronto, being President of the Monteith Pulp and Timber Company, who operate a sawmill and roasting plant on the Driftwood River in Northern Ontario. His company also handle large quantities of pulp wood and took out about fifty thousand cords during the past year, which was shipped principally to the Thorold district and to Wisconsin. Mr. Thompson is also a director of Can Conservers of Canada, a new industry which has been started in Toronto for reclaiming old cans, sterilizing, repairing and re-topping them, and thus making them as good as new. He was Reeve of Havelock for four years and Warden of Peterborough County in 1908. Born in Smith's Falls in 1868, of Irish parentage, Mr. Thompson is President of the Toronto Investment Company, the Peterborough Cement Roofing Company, and the Casey Mountain Mining Company, Toronto. He was engaged in the dry goods business in Havelock for a number of years, and that he enjoys the confidence of his constituents is evidenced by the fact that in three provincial elections, he has emerged victorious from hard fought contests in the Conservative interests.

The Proposed Standard Finished Sizes

One of the important matters for the consideration of our association is the adoption of standard finished sizes for the chief lines of lumber and timber composing their stocks. At present there is no standard table of sizes and the practice varies considerably in different parts of the province.

The subject has been under consideration by many members of the Association. It was referred to in the report of the Committee on Arbitration and Inspection at the special general meeting on September 3rd, and a resolution was then carried recognizing the desirability of uniform sizes for millwork and the importance of instructing architects and the general public in regard to regular standard sizes. It was decided at this meeting that it would be best to submit the matter to the various districts of the association, so that it could be thoroughly discussed and then finally acted upon. Each district has now been asked to take the matter up. The dealers in Toronto have been the first to come forward with a definite recommendation.

At a meeting of the Toronto dealers which was held on October 16th a resolution was carried adopting as the official standard finished sizes for Toronto, for white pine, spruce and hemlock, those which are shown in the following table:

STANDARD FINISHED SIZES

Flooring (D. & M)	White Pine Spruce Hemlock
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1 x 3 Finished	13/16 x 2 1/2
1 x 4 Finished	13/16 x 3 1/4
1 x 6 Finished	13/16 x 5 1/2
1 1/4 x 3 Finished	1-1/16 x 2 1/2
1 1/4 x 4 Finished	1-1/16 x 3 1/2
1 1/4 x 6 Finished	1-1/16 x 5 1/2

Clear Finish (S 4 S)

1 x 3 Finished	13/16 x 2 1/2
1 x 4 Finished	13/16 x 3 1/4
1 x 5 Finished	13/16 x 4 1/2
1 x 6 Finished	13/16 x 5 1/2
1 x 8 Finished	13/16 x 7 1/2
1 x 10 Finished	13/16 x 9 1/2
1 x 12 Finished	13/16 x 11 1/2
1 1/4 x 4 Finished	1-1/16 x 3 1/2
1 1/4 x 6 Finished	1-1/16 x 5 1/2
1 1/4 x 8 Finished	1-1/16 x 7 1/2
1 1/4 x 10 Finished	1-1/16 x 9 1/2
1 1/4 x 12 Finished	1-1/16 x 11 1/2
1 1/2 x 4 Finished	1-5/16 x 3 1/2
1 1/2 x 6 Finished	1-5/16 x 5 1/2
1 1/2 x 8 Finished	1-5/16 x 7 1/2
1 1/2 x 10 Finished	1-5/16 x 9 1/2
1 1/2 x 12 Finished	1-5/16 x 11 1/2
2 x 4 Finished	1 3/4 x 3 1/2
2 x 6 Finished	1 3/4 x 5 1/2
2 x 8 Finished	1 3/4 x 7 1/2

2 x 10 Finished	1 3/4 x 9 1/2
2 x 12 Finished	1 3/4 x 11 1/2

Width of finish if not dressed one or both edges, 1/4 in. more than above.

Common Boards (S 4 S)

1 x 4 Finished	13/16 x 3 3/4
1 x 6 Finished	13/16 x 5 3/4
1 x 8 Finished	13/16 x 7 3/4
1 x 10 Finished	13/16 x 9 3/4
1 x 12 Finished	13/16 x 11 3/4

Common Dimension (S1S & Sized or Jointed on Edge by either Saw or Planer, or S 4 S).

2 x 4 shall be	1 3/4 x 3 3/4
2 x 6 shall be	1 3/4 x 5 3/4
2 x 8 shall be	1 3/4 x 7 3/4
2 x 10 shall be	1 3/4 x 9 3/4
2 x 12 shall be	1 3/4 x 11 3/4
3 x 6 shall be	2 3/4 x 5 3/4
3 x 8 shall be	2 3/4 x 7 3/4
3 x 10 shall be	2 3/4 x 9 3/4
3 x 12 shall be	2 3/4 x 11 3/4

Timber (S1S1E or S4S).

4 x 4 and larger 1/2 inch off thickness and width on all kinds of wood.

The adoption of these standard sizes by the dealers in Toronto brings the question definitely before the Association in such a shape that there is a reasonable possibility that this important matter can soon be settled in similar manner for the whole province.

In order to bring matters to a head, copies of the table of sizes adopted by the Toronto dealers have been sent to the secretaries of each of the local districts with a request that they consider the suitability of these sizes in connection with the trade in their districts and report at the earliest opportunity to the secretary of the Association. When a definite set of standard sizes has been officially recognized by the Association, for use throughout the province, it is the intention that they be prepared in printed form and furnished to all architects, building engineers, etc., so that in the preparation of specifications in future these sizes may be adhered to. No retail lumber dealer needs to be told what a great advantage this will be to the whole trade.

Ply-Wood Wanted

A reliable New York house wishes to get in touch with Canadian manufacturers of ply-wood, preferably situated in Eastern Canada. Name and address may be obtained from the publishers of the "Canada Lumberman."

How Montreal Man Develops Trade

J. P. Dupuis Conducts Progressive Yard—Has Adopted Live Methods in Management and Distribution

Mr. J. P. Dupuis, president of J. P. Dupuis, Ltd., Church Street, Verdun, retail lumbermen and manufacturers of interior trim, is a hustler. He is a man with ideas, who goes after the business, and makes openings for his trade. When, in the months immediately following the declaration of war, a blight fell on every industry, Mr. Dupuis decided that something radical must be done to keep his staff together and to employ a very large number of horses owned by the firm. He called his staff together and told the men that he had made up his mind to branch out in another direction—would they help, and put their best energies into the work? Sure they would. The result was the opening up of a new business which fitted in with the lumber trade, and the keeping together of "the boys." The new business paid, and when the lumber end picked up was sold, having served its purpose of bridging the crisis.

With the idea of giving service to the customers, the firm have a



J. P. Dupuis, President



L. A. Daigle, Managing Director

department under a qualified architect, which prepares specifications—it is a service which is appreciated, too.

Mr. Dupuis has had a wide experience as a lumberman, both in the manufacturing and selling ends. He is the son of a lumberman, and has been in the game all his life. For seven years he was in the United States; was manager of the Tobin Manufacturing Company, and assistant manager of the Danville Lumber Company, both with offices in Montreal. He established the present business in 1910, and it is now one of the largest in Montreal—the yards and mill covering 92,000 feet, besides which there is a yard on the banks of the Lachine Canal into which lumber is loaded direct from the boats.

The company carry on an average \$100,000 worth of stock, some of which is for the purposes of the mill. The principal wood is spruce, followed by pine and birch; gumwood, maple, oak and chestnut are also stocked. The wood is kiln dried on the blast air system, the equipment enabling a portion of the air to be diverted for the heating of the mill.

"There is a growing demand for standard doors, sashes, and windows," said Mr. Dupuis. "Our experience is that many houses which were partly built when war broke out are now being completed. The country demand is also improving, as general business in the province is satisfactory."

About 35 per cent. of the company's stock is carried under roof, the balance is piled. This year the proportion of dressed lumber is higher than previously—65 per cent., while the amount of green lumber is very small.

Collections, said Mr. Dupuis, are good. The company allow 2 per cent. off, 30 days, for contractors. No charge is made for delivery, except in the case of very small orders.

The company have a planing mill which returns a profit, but as it is operated in connection with the sash and door factory, it can be run all the year round. It is, therefore, something more than a convenience to customers.

In the mill section, the stock-keeping system of the Mill Work Cost Information Bureau is followed, the accounts of the mill work and dressing mill being kept separate from those of the lumber business.

As to advertising, Mr. Dupuis declared, "It is the life of our business." The company advertise in the local and trade papers and also in journals circulating in the province, and obtain satisfactory

results, so much so that it is intended to extend the publicity end. In this connection, Mr. Dupuis pointed out that the tendency was for the small retail lumber dealers in country places to disappear, owing to the difficulty of securing adequate stocks. The result is to concentrate lumber at central points, and it is incumbent on the large retailers to advertise if they want to reach the country trade.

Birch flooring indicates a brisker demand, there being an inclination to use hardwood flooring in the ordinary run of houses. This was not so a few years ago, but the people now require better accommodation than before.

Mr. L. A. Daigle is managing director of J. P. Dupuis, Ltd., and Mr. Ph. Morin the superintendent.

Personal Paragraphs of Interest

H. H. Ross of the Ross-Saskatoon Lumber Co., Waldo, B.C., was in Toronto and other Eastern cities recently on business.

A. K. Johnson of J. P. Johnson & Son, Toronto, who was laid up for several days with the influenza, is able to be around again.

J. R. Carter of the Fesserton Timber Co., Toronto, is back at his desk after being laid up for some time with the prevailing epidemic.

E. R. Sutherland of Winnipeg, representing the Otis-Staples Lumber Co., Wycliffe, B.C., was in Toronto recently, calling upon the trade.

C. W. Wilkinson, manager of the Union Lumber Co., Toronto, who was confined to his home several days by illness, is able to be around again.

S. E. Hall, President of Hall Bros., Limited, Toronto, who has been confined to the house with influenza for a few days, is able to be out again.

A. E. Gordon of Terry & Gordon, Toronto, who has been on an extended business trip to the Coast and Mountain mills in British Columbia, has returned home.

H. S. Perkins of Calgary, representing the Mountain Lumber Manufacturers Association of B. C., is spending some time at various points in the East, on business.

The many friends of Hon. M. J. O'Brien, of Renfrew, Ont., regret to learn that his wife passed away recently at her home after only two days illness from pneumonia.

George P. Hart of Hart and McDonagh, Toronto, who was taken seriously ill with influenza while in North Bay, and was confined to his room for several days, is now convalescent.

Mrs. Russell Hern, wife of the Secretary and Manager of the Hern Hardware Co. of Huntsville, Ont., and daughter of Wm. Turnbull, late Secretary of the Huntsville Lumber Co., died recently after an attack of la grippe.

N. D. Carter of Deseronto, Ont., who was a prominent merchant in that town for the last twenty years, passed away recently after four days' illness from pneumonia. He was a nephew of W. W. Carter, President of the Fesserton Timber Company, Toronto.

Senator Henry W. Richardson, of Kingston, passed away recently, aged 63 years. He was a prominent grain merchant and was widely known to the lumbermen of Ontario with whom he had extensive business relations. Mr. Richardson was called to the Senate in January 1917.

Many expressions of sympathy have been tendered to T. J. Stevenson, sales manager of the Riordon Pulp and Paper Co., on the death of his only surviving son, Bayne Hamilton Stevenson, aged 27. He died from pneumonia at Savannah, Ga., and formerly lived with his parents in Montreal.

T. M. Lewis, formerly sales manager of the Okanagan Sawmills Limited, Enderby, B.C., has joined the staff of Knox Bros., sole representatives of the Victoria Lumber & Mfg. Co., Chemainus, B.C., for Eastern Canada. Mr. Lewis is attached to the Toronto office of Knox Bros., and in association with J. M. McNeil, 707 Bank of Hamilton Bldg., is calling upon the Ontario trade in the interests of B. C. forest products.

Several Montreal lumbermen have been laid up with influenza, and at the time of writing two, at least, were in a critical condition. Mr. E. T. Todd, local manager of Watson & Todd, Ltd.; H. C. Blair and W. B. Blair, of Blair & Rolland, are on the sick list, the two first named being very ill. Pat O'Brien, of W. and J. Sharples, and C. Villiers, of the Canadian General Lumber Co., Ltd., have returned to business after attacks of the disease.

The death from influenza of Mr. Nastor Perron, retail lumberman, Lachine, P.Q., is announced. He was secretary and managing director of Lord, Bourbonnais, and Perron, Ltd., retail lumbermen and sash and door manufacturers. Mr. Perron, who was 36 years of age, was formerly connected with the Lumber & Construction Co., Ville-St. Pierre, and a few years ago started the business at Lachine, with the help of Blair & Rolland, Montreal.

The Oldest Lumberman in the World

C. La Fortune, Port Dover, Ont., Has Passed the Century Mark and is Still Active and Erect



C. La Fortune, Port Dover, Ont. photographed on his 100th birthday

was written Mr. La Fortune was out in his garden cutting down weeds with a hoe.

Five of his children are living, one son, Frank, being a resident of Simcoe, Ont., while four daughters all reside in Norfolk county. Mr. La Fortune has fifteen grandchildren and twenty-one great-grand-children, is erect and hearty, and always pleased to meet any of his neighbors and numerous descendants. He has been a total abstainer all his days; neither does he smoke nor chew tobacco. The La-Fortune family are noted for their remarkable longevity. A brother died at 103, a sister at 98, and three other brothers all lived to see 92 years. The subject of this reference has many friends who hope that he will live to observe many more birthday anniversaries.

Born in 1818, one mile north of Montreal, he resided in Quebec province until he was a lad of fifteen, being of French-Canadian extraction.

On coming to Port Dover he put up over night at the tavern where now stands the Norfolk House, which was at that time all surrounded by bush. Wolves kept him awake with their constant howls. The next day the family pushed on to Port Rowan, following the course of a blazed trail through the woods. Mr. La Fortune settled on the third concession west of Port Rowan in what is known as De Blackie's Hollow, named after an American lumberman. There he helped to cut a clearing and built a humble hut. He felled pine trees all winter long and none were less than four feet in diameter. Four hundred masts were cut, Mr. La Fortune's work being to fell them, while others followed up and peeled them. The timber was then towed to Big Creek with oxen and out into Port Rowan Bay, where it was rafted together and went down Lake Erie and Lake Ontario, via Port Maitland and what now forms the Welland canal, and on along to the St. Lawrence river, as far as Montreal, the trip occupying many months. Mr. La Fortune, who followed timber cutting and driving for about sixty-five years, has noted great changes in the trade since those early days, and loves to recount his experiences and trials of the pioneer period. He is proud of the commanding position which Canada holds to-day in the manufacture of the products of the forests.

Mr. La Fortune also worked for many years in lumbering operations on Big Creek, from Tillsonburg to Port Royal in Norfolk county, where he knows intimately every acre of the hundreds that he helped to clear before the vast majority of the readers of this article had started on their earthly pilgrimage or had even given the proposition a thought.

"Standardizing Leather Belting"

With the sole object of impressing upon users that belting can be standardized, and the value and economy derived from purchasing belting on some definite, scientific, basis, there has been issued by the Graton & Knight Manufacturing Company, of Worcester, Mass., a neat and attractively printed book entitled "Standardized Leather Belting," which will be sent to anyone desiring a copy. The publication contains much comprehensive and timely information, which it took practically a year to compile. All the facts are set forth in a logical and practical way, which makes the reading matter both interesting and instructive to any one concerned in power transmission.

belting and also the standardization of any other machine part and tells how this can be applied in any manufacturing plant. A set of standards in definite form is presented to guide belting users in selecting the proper belt for different drives and various conditions of service. Another section is devoted to a complete description of the standardized brands of leather belting, while there are pages containing mechanical rules and tables which should prove useful to any belting user in determining the horse power of belting, width and length required, and how belting should actually be ordered. There are also recommendations for the employment of standardized brands in all the principal industries of the country.

Sudden Death of Sales Manager

George A. Smith, who was sales manager for the Ontario Wind Engine and Pump Company, Toronto, passed away on October 13th, from pleuro-pneumonia. He had been in the service of the company since 1909, starting as invoice clerk, and by industry and perseverance had been advanced from one position to another until in April of this year he was promoted to the management of sales. The late Mr. Smith was born in Thornbury, Ont., thirty years ago, and was a graduate of the Canada Business College, Chatham. He enjoyed the esteem and confidence of his employers and the public generally and, in his passing, a promising career has been brought to an untimely close. The remains were interred in Thornbury beside those of his father in the family vault.

Brief Happenings From the East

A new lumber company has been established in New Brunswick, and has been incorporated under the name of the Nerepis Lumber Company Ltd. The firm is composed of Bliss H. Dunfield of Halifax, N.S., Harry C. Heans of St. John, and Gordon G. Scott of Fredericton. The firm's head office will be at Welsford, N.B. They have been empowered to take over a saw mill at Sagawa, King's County, and to run a general milling, lumbering, and pulp wood business.

Richard A. McFadgen of Fredericton, N.B., a well-known lumber surveyor, recently paid a visit to St. John. Mr. McFadgen is well known in the province, as he has been in the employ of a number of large concerns.

Word was received at Chipman, N.B., recently, that Francis J. McNeil died in Prince Albert, B.C., from heart trouble. He is a former New Brunswicker and has been in the West for a number of years. For the last few years he was engaged in lumbering.

Hon. W. E. Foster, premier of New Brunswick, has been asked by the New Brunswick Lumber Association to see if something could not be done to provide them with help this winter in order to get out their season's cut. The Premier took the matter up with Brigadier-General A. H. Macdonell, commander of Military District No. 7, and has received the following reply: "I am pleased to advise you that the matter has been taken up with militia headquarters, Ottawa, and they have ruled as follows: "In order to facilitate productive employment during the winter months, men exempted as farmers should apply to the registrar for permits to engage for the winter in some occupation of national interest, such as lumbering, munition work, etc. Such permits will serve to enable exempted farmers to pursue other useful occupations for the months during which farming operations cannot be carried on."

Many New Charters Are Granted

A charter has been granted to the Harbor Lumber Company, Limited, with head office in Vancouver, and a capital stock of seventy-five thousand dollars. The company will take over the business and assets of the Harbour Lumber Company and has the power to manufacture and deal in timber, lumber and woodenware, as well as to produce and lease timber limits or berths.

The Golden West Lumber Co., Limited, has been incorporated with head office in Vancouver with a capital stock of ten thousand dollars, to carry on a general lumber, timber and logging business.

The Forest Lumber Co., Limited, Vancouver, is a new organization with a capital of one hundred thousand dollars to carry on the business of saw timber merchants, sawmill and shingle mill owners, loggers, etc.

The Grassy Bay Logging Co., Limited, Vancouver, with a capital stock of one hundred thousand dollars, is granted wide powers, according to the recent charter obtained. In addition to a general lumbering and timber business the company is authorized to cut and get out saw logs and to manufacture shingles, lath, sash and doors.

There has been incorporated the Vancouver Cooperage Company, Limited, whose chief place of business is Vancouver. The capital stock of the new organization is twenty-five thousand dollars and the company will conduct business as coopers and manufacturers of barrels, kegs, casks, tubs, vats, tanks, buckets, pails, staves, veneer,

Shipbuilding News, East and West

The French Government has awarded contracts for the building of a number of wooden vessels in Canada and the United States, and the Toronto Shipbuilding Company has been offered a contract to build a number of oil-driven wooden vessels. Similar types are now under way in the United States for the Australian Government. Keels are laid in the shipyards of Toronto for ten vessels.

The concrete ship *Faith*, first of its type built for ocean cargo carrying, and hailing from San Francisco, has arrived safely at a gulf port, according to word received by agents of her owners. The vessel, after carrying 2,000,000 feet of lumber from California to Chili, took on a load of 4,000 tons of nitrate and came through the Panama canal. The *Faith*, which was "poured" rather than built, stood the sea experience without damage, her agents said, and is ready to sail for another port as soon as her unloading and reloading is finished.

A new wooden freight ship is being turned out of the 171 shipbuilding slips of Washington and Oregon every thirty-six hours, according to Frank Branch Riley in an interview dealing with war activities of the International Northwest, Washington, Oregon and British Columbia.

Canada's shipbuilding industry, together with operations by all the other allied countries, is assured of activity for some years, according to the summary of the shipping situation recently made by Chairman Edward N. Hurley, of the Shipping Board of the United States, in a recent speech at Philadelphia. He stated that the United States and its allies would overcome submarine losses and place the tonnage of the world on a normal basis in four years, if the war continued until that time. This would involve the construction of no less than 48,557,080 deadweight tons of shipping by the allies by the autumn of 1922. The shipbuilding industries of all the countries now at war with Germany will then be centres of activity for the next four years, to bring the world's tonnage back to normal.

British Columbia's contribution to allied shipping, to September 30th of this year, is given as 175,000 tons actually launched, according to a scheduled statement in the B. C. Industrial Progress for October. A total of 52 vessels have been launched. New Westminster's part in this war effort was four standard wooden steamers for the Imperial Munitions Board aggregating a total deadweight tonnage of 11,200. Port Coquitlam yards furnished two wooden vessels of standard type for the I. M. B. or 5,600 deadweight tons, and one wooden steamer of the same type as the standard I. M. B. boats, of 2,800 deadweight tons. British Columbia's war shipbuilding industry has been built up in the past two years. At the beginning of 1917 no ocean tonnage had been placed in the water in British Columbia, and no shipyard existed for the construction of such vessels, nor were B. C. machine shops equipped for special work involved in shipbuilding. The production of 175,000 tons of shipping under these conditions, the majority launched during the present year, is rightly regarded as an accomplishment of no mean order.

The efforts of British Columbia steel shipbuilders to obtain better terms from the Dominion Government have met with success, it is announced, and news from Ottawa says that J. Coughlin & Sons are to build four steel vessels for the Dominion Government. The Wallace Shipyards will also construct four ships, and the Victoria Machinery Depot has been given orders for two. The value of the contracts is \$1,800,000.

Contracts for wooden boats for the French Government have been given to firms in the Province of Quebec. Fraser, Bryce & Co., Montreal, have received orders for ten boats, the National Shipbuilding Corporation, Three Rivers, formerly known as the Three Rivers Shipbuilding Co., a similar number, and the Davie Shipbuilding and Repairing Co., Ltd., Lauzon, five boats.

Vancouver business interests are related at the news received from Ottawa to the effect that coast shipbuilding concerns have been awarded Dominion contracts for the construction of ten steel ships, of which eight are to be built in Vancouver, at a valuation of \$16,000,000. These embrace the largest orders which have yet reached the coast, and they are on a basis which removes many of the disabilities under which B. C. yards have previously labored. Coughlin & Sons, of Vancouver, will build four ships of 10,000 tons, Wallaces, whose yards are in North Vancouver, are to construct the same number of 8,100 ton ships, while the Victoria Machinery Depot will handle two boats of the latter class.

The Norwegian government has awarded the contract for three wooden ships to C. C. Cholberg Co., Victoria, B. C. The Foundations Company of British Columbia, Limited, have been given the contract by the same government for twenty wooden vessels of 3,000 to 4,000 tons deadweight.

The first wooden vessel built by the McKenzie Shipping Co., River John, N. S., was launched, and a second one will be built in the near future.

"The War Toronto" was recently launched from the yards of the Toronto Shipbuilding Co., and is a sister ship of the "War Ontario," which was launched in June last. The latter will start on its maiden trip in a few days. The "War Toronto," which is equipped with triple expansion engines, has a length over all of 259 feet, a breadth of 43 feet, and a depth of 25 feet. The steamer, which is of 3,200 tons deadweight, was built to the order of the Imperial Munitions Board, and will sail between England and Canada.

A federal charter has been granted to the British American Steamship Co., Limited, Toronto, with a capital stock of \$3,000,000. The company is empowered to purchase, contract for, build, acquire, charter, hire, lease, sell, repair, sail and operate steamships, sailing vessels, and other vessels of all kinds, and to carry on the business of freighters, common carriers, forwarders and traders, etc. The incorporators are:



THE SWEEPERS OF THE SEA

Mr. Punch—"Risky work, isn't it?"

Trawler Skipper—"That's why there's a hundred thousand of us doing it!"

—Published through courtesy of "Punch."

Alexander Fasken, George Herbert Sedgewick, Robert Spelman Robertson, John Wellington Pickup, James Atchison, Norman Stuart Cudwell and Duncan Angus McCrimmn.

Shipyard workers of all ranks are entitled to an increase of two cents an hour all around in accordance with the agreement of June 1, which set the scale of wages for all labor classifications for the duration of the war, and only subject to such increases as were justified by the increased cost of living. This is the decision of W. L. McDonald, Vancouver, adjutor of shipyards disputes, after a careful investigation. The increase will be effective as from September 1.

On the recommendation of Hon. C. C. Ballantyne, Minister of Marine and Fisheries, Ottawa, a contract has been entered into by the government with the Victoria Machinery Depot, of Victoria, B. C., for the construction of two ships of 8,200 tons. This brings the number of ships, the construction of which has been authorized by order-in-Council, up to twenty-five, and some additional contracts will be closed within a few days. Of the 25 ships built, in the course of construction, or contracted for, ten are of 8,100 tons capacity, six of 5,100 tons, three of 3,400 tons, four of 3,750 tons and two of 3,400 tons.

Competition for business will undoubtedly be keen after the war. Are you working out your plans to get your share? A carefully-directed advertising campaign will help you. It costs nothing to consult the Service Department of the Canada Lumberman and Woodworker. Perhaps we can help you.

Forsees Big Demand for B.C. Lumber

Commissioner Beale Thinks that Eastern Canada Will Use Eventually Quarter Billion Feet Annually

L. B. Beale, late of Victoria, B.C., who is now Lumber Commissioner for the government of British Columbia, with offices in British Columbia House, Regent street, London, England, previous to his departure for overseas, some weeks ago, spent considerable time in investigating the Eastern Canada markets, and sizing up the situation so far as the present and after-the-war demand for B. C. forest products is concerned. He lately presented his first report to Hon. T. D. Pattullo, Minister of Lands for B. C., in which he refers to the developing market in the East for pine, spruce and fir. Mr. Beale thinks that the eventual extent of the eastern markets is a quarter billion feet annually, but that to attain this quantity may require water transportation or distributing stocks laid down at strategic points by rail (or both), but with proper handling British Columbia can, in his opinion, have that much business in this market. It will probably be necessary, he adds, however, to saw and dress some lines rather thicker than at present, especially in our mountain stocks of soft and white pine and interior spruce, as these species would come into direct competition with the native woods, though it is probably easier for us to supply better uppers in quantity than Eastern Canada can produce.

"I believe our mountain mills would be justified in looking to this market for a good share of business. Stock must be carefully manufactured and delivered with reasonable despatch. Eastern lumbermen are not expecting to increase production materially for a year or two, and Eastern lumber will not get better in grade. One or more selling agencies representing a number of mountain mills might be a satisfactory method of handling their stock.

"As before stated, however, in order to get a generous share of Eastern business, it is necessary for our woods to become better known and more generally specified, together with closer attention and aggressive action by our mills.

Mr. Beale also takes occasion to remark that manufacturers interviewed were inclined to think that their plants were now about large enough to take care of the business coming to Canada until the end of the war. Mr. Beale said "When peace is declared and international treaties are fixed up I believe Eastern Canada will expand industrially in no uncertain manner, especially if inter-Empire preference becomes a reality.

"Fluctuating demand for emergency purposes will rule until the war is over. After that our business can increase in the East in all grades and all lines (from box shooks to clears, timbers and finish) to 250,000,000 feet annually, and perhaps more as time goes on. Prices should then be sufficiently attractive to our industry, as the competitive woods from Eastern Canada and the South will steadily decline in volume and quality, and the Pacific Coast will in a few years be the main source of supply. British Columbia lumber is in this market to stay in increasing quantities if our mills supply the material desired.

"Development work commenced before the war and stopped at various stages since, is in line for completion after the war, and will require a great deal of lumber. Included in this is harbor work, railway work, car building, Hydro-electric development, telephone poles, cross-arms, etc. Wood-using industries turning out agricultural implements, ladders, churns, washing machines, silos, and so on, use immense quantities of wood, and such industries must look to new sources of lumber supplies if their business expands.

"To obtain a generous share of all this business British Columbia should carry on educational work, and her mills must be willing to manufacture for the market. It must be remembered that Eastern Canada is an attractive market for other outside timber-producing regions, such as the southern pine country, the inland Empire, and recently our own mountain mills."

Finding an Outlet for Eastern Lumber

**New Markets Developed for Nova Scotia Forest Products
—Many Old Vessels Called into Requisition**

Lumber operators who have had their products shut out of the United Kingdom on account of the war have been quite successful in finding new markets elsewhere, says a correspondent from Parrsboro, N.S. Several shipments have recently been made from this port to the Canary Islands, and several cargoes have gone to South Africa this season. A new tern schooner which sailed from Parrsboro a fortnight ago, carried more than half a million feet of deals and scantling. Prices are good and they have to be to cover the greatly increased cost of exporting. Freight rates are excessive in comparison with ante-bellum prices, and they have to be, in their turn, to make up, among

other things, for the unprecedented advance in wages and the greatly increased cost of provisions.

Sailors, who, a few years ago, were glad to get from twenty-five to thirty dollars a month, are now getting as high as one-hundred and thirty dollars a month for a South African voyage. Mates who were once satisfied with from forty to fifty dollars now get any price up to \$175 a month, and perhaps more for a deep-water voyage. Salt beef, salt pork and molasses cost fully three times their former prices; flour and many of the smaller stores are not far behind them. No wonder that freight rates are high; and it is evident that lumber prices must be good or shippers would be unable to pay the charges.

The demand in the United States for spruce boards, laths and scantling has been good, and there has been an occasional call for a cargo of deals. The chief difficulty has been to get bottoms, and the greater part of the lumber exported has been carried in American schooners from thirty to fifty years old. Some of these vessels which are now making good money were laid up before the war for lack of paying employment, and some that are now carrying lumber would not be considered fit to carry coal or gypsum or other heavy cargoes. Our own coasting schooners, which sometimes found it difficult to get remunerative charters, are now making money faster than they ever did before.

Handsome Spars from the West

A considerable quantity of hardwood lumber has been shipped by rail this season to Ontario cities, and some has found its way to the United States. The business has been fairly satisfactory, but must now close for a time, as the stock is practically all gone.

The spars brought from the Pacific Coast for vessels building along this shore and on the other side of Minas Basin are all landed at this port, from whence all not required here are forwarded to their destination by water. The spars made a handsome timber exhibit, for the lower masts ranged from eighty to ninety feet in length and were entirely free from knots. Nova Scotia spruce, while unexcelled for some purposes, cannot compete with the Douglas fir from the other side of the continent when it comes to material for ships spars or other long, knotless timbers. In former days it was not very difficult to get spars in our own forests for the biggest of our square-rigged vessels. Our trees were large enough for the biggest masts required, and the lower masts for our biggest square-riggers were not nearly as long as the ones that now have to be procured for our big schooners. Hence, notwithstanding the great cost of transportation, it is cheaper as well as easier to import spars than to find them and get them out here. The same rule evidently applies to other kinds of timber of which there is supposed to be no lack; for this season considerable quantities of long, square timbers of Douglas fir have been imported. It is said by those who should know that there is still an abundance of ship timber in the woods, and if this be so it is evident that timber has greatly appreciated in value, for some of the sticks now brought to the shipyards would at one time have been thought scarcely worth hauling home for fuel.

Several fine vessels have been launched along the shore this season, and several more are in varying stages of construction—some of them nearly complete. At Parrsboro a fine four-masted schooner of one thousand tons is almost ready for launching.

Suit Over Five Boilers Was Dismissed

Mr. Justice Rose, in the Non-Jury Court, held recently in Toronto, dismissed with costs the action by Burns and Roberts to recover \$1,500 damages from the Beaver Board Co., J. B. O'Brien, H. T. Teetsell, J. B. Miller, and W. G. Morrison, for loss of profit on the sale of five boilers and a smoke stack which they alleged they purchased from the Parry Sound Lumber Co., and arranged to sell to the Beaver Board Co. The lumber company, plaintiffs alleged, sold the boilers to the defendants after negotiations for their purchase and re-sale had been entered into.

How Canada's Pulp Lands Diminish?

At the recent newsprint inquiry in Ottawa, George H. Montgomery, counsel for the newsprint section of the Canadian Pulp and Paper Association, in urging the desirability of allowance being made in connection with the fixing of costs for the exhaustion of the timber limits, said that it had been established that one American newspaper alone is stripping fifteen square miles of Canadian territory annually without any profit to the country because of the low price received.

The Canadian publishers, in claiming that there should be no allowance for anything but stumpage dues, were not serving their own interests. The public, he said, have willingly borne the increased costs passed along by the newspapers, and they should recognize that for every dollar paid by them the country is getting ten dollars back in the form of export trade.

WANTED & FOR SALE DEPARTMENT

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

For Sale-Lumber

FOR SALE—Twenty carloads Heavy White Oak Ship Timbers. Apply Georgian Bay Shipbuilding Co., Midland, Ont. 20-23

Hardwood and Softwood Slabs Wanted

4 ft. Hardwood and Softwood Slabs and bundled edgings. Cash. Apply Box 808, Canada Lumberman, Toronto, Ont. 21-24

Maple For Sale

60 M. ft. Maple, 1 1/4 in. x 3 1/2 in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11 1/4 sq. miles.

Berth No. 6 McCraney, 15 sq. miles.

For further particulars apply

BANK OF MONTREAL,

16-23 Hamilton, Ont.

FOR SALE

2 cars 1 x 4—8/16 M. R. Jack Pine and Spruce
1 car 1 x 6—8/16 M. R. Jack Pine and Spruce
1 car 1 x 8—8/16 M. R. Jack Pine and Spruce
1 car 1 x 10 & 12 M. R. Jack Pine and Spruce
5 cars 2 x 6 M. R. Jack Pine and Spruce
2 cars 2 x 8 M. R. Jack Pine and Spruce
2 cars 2 x 10 & 12 M. R. Jack Pine and Spruce
1 car 4 x 6 M. R. Jack Pine and Spruce
2 cars 6 x 6 and up M. R. Jack Pine and Spruce
2 cars 1 x 4 M. C. Jack Pine and Spruce
3 cars 1 x 4 & up M. C. Jack Pine and Spruce

Address,
NORTHERN LUMBER MILLS, LTD.,
18-21 North Cobalt, Ont.

If you are looking for any—

Birch saw logs,
Cedar fence posts,
Green birch wood any length,
Mixed wood any length,
Write to Box 702, North Bay, Ont. 18-21

Hemlock Wanted

Cuts of Hemlock—now sawn. Cash. Apply Box 809, Canada Lumberman, Toronto, Ont. 21-24

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
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Seven cars Fir Doors.
Three cars Fir Columns.

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Montreal, Que.

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Secure Our Prices on Spruce

220 M. ft. 2	x 12	—	10/16
100 M. ft. 2	x 10	—	16
140 M. ft. 2	x 10	—	10/14
40 M. ft. 2	x 9	—	16
125 M. ft. 2	x 8	—	16
100 M. ft. 2	x 8	—	12/14
120 M. ft. 2	x 7	—	10/16
450 M. ft. 2	x 6	—	14/16
150 M. ft. 2	x 5	—	14/16
50 M. ft. 2	x 4	—	10/16
250 M. ft. 3	x 6	—	12/16
100 M. ft. 3	x 8	—	12/16
70 M. ft. 3	x 10	—	12/16
25 M. ft. 4	x 6	—	16
75 M. ft. 1 1/4	x 10	—	14/16
70 M. ft. 1 1/4	x 9	—	10/16
70 M. ft. 1 1/4	x 8	—	14/16
100 M. ft. 1 1/4	x 6	—	10/16
50 M. ft. 1 1/4	x 5	—	10/16
50 M. ft. 1 1/4	x 4	—	10/16
75 M. ft. 1 1/4	in. Cull.		
120 M. ft. 2	in. Cull.		
100 M. ft. 3	in. Cull.		

21-21

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Wanted

Good second hand Matcher and Matcher, 150-175 ft. per minute, fully equipped. Savoie & Co., Manseau, Que. 20-t.f.

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1—78-foot 20-inch 3-ply leather belt.
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For Sale

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For Sale

- 1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
- 3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom sylin-
ders—one pair shiplap, jointer and floor-
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- 1—No. 182 Berlin Double Surfer, 30 in. x 6 in.
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The Otis Staples Lumber Company, Ltd.,
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ALL OF CANADIAN MANUFACTURE

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pressors in factories, saw mills, pulp and-
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works.

2—600 horizontal cross compound, Corliss en-
gines, 18 and 34 x 42 in. cylinders, 100
r.p.m., crank shaft 18 in.

1—1200 h.p. cross compound Corliss engine,
cylinders 26 and 52 x 48 in., 85 r.p.m.,
crank shaft 22 in.

2—1200 cross compound Wheelock gridiron
valve engines, cylinders 27 and 52 x 46
in., 90 r.p.m., crank shafts 24 in.

1—250 h.p. Wheelock type, cross compound
type engine, cylinders 16 and 27 x 40 in.,
with belt flywheel, 16 1/2 ft. diam. and 33
in. face.

The engines now have electrical generators
mounted upon them which the present own-
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These engines could be fitted with new fly-
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gearing, making them available for any kind
of factory duty.

All of them have been operated at 135
pounds steam pressure and about 25 in. vac-
uum. All in good order, some of them have
been run recently.

Purchaser to make his own inspection, to
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These engines ought to be sold entire, and
would be an advantageous purchase for any
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power can be economically employed, espe-
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Correspondence is desired with parties who
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Advertisements under this heading two cents a
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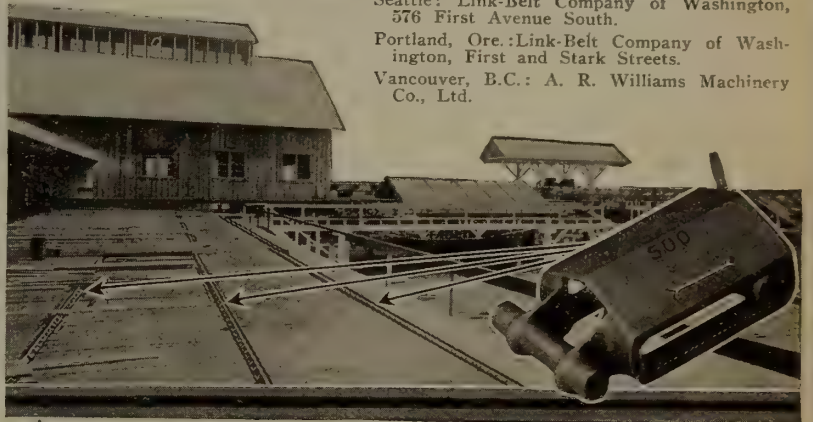
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Prices taking effect July 1st are as follows:

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Review of Current Trade Conditions

Ontario and the East

It is difficult to describe accurately trade conditions at present, owing to many varying reports and disturbing factors. The export trade to the United States has fallen off considerably since the inauguration of the embargo, and while shipping permits are being received a little more freely than at the beginning of the month, there is still room for decided improvement. Some wholesalers declare that business is very satisfactory, while others are not so enthusiastic in their avowals, although they admit that the outlook is brightening. There have been many factors to upset trade during the past few weeks. The Liberty Loan campaign in the United States directed affairs from their regular channels and now the Victory bond campaign in Canada has a certain unsettling aspect. The wide prevalence of Spanish influenza has played havoc with a number of mills, who report that a large percentage of their employees have been down with the prevailing malady, which has also interfered with shipping to a certain extent and caused a shortage in box cars from the west. The worst is now over and it is hoped there will be no further setbacks in the way of transportation or the disorganizing of the labor ranks.

Reviewing market conditions generally a leading wholesaler remarked this week that there has been quite a reaction from the activities of the past two months which current opinion attributes to a variety of causes, such as the war situation and the prevalence of influenza. The possibility of an early peace has developed conservative tendencies among retail dealers generally, while the anticipated fall demand from the farmers has not been experienced by the lumber merchants. The recent embargo across the line, while serving to decrease shipments of local stocks, has not had any appreciable effect so far in lowering of prices.

There has been a cut of a couple of dollars on some sizes and grades of white pine, otherwise market quotations remain steady. It is interesting to note that in Western Ontario, representatives of Michigan mills have been offering No. 1 hemlock, 2 x 6 and 8, at a figure around thirty-three dollars, while there have been numerous inducements from American firms to Ontario wholesalers to buy stocks of white oak, gum and soft elm, the latter due principally to automobile manufacturers not using this timber in their work as many of the plants of motor car companies have been switching their facilities to the war department. It is said that the embargo does not apply to shipments from the United States into Canada, except on certain lines, and hence the Dominion presents a fruitful field. There is another reason, too, for the campaign to sell hardwood in the eastern provinces, and that is owing to the action of the War Industries Board at Washington putting restrictions on the manufacture of furniture, eliminating all new patterns for the duration of the war and curtailing active patterns fifty per cent.

There have been many representatives of Coast and Mountain mills in the East lately seeking an outlet for their boards and dimension timber. A recent despatch from the Coast says that at a meeting of the mill owners, a curtailment of twenty per cent. of the lumber output has been decided upon, owing to the decreased market by reason of the lumber embargo and a general falling off in business. The most of the mills have quite large stocks on hand and reduced output over a period at this time is preferable to closing down until the situation becomes relieved. The cutting of airplane spruce will be maintained as in the past and there will be no curtailment of the supply of lumber for ship construction.

As already mentioned, the Eastern Canadian trade is being sought by many B. C. mills, which, previous to the sharp falling off in demand from the prairie provinces, had never entered this field. One lumberman states it would appear that among the western manufacturers, those who have not been able to make a trip East have despatched stock sheets and prices galore. The shrewd retailer has been busy comparing prices so that when the average salesman calls around he is ready for a price argument, and while he has no intention of buying, he derives more or less satisfaction from a discussion on quotations with the man asking high prices.

The shingle market is quiet and there has been a drop of about 20 cents. Many of the B. C. shingle mills are operating only to part capacity, while others have closed down altogether. Those mills which have shut down will dispose of their surplus stock and wait for an improvement in the situation before starting up again. The labor shortage is reported to be improving in some districts, but most lumbering companies will not take out as much timber as last year,

owing to the high cost of wages and production, and the fact that the termination of the war being in sight, they do not care to take a chance with heavy stocks, not knowing what prices will prevail during the period of readjustment. They are pursuing a conservative policy, which is apparently the safest one in the present chaotic condition of world-wide affairs.

All southern pine and timbers up to 12 in. x 12 in. x 25 ft. can come in without a permit, as well as gum and cypress, but on all other stock and woods the embargo applies, according to latest advice.

United States

With the restrictions on building which have gone into effect, all lumber activities are now confined principally to government direct or indirect demand. The recent embargo has, and is still, affecting the situation, and it is promised at Washington that there will be more facility in issuing permits. It is said that the government will perfect its organization so that the thousands of requests which have been received will be more speedily acted upon. Leading trade journals are urging, in view of the likelihood of peace at any time that the industry should lay its plans accordingly. It is pointed out that the lumber business is now on a war basis, and cannot be altered to a peace footing overnight. It would be folly to delay action until peace is actually at hand. The "American Lumberman" takes a hopeful view of after-war conditions, and says whatever threatens other industries, the lumber manufacturer will enjoy a boom. When the European strife is over and restrictions removed, and lumber again moves more freely in the commercial markets, it will be met with a great domestic need for housing, repair work of all kinds, delayed municipal improvements, etc., and from abroad will come urgent calls for large quantities of materials adaptable for ready reconstruction of the devastated regions. The future holds much in store for the industry and it should realize immediately the necessity in times of war for times of peace. Consideration on this important matter should be delayed no longer.

In regard to hardwoods firmness generally characterizes the market: The present demand comes almost entirely, as in the past, from the Government or from sources manufacturing on its account. The demand from box factories and the railroads is particularly heavy, and some report a considerable volume of trade with furniture concerns. The slowing down effect of the recent embargo order and the restrictions on building have by this time been almost entirely overcome and manufacturers manifest a feeling that market conditions have been stimulated by the slowing down in shipments, which, for a time, were very heavy, for the reason that consumers are now better able to judge their present and future requirements more accurately and are placing business more freely. There is, however, an uneasiness in the trade caused by doubt as to the final classification by the Government of the various wood-consuming industries as essential or nonessential. Stocks generally have been reduced to an average of 11.8 percent. below normal, and production shows a decrease of an average of 26.5, more likely the result of the constantly growing labor shortage than of any lack of business. Yellow pine shipments during the past few days were about the same as the average for recent weeks and new orders held out to the records recently made. This does not mean that trade is active. It is far from that, and only the shortage of mill stocks due to curtailment holds the market prices at a fair level. Government business is not as large as it was, though ship material is moving freely. The embargo on shipments east of the Mississippi and north of the Ohio rivers without permits prevents the free movement of lumber to those sections, and the trade west and south of those streams is not of sufficient volume to engage the full capacity of the mills. Some of the smaller mills are offering material concessions in price, but this does not stimulate trade to any extent. The movement of cypress is also slow, but prices are better maintained.

Inland Empire manufacturers are fearful that their industry will be declared non-essential, and that their labor will be taken for more important work elsewhere. They are trying to get government work, but outside of aeroplane and box material they are not doing much business with the government. West coast mills are still filling many government orders, for ship and aeroplane material, but they are piling up a lot of common lumber, side cut, which is not moving freely. Prices for two-inch common are low, and the movement is light. Flat grain uppers and other thick stock is holding up better, and there is some demand. Only vertical grain uppers command full list. The



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

shingle demand has dropped, and so have the prices. Many shingle mills are closing down for an indefinite period. The cutting off of the eastern market, and the natural decline in demand as winter approaches, will prevent much new business this fall.

Great Britain

Much interest is being aroused as to the quality of timber that will be needed, the available supply and the scale of prices that will prevail when the war ends. It is felt that peace is not a very long distance off, but even if it came to-morrow there is no doubt but that the present restrictions as applied to imports and exports and the rationing plan which has prevailed would continue in effect for some months or until such period as a fair measure of readjustment has been established.

A slight concession has been made by the Controller in an Order which is welcomed by retail distributors. Under a previously made regulation no more than £5 worth of goods during a current week could be sold to any one consumer without a permit. In future, however, power has been given to the retail distributor in the issued order to allow any purchaser to buy during a calendar month goods up to the value of £20.

While Service demands are all being practically supplied by the shipments that come forward from time to time, the limited calls that emanate from normal quarters are met, as far as is possible, by the remains of existing stocks. Many descriptions are entirely exhausted, while others are being slowly but steadily absorbed, their values appreciating as they diminish.

The official import list shows that practically no fresh supplies of hardwoods of any description are being landed at the present time. This cannot, however, be taken as correct, it being probable that the shipments coming forward to the order of the Controller are not included in these official papers.

The meeting of the demands for Service requirements, the indifferent call that is forthcoming from normal sources, and the keen demand that is made in all quarters for home-grown hardwoods, constitute the business that is passing at the present time. It is particularly active in regard to the latter woods, for as the stocks of the usual imported hardwoods fail, resource is more and more directed to the British woods, and a large and greatly extended field of consumption consequently develops. Supplies of most descriptions show no signs of failing, but the problem of transport as well as that of converting the woods under present conditions still continue to tax in a large degree the energies and resources of all who are engaged in the business.

The Coal Controller estimates that something like a million tons of firewood are available to supplement the coal supplies in the coming winter, and he is preparing proposals for cutting and gathering the wood, which is to be found mainly in those districts where the felling of home-grown timber has recently been carried out on an extensive scale. This fuel cannot, on account of difficulties of transport, be distributed throughout the country, but it will be offered to residents in the districts in which it is gathered conditionally on their agreeing to take it in certain proportions as a substitute for coal.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Conditions Show Improvement in Ottawa

A more hopeful outlook as to export sales and transportation conditions to the United States, prevailed in the Ottawa lumber market during the closing period of October. Everything of course was not just as lumbermen would like it, but the tone of all the underlying elements affecting market conditions, showed improvement.

As compared with the closing period of September and the first part of October, the indications were that the general state of affairs was growing better, and as time went on would continue to improve and, despite various restrictions, ultimately right itself.

Speculative future hazards, in the form of further embargoes, car shortages, labor scarcity, etc., still surrounded the lumbering trade.

In short, the former spirit of depression which in late September and early October seemed to permeate the trade, gradually began to slip away.

A general improvement in the foreign demand was noted, and while business with the United States was not what it used to be, it continued to pick up. There was no softening of prices. Permits for shipments to the United States became easier. Local and domestic trade did not show much change, and stocks remained pretty much the same as they were during the previous two weeks.

Lath and shingles remained very slow. The demand from the United States was not centred on any particular quality or grade running all the way from No. 1 to mill culls.

Some speculation existed as to whether or not spruce prices would drop. The general opinion of most lumbermen was that the price might have gone down a little in the eastern States, due to big consignments from the west having been dumped on the market, and the demand remaining slow or, in some cases, even below normal. Mr. P. C. Walker, of Shepard and Morse, expressed the view that the application of embargoes would tend to correct such a condition, and that given time the market under the license import system would readjust itself. Lumbermen generally agreed there was nothing to warrant a decline in the manufacturing price of spruce, and any drop that might take place, they affirmed, would only be of a temporary nature, due principally to the falling off of the demand.

In localities where the price of spruce is showing signs of weakening it was taken at Ottawa that the yards, wholesalers, or whoever was selling at the reputed cut rate was overstocked. Several leading lumbermen are skeptical if spruce sold at cut rate prices can be replaced even at the sale figure later on. Increased cost of camp supplies, shortage and general inferiority of woods labor all tend toward a lessened cut, and though the demand is not the same as in pre-war years, the question for the next year or eighteen months will be to get the stock, to meet whatever requisitions there are.

The cheerful tone of the war news for the past few weeks had its effect indirectly on the market. For instance, six weeks ago it

was rumoured and heard of in manufacturing circles that a new shell box order for the six inch box was to be let by the Imperial Munitions Board. It was supposed to come out about October 12th. It didn't come. The prospect of a quick termination or cessation of hostilities in Europe may have more or less to do with the holding back of further contracts for shell boxes. The Imperial Munitions Board in Canada acted chiefly on instructions and advice received from the head offices of the Board in England.

The prospect of a new shell box order is of course being looked forward to by the woodworking plants, but the delay in sending out the tenders naturally caused considerable doubt and apprehension to exist.

No wavering of opinion that the cut of the Ottawa Valley would be reduced this year, has been revealed. The labor situation got no better either with the mills or in the woods. In addition to other obstacles the outbreak of influenza added to the difficulty of the operators. Woodworking plants and mills in and around Ottawa had many employees laid down. Some of them died, and fear was generally expressed that the "plague" might secure a firmer hold in the woods. With Ottawa operators some woods have been practically immune from it, while other camps in adjoining territory had some men down with it.

Frank Hawkins, secretary of the Canadian Lumbermen's Association, was last week in receipt of a communication telling how the epidemic had spread into the Canadian West. The letter told how workers, even at the foothills of the Rockies, had gone down with the "Flu." Every day and hour that is lost in the woods, with the prevailing scarcity of labor, means so much reduced cut in this season's operations.

At the John R. Booth plant 150 cases, with five deaths, were reported. At the E. B. Eddy Company, 12 per cent. of the entire staff was down at the end of the week ending October 19th. There were five deaths. Two out of every three employees of the Bronson Company were effected. One death occurred to Oct. 22nd. Gordon Edwards reported a wide prevalence of influenza among the mill and camp workers of the W. C. Edwards Co. "Lumbermen are the same as any other persons, so far as influenza is concerned," said Mr. P. C. Walker, of Shepard and Morse. The camps of this company are not filled as great as in other years and so far have very fortunately escaped any serious consequences from the epidemic.

How St. John Trade Views Embargo

The embargo seems to demand more attention. All over the east timber shippers and manufacturers are tied up because of this restriction placed by the United States Government. No doubt this was a wise move inasfar as the measure itself is concerned, and will,



Klim is genuine—the flavor proves it—Drink It

Milk on the camp table means more than the satisfaction of your men. Milk is the best natural food and necessary. Its absence from the diet means a loss to the human system that can not be replaced by substituting any other food.

Having plenty of milk in camp is simply a matter of shipping in an adequate supply of Klim—pasteurized separated milk in powder form. In a jiffy your cook can whip Klim into water and set before the men genuine separated

milk with the unmistakable "real milk" flavor.

Klim is 100 per cent. body-building food. This means protein and sugar (it is over 50 per cent. milk sugar).

Klim, because it is a dry powder, weighs little, bulks small and is easy to ship. One ten pound tin means ten pounds of milk solids. It takes forty one pound tins of canned milk to give ten pounds of milk solids. It never sours or freezes. It can be used as needed. No waste.

Give Klim a trial and get your men's verdict.

Canadian Milk Products, Limited

Toronto

Montreal

Stocked by all Wholesale and Retail Grocers.
Canada Food Board License No. 14-242.

Lumbermen !

When Ordering Your Meat Supplies Consider :

**Economy
Variety
Food Values**

Include in Your Order :

	Food Value in Calories per. lb.		
Beef Kidneys	-	-	527
Beef Livers	-	-	602
Beef Tripe	-	-	678
Beef Hearts	-	-	1206
Compare these with			
Ordinary Carcass Beef	-	-	436

The Biggest Construction Camps are feeding their men efficiently and more economically by availing themselves of Meat Products, which have high food value at low cost, with no waste.

THE HARRIS ABATTOIR COMPANY, LIMITED
WEST TORONTO - CANADA.

Branches at: SUDBURY and OTTAWA, ONT. - HALIFAX and SYDNEY, N.S. - MONTREAL and QUEBEC, QUE. ST. JOHN, N.B.
Canada Food Control—Blanket No. 165

(N) For Sale

BIRCH

16/4 100,000 ft. No. 1 Common and Better.
 16/4 50,000 ft. Sound Boxed Hearts.
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 12/4 100,000 ft. Sound Boxed Hearts.
 10/4 50,000 ft. No. 2 Common.
 8/4 400,000 ft. No. 1 Common and Better.
 6/4 500,000 ft. No. 1 Common and Better.
 5/4 100,000 ft. No. 1 Common and Better.
 4/4 750,000 ft. No. 2 Common and Better.

Merchantable Spruce

1 x 4	80,000 feet
1 x 4 and up	90,000 "
1 x 5	60,000 "
1 x 6	50,000 "
1 x 7	40,000 "
1 x 8	20,000 "
1 x 9 up.	30,000 "
2 x 4	40,000 "
2 x 5	10,000 "
2 x 5/6	30,000 "
2 x 6	15,000 "
2 x 6 up.	30,000 "
2 x 7	10,000 "
2 x 7/8	15,000 "
2 x 8	100,000 "
2 x 9	75,000 "
2 x 10	120,000 "
3 x 4 up	300,000 "
3 x 8 up	70,000 "

If any of the above items interest you we shall be glad to quote:—

E. M. Nicholson & Co.

202 Board of Trade Bldg.

Montreal, P. Q.

in due time, work out to the mutual benefit, both to the shipper and purchasers.

While at the present moment few sales are being made to United States buyers unless for Government use, the yard stocks in New England will be gradually cleared of old stocks and when things adjust themselves they will be larger buyers. No market prices can be quoted to-day as there is no market. No shipments are taking place to United Kingdom ports, but it is hoped that when the winter port opens some space will be available to shippers and the stocks now accumulated at St. John will move out, even in small parcels, at prices which will bring a profit to the manufacturer. To-day no manufacturer can ship, and even if he could the prices are unprofitable.

Labor conditions for the woods are not improving and the outlook for a log, even at the past winter's prices is unlooked for. Men are asking \$60.00 to \$65.00 per month for the woods and few can be had even at these prices. Men offering are an inferior class and may be here to-day and to-morrow leaving the camps. Supplies are also high; therefore no logs will be produced in this section as cheap as a year ago, and the costs of last winter were the highest ever. Local conditions for building are not brisk, but general country trade is good and factories are busy. Douglas fir and pine finish products are advancing. All roofings and glass have also advanced during the past ten days.

Montreal Experiences Transportation Difficulties

Trade in Montreal is still on the slow side. The influenza epidemic has naturally been a disturbing factor, not only in the office and mill ends, but more particularly as regards transportation. The position has reached a point where the Railway Board has been compelled to take action, owing to the compulsory absence of railway men and laborers. Cars are delayed in consequence of there being insufficient labor to load and unload them, and the Board has reduced the movement of empty cars to the Maritime Provinces for loading lumber.

The movement of B. C. lumber to the east has also been retarded, owing to the epidemic, which has affected a considerable number of mill hands. Trade in B. C. stocks is dull, with the exception of timber, for which there is still a fair demand for shipbuilding purposes.

Some relief from the general situation may be expected if the Government responds to the request for the temporary lease of soldiers who were formerly in the railway service.

The embargo by the United States has resulted in an appreciable decline in the number of inquiries from across the border. Permits are by no means hard to secure, but they are only for immediate needs, and U. S. buyers are apparently not inclined to purchase anything except that absolutely required.

Men for camps are still difficult to obtain. Although it was publicly stated that the Government would exempt lumbermen in camps, in certain districts in the province the military police have been visiting the camps. In one case some men were taken, but were afterwards released.

Pulpwood is in moderate request, with shipments from the Lower Provinces backward. Prices keep firm.

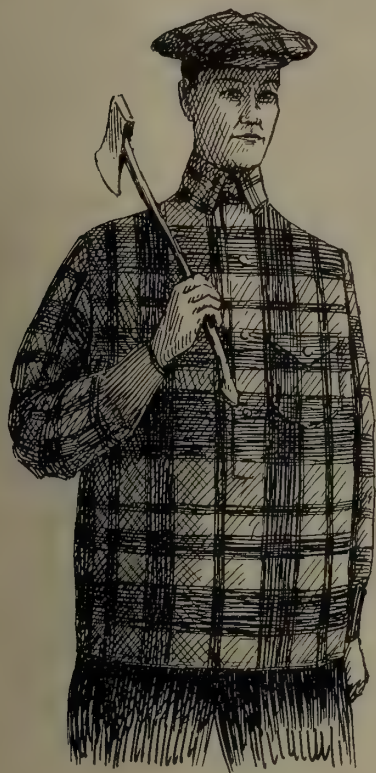
Business in hardwoods for shipbuilding has been on a large scale, but it has now slackened off. The veneer market is satisfactory, the difficulty being to secure supplies from the U. S.

Will Construct Large Storage Dam

The Quebec Streams Commission has received tenders for the construction of a storage dam at the outlet of Lake Jacques Cartier Laurentide National Park, 60 miles north of Quebec. The dam is intended to conserve the water at low water periods, and will serve several mills on the Jacques Cartier River. The area of the lake is four square miles. The dam will be 310 ft. long, and 25 ft. high, above the bed of the river. It will be of the crib type, filled with stone, will rest on sand, and will be supported by wooden piles. To provide against the washing out of the bottom, a steel sheet piling core will be built, extending 35 feet below the bottom of the dam. A down-stream apron will be provided of such length as to nullify the pressure of the water. Two sluice gates, hand operated, and a log sluice will be installed. All the material will have to be hauled from Quebec.

Some 10,000 cords of wood have been cut in Algonquin Park for the Provincial Government to be used at the different provincial institutions, but it will not be shipped out till the snow comes, when it can be handled easier. A similar quantity has been cut by municipalities. Enquiries are still being made regarding the cutting of wood in the park.

The Early Bird Catches the Worm and hath a full crop



THERE is no doubt but that a serious shortage will be felt by the lumbering trade in securing supplies of woollen goods for their men owing to the enormous demands made by the various Allied Governments for the Siberian Expedition. We are still in a position to take care of your wants in the lines you have always looked to us to protect you for, but for how long we cannot say—so advise early placing of orders sufficiently large enough for several months to come.

To-day is none too soon.

**CAPS COATS PANTS KNICKERS UNDERWEAR
SOCKS MITTS MOCCASINS**

WOODS MANUFACTURING CO., Limited

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Toronto,

Successors to
Smart-Woods, Limited

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Horizontal Tubular Boilers

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Pulp and Paper
Mills

Boiler Room of Cape Breton Pulp Co., Murray, N.S., containing three 72 x 18 H.R.T. Boilers furnished by us.

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344 St. James Street, Montreal.
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Retail Lumberman Who Keeps on the Move



J. T. James, Bridgeburg, Ont.

"I believe it pays a lumber retailer to operate his own mill for his trade, providing his business is large enough. I make practically all my finished stock, but buy part of my sash and doors," said John T. James of Bridgeburg, Ont. He is identified with a number of enterprises and conducts the Crystal Beach Planing Mill, and lumber yard at Ridgeway to supply builders and contracts of his own, principally summer resort work at Crystal Beach. At Whitehall, Ont., Mr. James runs a general store, and at Bridgeburg he operates the 20th Century Lumber Yard and the 20th Century general store, names which have caught on and have been received with a large measure of favor. Mr. James formerly conducted a sawmill at Whitehall, but as it was too far from

his home to manage satisfactorily he sold the property some time ago. As stated, he runs a planing mill at Ridgeway and supplies his yard at Bridgeburg with stock taken over by motor truck. Mr. James owns 1,300 acres, partly timbered, in the Parry Sound district, and purchased his present planing mill in 1904. He has always kept a practical foreman in charge. While Mr. James' ventures are not on a large scale, they are varied, and in order to employ every minute of his spare time and help win the war, he is honorary treasurer of the Welland County branch of the Canadian Patriotic Fund, and also county chairman for the Navy League. He believes in keeping things on the move and is never idle.

Frequently he makes plans, etc., for jobs and carries out contracts if desired. In regard to deliveries the proprietor of the Crystal Beach Planing Mill at Ridgeway and the 20th Century Lumber Yard at Bridgeburg makes a special price to parties hauling away their own

purchases. Recently Mr. James received a carload of spruce which was billed from Whitney on the Canada Atlantic and reached Ridgeway within five days. The car was unloaded the next day and was ready for a return trip. This evidences promptness on the part of the railways and if all shipments were sent through with as much despatch and lumber contents unloaded by the consignee without delay there would be very little tie-up in transportation.

Forestry Coach Damaged in Collision

The Forestry Coach, a unique travelling exhibition of modern forest protective devices, prepared by the Canadian Forestry Association in Ottawa, was badly damaged in a collision at Springhill, N.S., on October 13th. One end of the coach was telescoped, but miraculously the contents of the car suffered very little injury. A model aeroplane of a very handsome design, and measuring nearly five feet between the wing tips, was badly smashed. The car had just completed its Nova Scotia and New Brunswick runs, and was headed for Quebec to enter the Lake St. John country. The exhibits were transferred to a new car at Moncton and the itinerary will be resumed just as soon as the influenza epidemic is lifted and public meetings in Quebec again become possible.

New Western Sawmill is Completed

The new sawmill of the Timberland Lumber Co. at South Westminster, B.C., is completed, and will start running before the end of the year. The mill itself is a well-built, two-storey structure, 52 feet wide by 280 feet long. The upper storey is the saw floor while the lower portion is the works floor. The lumber deck adjacent to the main building is also completed and is 100 feet wide by 350 feet long; heavy 12 x 12s are much in evidence throughout the whole structure.

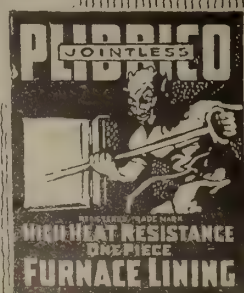
The mill will have a cutting capacity of from 100,000 to 150,000 feet per day, the operating power will be steam, with a front engine of 350 h.p. and a back engine of 200 h.p. The entire area of the mill yards and site is sixty-six acres, a portion of which is taken up with houses for the employees. The mill has been built under the direction of Mr. Lewis Livingstone. The B. C. E. R. spur line into the mill site and yards is now in operation and the finished lumber will be shipped out over that line.

Increase Your Boiler Efficiency PLIBRICO is a plastic substance that makes a solid one-piece Lining without Joints by your own men for your Steam Boilers, Wood-Burners, Kilns, Dutch-Ovens, &c. Will outwear

any fire-brick made and does away with Fire-Clay.

Mill Supply Dept.
BEVERIDGE PAPER Co., Limited
Montreal and St. John, N.B.

Agents
Coast to Coast



STORMTIGHT Plastic and Liquid CEMENTS

Make a permanent, one-piece, leakless roof at the lowest possible cost. Always ready for use by anyone, regardless of weather conditions.

The simplest and cheapest method for sealing leaks and making repairs on any surface, including shingles. Apply now and forget your roofs until 1928.

Also for weatherproofing walls, floors, foundations.

LAPIDOLITH Concrete Hardener

Will make Concrete "Hard as Granite," so that floors will not develop holes that require patching.

Will also be Dustproof and Moistureproof.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

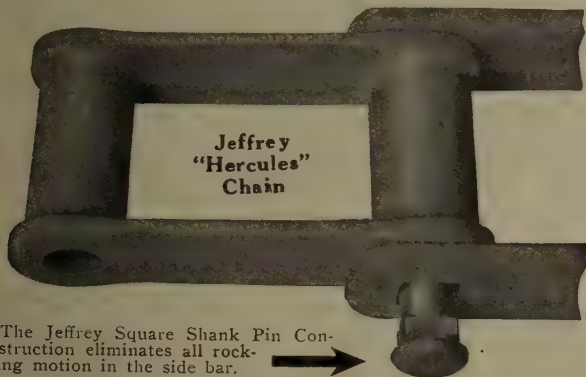
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

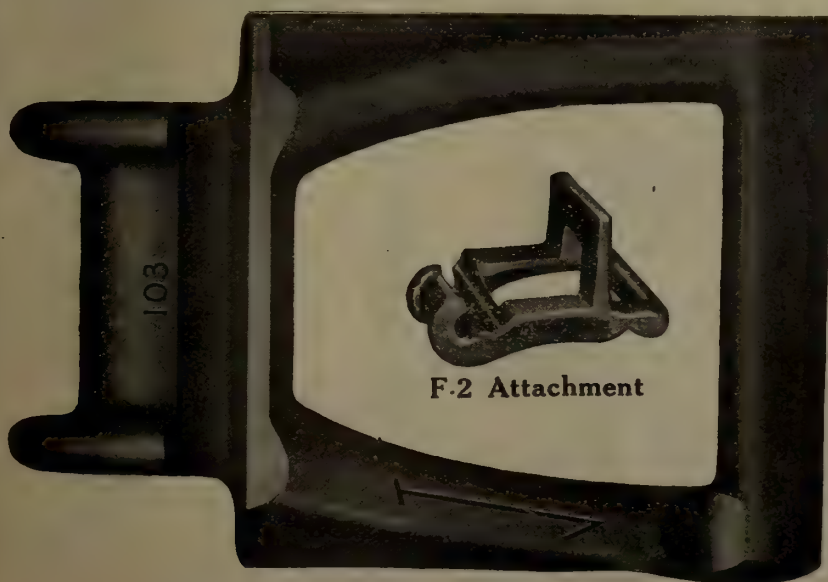
With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE CONVEYERS

JEFFREY CHAINS

For Conveyer Service in Handling Logs, Lumber, Mill Refuse, Slabs, &c.

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



S-1 1/2 Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1 1/2 Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

Dryden Company Building New Dam

The Dryden Pulp & Paper Co., Ltd., are the successors of the Dryden Timber & Power Co., Dryden, Ont., which has been operated by a Liquidator and Receiver for several years. Various improvements are being carried out to the plant with a view of securing increased efficiency, both as regards quality and quantity of output. Apart from the improvements, the Company have under construction a re-inforced concrete dam on the Eagle River, eighteen miles West of Dryden. This dam is being built to create a storage pond for logs. In connection therewith will be a Hydro-electric development, a pulpwood cutting-up plant, comprising a five-saw slash-er table and a pulpwood stacker for piling pulpwood blocks. A railway spur is being put in from the main line of the C.P.R. and the wood will be shipped to the Dryden mill as required. The latter is now placed in an advantageous position, with respect to pulpwood supply, through the new facilities afforded. The construction of the new dam will also make available several thousand horse power for future development on the Eagle River.

There is no change in the mill organization of the Dryden Pulp & Paper Co. J. B. Beveridge, who has been in charge for several years, continues as general manager and vice-president, while H. Humphreys is secretary-treasurer and F. N. Beveridge general superintendent. J. B. Beveridge reports that the Company have a large stock of pulpwood on hand and do not anticipate any difficulty in securing the balance of their requirements for the coming year, although there will naturally be some increase in price.

The capacity of the Dryden plant, owing to the improvements that are being effected, will be about sixty tons of kraft pulp per day, of which twenty tons will be converted into kraft wrapping and builders' sheathing paper.

Cost of Alligators Will Soon Increase

West, Peachey & Sons, manufacturers of alligator steam warping tugs, Simcoe, Ont., report that they have sold a number of alligators during the past season. There has been a disposition on the part of some lumber concerns to get along without new equipment and wait for more settled conditions. The price of materials has advanced considerably and boilers and cables now cost nearly four times pre war figures. The firm, however, report that they have so far, through having heavy stocks of all other material, been able to

keep the price down to net increases on boilers, cables and labor, but these stocks are dwindling fast and the figure for alligators will soon have to advance as there is no prospect of boiler plate, etc., being easier for some time.

In regard to the personnel of the organization, caused by the death a few months ago of John C. West, the inventor of the alligator, his son, Chas. T. West, has become a member of the firm. The late John C. West and Jas. Peachey each took a son into partnership five years ago, and the name was changed to West, Peachey & Sons, and, as already stated, following the demise of John C. West, another son has joined the firm.

Canadian Lumberjacks Win Sporting Events

Novel features were introduced when forestry troops from Canada, Australia, New Zealand and Great Britain held an athletic and field day "somewhere in France." There were 17 companies represented, 12 of whom were from one district group of the Canadian Forestry Corps. There were contests in cross-cut sawing, log loading, tree felling and log rolling, on land and in water. The Canadians won four of these five contests.

In the cross-cut sawing two experienced lumberjacks, who formerly worked in the neighborhood of the Ottawa River, finished the job in thirty seconds. The second and third prizes were won by men from two other Canadian companies. Speed and neatness were the qualifications required in the log loading. Three Canadian units were winners, the first doing the job in five minutes, twenty seconds.

A French-Canadian won the log rolling in water easily. He was an experienced river driver from lower Quebec, for he quickly put most of his opponents off the logs into the water. The second prize winner was a British Columbian. Three Canadians won the log-rolling on land.

The director of timber operations in France gave a cup to the company winning the most points during the day. This cup went to No. 2 Canadian company, with nineteen. A private in No. 26 company, Canadian Forestry Corps, won the gold medal donated by the A.D.C.S., Canadian detached forces. Two men in these same companies made an equal number of points in the athletic events and technical contests, and so the British army forestry officer who offered a cup for the man making the best aggregate, agreed to give each of the two men a cup.

Giant Worm Drive Truck

The truck you can rely upon. The result of thought, time and expenditure to produce the best. The GIANT truck is designed to meet the demands of your business efficiently at a minimum cost.

USE KEROSENE

The DUNTLEY Hydro-Pneumatic Gas Generator is an exclusive feature of Giant Motor Trucks. With this device the Giant Truck may be operated on kerosene or gasoline, at a saving in fuel cost of over 50 per cent., with a total absence of carbon smoke or odor.

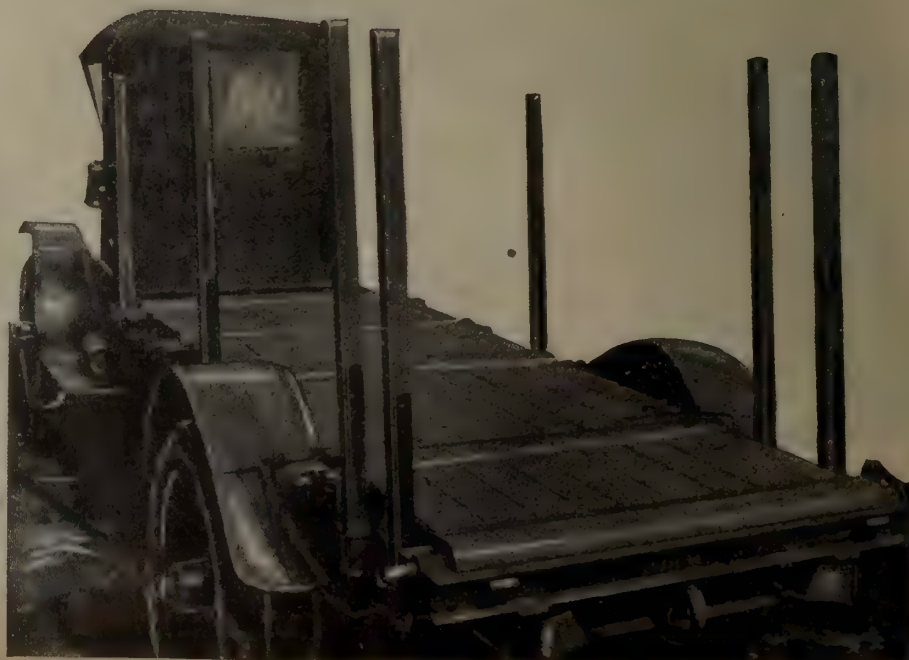
Let us demonstrate its value to you.

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Tool Company, Limited**

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TORONTO BRANCH: 107 Church Street

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NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

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WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

YOUR opportunity in Wood Pulp

Every Canadian Saw Mill or Plant could profitably take advantage of this opportunity. By installing an inexpensive Kraft Soda Mill, all the slabs, tops, bottoms and waste wood may be utilized to produce Wood Pulp. We can place long term contracts for all that Canadian concerns are able to supply. The Swedish supply is practically cut off and Canada has a free field for this business. We will be pleased to send you details of this opportunity.

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WOOD PULP**

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ST. LAWRENCE SULPHITE PULP COMPANY.



Head Office at Montreal.

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**White Pine, Red Pine
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Excellent Planing Mill Facilities. Prompt Shipments.

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GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles

Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

An addition has been completed to the office of Seaman, Kent & Co., 263 Wallace Ave., Toronto.

The charge against Z. Mageau, M.P.P. for the district of Sturgeon Falls, for employing men contrary to the provisions of the Military Service Act, was dismissed.

A charter has been granted to the C. & J. Hadley Company, of Chatham, Ont., with a capital stock of fifty thousand dollars, to deal in lumber, timber, builders' supplies, etc.

The Northern Bolt, Screw and Wire Company of Owen Sound are erecting a two-storey factory for the making of boxes and barrels. Their structure is 110 x 40 ft.

The Brockville House Building Co., of Brockville, Ont., has been formed to solve the housing problem by erecting homes for working men, which will be sold on easy and economical terms. Contracts have been let for eleven near cottages, one of which has been disposed of while yet in the foundation-laying stage.

The Dryden Pulp & Paper Company, Ltd., have been incorporated with head office at Dryden, Ont., and capital stock of \$1,000,000 to carry on business as lumbermen, dealers in timber, lumber, timber limits, concessions, timber lands, and pulpwood lands, and to manage, conduct and operate pulp and paper mills, etc.

Word has reached Toronto from overseas to the effect that for some time past directing authorities of the Canadian Forestry Corps have been inundated with applications from officers and men of the forestry service to transfer from the corps in order to have a hand in the fighting. The pressure has been so great that it has been decided to allow a certain number of transfer.

Roy C. Skene, who had offices in the Ryrie Building, Toronto, and was the owner of the Muskoka Cordwood and Lumber Co., which recently made an assignment, was taken into custody recently. According to the authorities, fully one hundred people who had ordered cordwood from the company, but had not received their deliveries. While the bulk of the complainants had paid first instalments on their order, there were others who had paid in full. The modus operandi of the company was to send agents around to people urging them, owing to the shortage of coal, to secure wood at \$13.50 a cord. The deliveries were guaranteed before or during September, but, by Skene's own admission, only \$2,500 worth of the wood had been delivered. The company claim to own a section of bushland at Southwood, Ont.

Eastern Canada

Thomas E. Fee, lumber merchant, Montreal, P.Q., has been registered.

The Harricana Lumber Mills Co. Ltd., Quebec, P.Q., have obtained a charter.

L. H. Cantin & Co., lumber merchants, 260 Greene Ave., Montreal, are erecting a two-storey storage shed and office.

The Halifax Relief Commission are erecting a number of houses on Hennessy Field. The houses are two storeys, 20 x 26, and of frame construction.

The McClarry Mfg. Company, 23 Wellington St. West, Montreal, are adding a one-storey addition to their warehouse at a cost of \$16,000. Considerable repairs are also being made to the premises.

With a capital stock of \$20,000, Fred T. Smith, Ltd., has been incorporated to take over as a going concern the business carried on by Fred T. Smith, lumber merchant, Board of Trade, Montreal. Payment is to be made in paid-up stock of the company.

The sash and door and box factory of Traversy, Limited, Papineau Avenue, Montreal, has been destroyed by fire. The firm has carried out contracts for boxes for the Imperial Munitions Board. Two employees and a fireman were injured. The loss was about \$100,000, and the company will rebuild at once.

The Quebec Streams Commission have received tenders for the construction of a storage dam at the outlet of Lake Jacques Cartier, 60 miles north of Quebec. The dam will conserve water at low water periods and will be of benefit to the Donnacona Paper Co. and some lumber mills on the Jacques Cartier River. The dam will be provided with a stop log sluice.

The net profits of the St. Maurice Paper Co., Three Rivers, P.Q., for 1917, totalled \$1,060,853, after expenses of manufacturing and administration. Deducting \$386,955 for exhaustion of timber area, also depreciation of plant and taxes, a balance of \$673,900 remains. Bond interest absorbs \$78,750, the net surplus thus being \$595,150. In addition to the paper mill, the company owns a lumber and pulpwood mills at Three Rivers, Montcalm, and St. Gabriel de Brandon.

G. & J. Esplin, Limited, have been incorporated with a capital stock of \$400,000 and headquarters in Montreal, to carry on the business of lumbering and the timber trade in all its branches, and manufacture, sell and deal in logs, timber, ties, posts, poles, etc., as well as to own timber lands and licenses. The new company is empowered to take over as a going concern the business and property carried on in Montreal and elsewhere by Mrs. George Esplin under the style of G. & J. Esplin.

A federal charter has been granted to the New Brunswick Sulphate Fibre Co., Limited, of Montreal, with a share capital of six hundred thousand dollars. The new organization is empowered to manufacture and deal in pulp, pulp wood, paper, logs, lumber and timber and other products or by-products of wood, and to acquire as a going concern the plant and assets of the New Brunswick Sulphate Fibre Co. of Millerton, N.B., which company was incorporated in 1912 with a capital of two hundred thousand dollars. The

incorporators of the new concern are C. Howard Smith, Wm. D. Robb, Harold Crabtree, Wm. D. Hutchins and John J. Meagher, all of Montreal.

News was received in Quebec recently of the death of James J. Feore, formerly of that city, who passed away in New York, being a victim of an attack of the Spanish influenza. The late Mr. Feore was about fifty years of age and some thirty years ago left Quebec and went south. He located in Mobile, Ala., and began investing in sailing vessels. Like all of his business enterprises he met with remarkable success, and at the time of his death was a millionaire owner of one of the largest fleets of steam and sailing ships trading to all parts of the world from American ports. Mr. Feore always paid an annual visit to his old home in Quebec, where he had many friends.

Stanley Douglass will erect a new saw mill on the site of the one burned down some time ago at Stanley, York County, N.B. Mr. Douglas recently bought the mill property of C. M. Sherwood of Centreville, which will be dismantled and the machinery removed to Stanley, to be placed in the new structure. The cutting capacity will be about twenty thousand feet a day, and the power will be water with an auxiliary of steam, the engine and boiler now being on the ground. The power plant secured from the Centreville mill has been disposed of to Roy Scott, who will erect a saw mill at Cross Creek. Mr. Douglas already has two crews in the woods, and will cut about four and a half million feet of timber this season. Of this amount three million will be for his own mill at Stanley, and the remainder for the Nashwaak Pulp and Paper Co., at St. John, N.B.

Western Canada

The Caledonia Box and Mfg. Co. of Winnipeg are erecting an addition to their factory.

The Valley Lumber Co. of Minnedosa, Man., intend erecting new buildings and enlarging their plant.

The B. C. Lumber Co. of Vancouver, are completing a wharf and new buildings at Masset Inlet, Graham Island, B.C.

The Port Moody Shingle Mill at Port Moody, B.C., was visited by a small fire last month. The damage has been repaired.

An office and some dressed lumber were recently burned in a fire which took place at the Leslie Lumber Co., Steveston, B.C.

The sawmill of the Edgewood Lumber Co. located at Castlegar, B.C., was completely destroyed by fire recently. The planing mill and yards were saved.

The Eburne Sawmills, Limited, have had plans for a new sawmill at Point Grey, B.C. The main building will be 40 x 240 ft., the planing department 42 x 76, and boiler house, 32 x 34.

The Hartford Lumber Company Ltd., has been incorporated with head office at Cranberry Lake, B.C., and capital stock of \$10,000, to carry on business as manufacturers of lumber, timber, shingles, pulp and paper, etc.

The Otter Logging Company Ltd., has been incorporated with head office at Victoria, B.C., and capital stock of \$10,000, to carry on business as loggers, lumber and timber merchants, sawmill and shingle mill proprietors, etc.

The Devoy Shingle Mill has been moved from the Whatcom road corner, Huntingdon, B.C., where the cedar from the Indian reservation has been cut up. Mr. Devoy took the plant down to Sullivan, where he will cut railroad ties.

The Ruby Creek Land and Log Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as timber merchants, lumbermen, loggers, sawmill and shingle mill proprietors, etc.

The finishing touches have been put to the standard drying kilns for the Thurston-Flavelle Lumber Company, at Port Moody, B.C., by the Taylor Engineering Works. Additions have been made to the wharf, including the lumber stacker.

Operations are now in progress for the erection of a wireless station at Buckley Bay for the convenience of the lumber mills up there. The towers will be 200 feet high, and the new station will work with Digby Island or with the station recently erected at Thurston Harbor.

The B. C. Wood Turners Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000, to carry on business as loggers, lumber, shingle, sash and door, and general manufacturers in all its branches, and to operate and own sawmills, shingle mills, lumber mills, etc.

Fire lately destroyed a portion of the piles of the Rainbow Lumber Co., who operate near the American border, ten miles east of Gateway, B.C. The company ran their mill during the first part of the season, and have been shipping stock to Eastern Canadian markets. The mill escaped injury.

Sealed tenders are being received by the Minister of Lands for B. C., until November 15, 1918, for the purchase of License X264, to cut 1,101,000 feet of fir, cedar and hemlock on an area situated on Deer Lake, Loughborough Inlet, Range 1, Coast District. Two years will be allowed for the removal of the timber.

The South Vancouver Shingle Company Ltd., has been incorporated with head office at Vancouver, B.C., and a capital stock of \$10,000, to acquire and take over the logging camps, assets, and business of the Riverside Shingle Company, and to carry on a general lumber and manufacturing business of lumber, shingle, timber, etc.

The Prince Albert Lumber Company, which employs 500 people in the mill at Prince Albert, has decided to suspend operations for a year owing to the abnormal conditions consequent upon the war and crops on the prairies, where a large part of the mill output was marketed. Operations at Big River also carried on by the company, will be reduced 50 per cent.

Considerable damage was done by fire recently at Powell River to the sawmill and planing mill of the Powell River Pulp and Paper Company. The plant was valued at \$40,000, and heavy loss was caused in both buildings and machinery. With difficulty the fire was prevented from spreading to nearby property. The mills will be reconstructed without delay.

A new sawmill, which will have a capacity of about 15,000 feet a day, is being built in Surrey near the junction of the Scott and Peck roads. It will be operated by Messrs. Lawrence and Rherin, of Port Moody, who have bought a large quantity of small timber in that vicinity, sufficient to operate the mill for a number of years. The mill will be electrically driven, power being taken from the B. C. E. P. power line.

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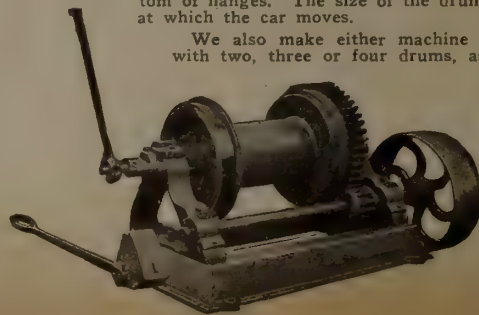
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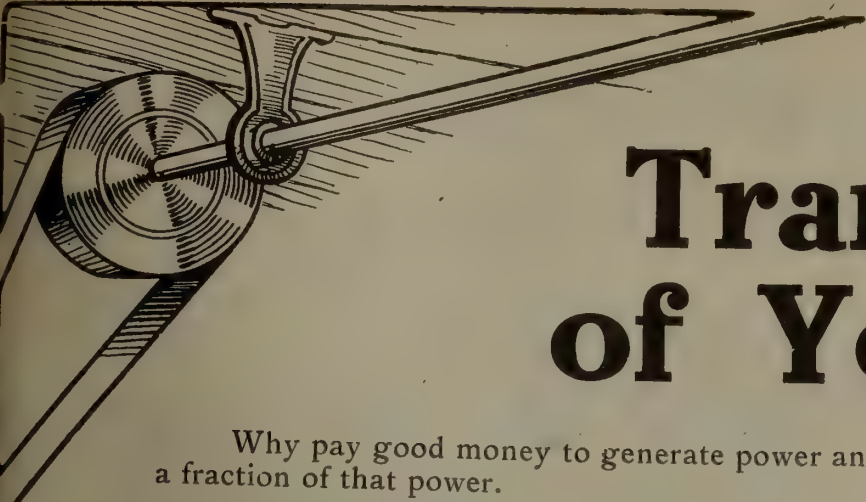
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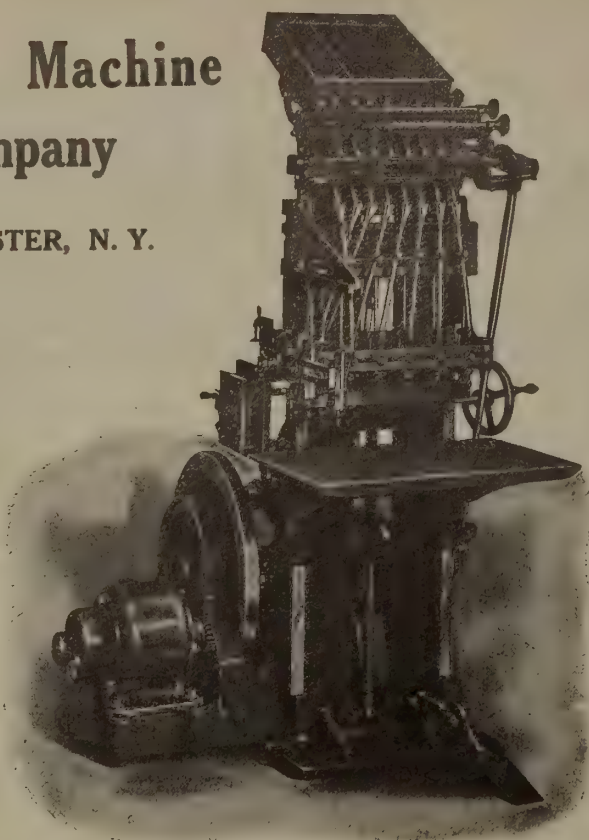
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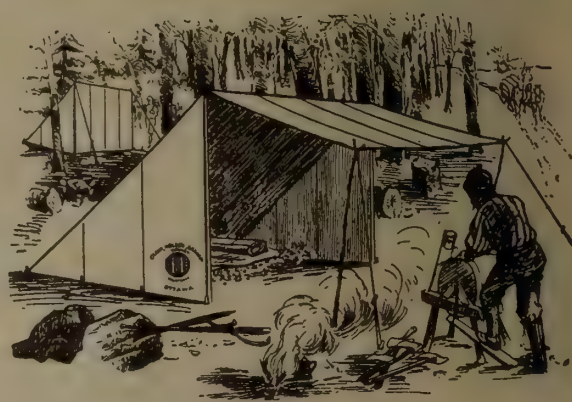
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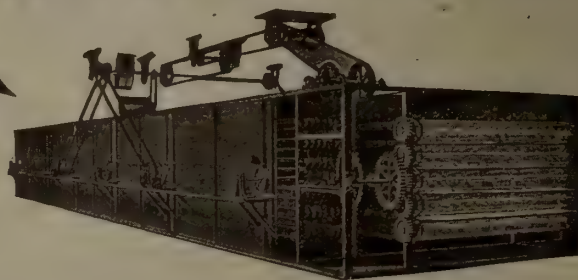
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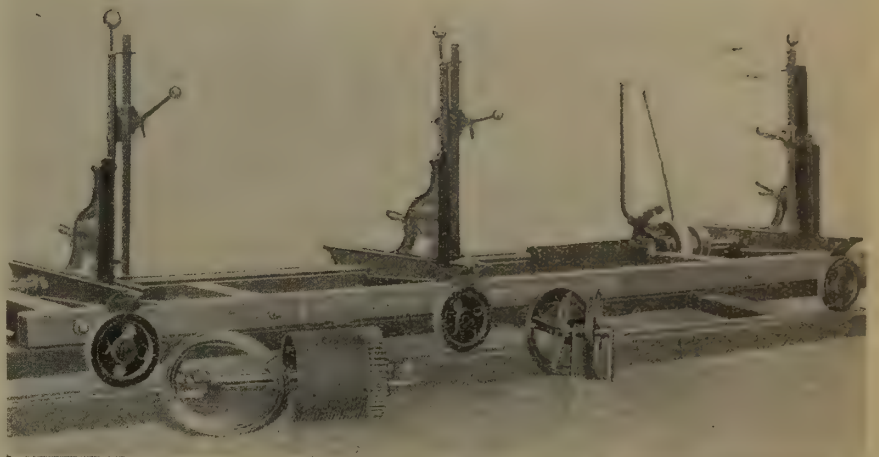
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"Brazel Patent" SNOW PLOWS

Known in every
Camp from the
Atlantic to the
Pacific as the
most satisfac-
tory Snow Plow
made.



Combination
Model, Lumber-
man's Snow
Plow, can be
used either with
or without Rut
Cutter.

One man to operate. Adjusting wheels close together make change for light or heavy work in an instant. Wings placed to throw snow 9 ft. wider than sleigh track or as desired. Height of mouldboards prevent snow falling back on track. BRAZEL PLOWS cut 6 in. wider than logging sleighs, roll snow outside track and away from roadway. Cut off knolls, fill up holes and leave a perfectly level road. Cut off dirt and manure heaps from an ice road, leaving a clean roadbed. Roll up and push entirely away from the road. 12 inches of loose snow each time the plow passes over.

THE BATEMAN-WILKINSON CO., LIMITED
300 Symington Ave., Toronto, Can.

Successors to the **WILKINSON PLOW CO., LIMITED**

Catalogue and prices on application.

TORONTO, CANADA

Carrying the Load



With

D. K. McLAREN'S *Genuine British-Oak Tanned* LEATHER BELTING

Means delivery of power without wastage. D. K. McLaren's is the Belt behind production, where steady carriage of high power must be constantly maintained.

It won't stretch. It doesn't skid. It is always ready for the severest tests.

Engineers and machinists are quick to tell of the ease with which it can be handled.

You will find all our belts all we claim them to be and more.

Write or call

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LIMITED

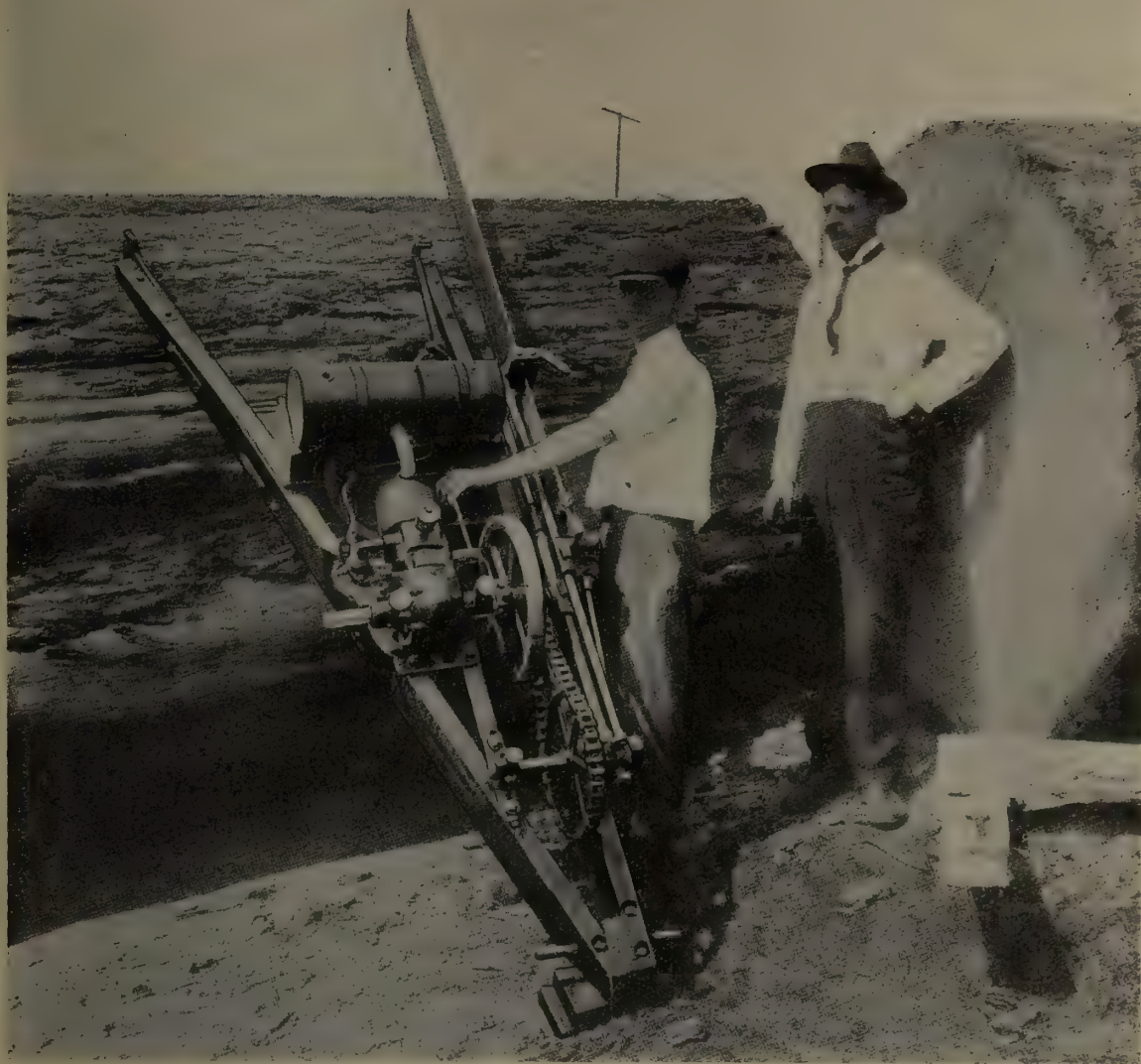
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"The Vaughan" has no equal. It saves man power and gives real service because it is the outcome of first hand knowledge.

"The Vaughan" is made and designed by Engineers who have had fifteen years of hard practical working experience in the timber and lumber camps of the Pacific North West.

**Lumbermen
Note**

The "Vaughan" Drag Saw

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Send your orders immediately and they will be filled by express or freight.

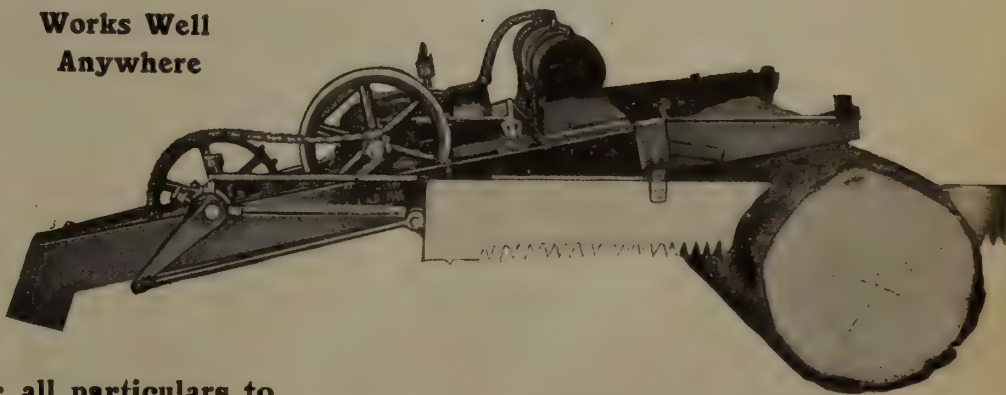
All parts carried in stock. Read our guarantee.

All the working parts of these machines are guaranteed against defective material and workmanship. Parts found defective should be forwarded to the factory for an inspection at once—Prepaid. New parts will be returned without delay.

Price \$169 f.o.b. Memphis, Tenn.

Price \$155 f.o.b. Portland, Ore.

**Works Well
Anywhere**



Write for all particulars to

J. C. Pennoyer Company

226 South La Salle St., CHICAGO, ILL.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$59 00	\$62 00	
1 1/2 and 1 3/4 x 4/7 Good Strips	63 00	66 00	
2 x 4/7 Good Strips	63 00	66 00	
1 x 8 and up Good Sides	75 00	77 00	
1 1/2 and 1 3/4 x 8 and wider Good Sides	88 00	90 00	
2 x 8 and wider Good Sides	90 00	92 00	
1 in. No. 1, 2 and 3 Cuts	55 00	58 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00	
2 in. No. 1, 2 and 3 Cuts	70 00	72 00	
1 x 4 and 5 Mill Run	47 00	49 00	
1 x 6 Mill Run	48 00	51 00	
1 x 7, 9 and 11 Mill Run	49 00	50 00	
1 x 8 Mill Run	50 00	52 00	
1 x 10 Mill Run	53 00	55 00	
1 x 12 Mill Run	54 00	57 00	
5/4 and 6/4 x 4 Mill Run	47 00	49 00	
5/4 and 6/4 x 5 Mill Run	47 00	49 00	
2 x 4 Mill Run	47 00	49 00	
2 x 6 Mill Run	48 00	50 00	
2 x 8 Mill Run	48 00	50 00	
2 x 10 Mill Run	51 00	53 00	
2 x 12 Mill Run	53 00	55 00	
1 in. Mill Run Shorts	39 00	40 00	
Red Pine:			
1 x 4 and 5 Mill Run	43 00	45 00	
1 x 4 and 5 Mill Run	41 00	43 00	
1 x 6 Mill Run	44 00	46 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	50 00	52 00	
2 x 4 Mill Run	43 00	45 00	
2 x 6 Mill Run	44 00	45 00	
2 x 8 Mill Run	44 00	45 00	
1 in. Clear and Clear Face	53 00	54 00	
2 in. Clear and Clear Face	53 00	54 00	
Spruce:			
1 x 4 Mill Run	41 00	42 00	
1 x 6 Mill Run	43 00	44 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	47 00	49 00	
1 x 12 Mill Run	47 00	49 00	
Mill Culls	34 00	36 00	
Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00	
1 x 6 in. x 9 to 16 ft.	37 00	38 00	
1 x 8 in. x 9 to 16 ft.	38 00	39 00	
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00	
2 x 4 to 12, 10 and 16 ft.	36 00	37 00	
2 x 4 to 12 in. 12 and 14 ft.	35 00	36 00	
2 x 4 to 12 in. 18 ft.	37 00	38 00	
2 x 4 to 12 in. 20 ft.	38 00	39 00	
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00	
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	28 00	29 00	
Douglas Fir:			
Dimension Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	52 50		
6x12, 8x12	53 00		
14x16, 16x16	53 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		
Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain	62 00		
Fir flooring, 1 x 4, edge grain	62 00		
Fir flooring, 1 x 4, jat grain	44 75		
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths)	50 00	60 00	
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00	64 00	
No. 1 and 2, 2-in. clear Fir rough	53 00	61 00	
1 x 5 and 1 x 6 Fir casing	64 00		
1 x 8 and 1 x 10 Fir base	64 00		
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping	72 75		
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping	62 75		
1 1/2 in. clear Fir, 4 sides	49 50	57 50	
1 1/2 x 1 1/2 in. clear Fir, 4 sides	57 50	59 50	
XX B. C. cedar shingles	3 50		
XXX 6 butts to 2 in.	4 50		
XXXXX 5 butts to 2 in.	5 17		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$75.00	\$58.00	\$40.00
5/4 & 6/4	80.00	63.00	45.00
8/4	110.00	75.00	45.00
10/4 & 12/4	180.00	100.00	60.00
16/4	140.00	115.00	65.00
Ash, Brown			
4/4	70.00	50.00	25.00
6/4	75.00	60.00	30.00
8/4	78.00	65.00	32.00
Birch, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	
	1s & 2s	Com.	Com.
4/4	65 66	48 50	38 40
5/4 and 6/4	67 70	50 55	40 45
8/4	70 72	51 57	42 45
10/4 and 12/4	85 90	70 73	50 51
16/4	95 98	80 83	55 60
Basswood, dry weight 2500 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4	80.00	65.00	50.00
8/4	82.00	67.00	50.00
Chestnut, dry weight 2800 lbs. per M. ft.			
	No. 1	Sound	Wormy
	1s & 2s	Com.	Com.
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	58.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$28.00
6/4 & 8/4	63.00	50.00	40.00
12/4	85.00	75.00	50.00

Gum, red, dry weight 3300 lbs. per M. ft.

	No. 1 Com.	
	1s & 2s	Com.
4/4	\$65.00	\$42.00
5/4 & 6/4	70.00	60.00
8/4	70.00	60.00

Gum, Sap

	No. 1 Com.	
	1s & 2s	Com.
4/4	\$50.00	\$45.00
5/4 & 6/4	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00	\$28.00
5/4 & 6/4	63.00	48.00	30.00
8/4	70.00	60.00	35.00
12/4	95.00	80.00	40.00
16/4	105.00	90.50	45.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$38.00

No. 2 and better 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	No. 1 Com.	
	1s & 2s	Com.
4/4	\$85.00	\$60.00
5/4 & 6/4	92.00	65.00
8/4	100.00	70.00
10/4	100.00	95.00
12/4	105.00	95.00
16/4	115.00	95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	No. 1	
	1s & 2s	Com.
4/4	\$130.00	\$85.00
5/4 & 6/4	132.00	95.00
8/4	135.00	100.00

Red Oak, quarter cut.

	No. 1 Com.	
	1s & 2s	Com.
4/4	\$95.00	\$70.00
5/4 & 6/4	110.00	85.00
8/4	115.00	90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 3/4-in. x 8-in. & up	70 00	75 00	
2-in. x 7-in. and up	72 00	76 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/2-in. and 1 3/4-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 3/4-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings	47 00	50 00
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00
Pine, 1-in. x 4-in. s.c. strips	44 00	
Pine, 1-in. x 5-in. s.c. strips	44 00	
Pine, 1-in. x 6-in. s.c. strips	46 00	
Pine, 1-in. x 7-in. s.c. strips	46 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 3/4 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 5	38 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6'-11', 1"x10"	45 00	

Pine box boards:

1"x4" and up, 6'-11'	38 00
1"x3", 12'-16'	42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up

38 00	
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Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.

36 00	
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O. culls r & w p

26 00	
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Red Pine, log run:

mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/4-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1"x7" and up	34 00	

Mill run Spruce:

1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16'	34 00	
1"x6" and up, 12'-16'	40 00	42 00
1 1/2"x7" 8-9" and up, 12'-16'	40 00	42 00
1 1/2"x10" and up, 12'-16'	46 00	
1 1/2" & 2" x 12" and up, 12'-16'	46 00	

Spruce, 1-in. clear (fine dressing and B)	46 00	
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	80 00	82 00

Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25
White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUEBEC, QUE.

White Pine		Cts.	Per Cubic Foot
First class Ottawa waney, 18-in. average, according to lineal	80	90	
19 in. and up average	85	95	

Spruce Deals		Per M. Ft.	
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00	
3 in. unsorted Quebec, 7 in. to 8 in. thick	35 00	37 00	
3 in. unsorted Quebec, 9 in. thick	40 00	45 00	

Oak		Cts.	Per Cubic Ft.
According to average and quality	85	95	

Elm		
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality,	75	0 00



LUMBERMEN

***Our
Travellers
are now
out—
Please wait
for them.***

The Camps of Canada can testify to the value and honesty of Clark's Clothing.

Merit in the materials, the right designs and painstaking workmanship all go to make good serviceable garments.

We supply everything necessary for the Lumberman.

Complete outfits at special prices



We could take you as
Nature made
you

A. R. Clarke & Co. Limited

and
Clothe you
for 40° below.



Send for a catalogue, showing everything from a cap to a pair of shoepacks. Write to-day.

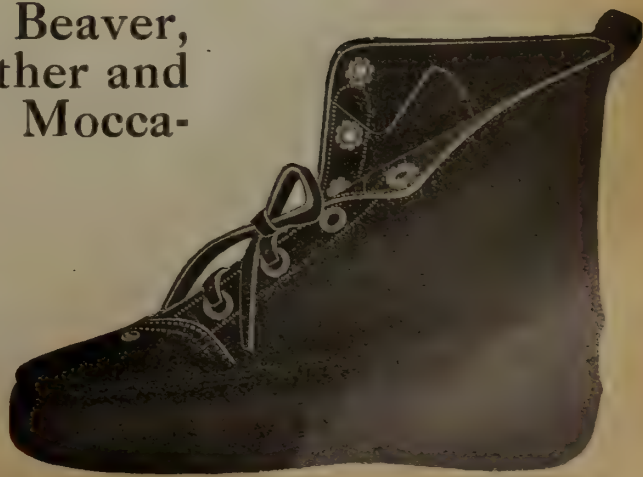
Our 1918 lines now ready and well worth your inspection. See samples before placing your order. We will gladly arrange this for you.



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Coats and Pants in Duck, Beaver, Corduroy, Mackinaw Leather and Sheepskin Gloves, Mitts, Moccasins, Shirts, Socks.

Send a Post Card



A. R. CLARKE & CO.

LIMITED

MONTREAL

TORONTO

VANCOUVER

QUEBEC

CURRENT LUMBER PRICES.—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1 1/4 to 2 in.	100 00 105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1 1/4 to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	90 00 92 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	65 00	and under, 8 ft. and up	36 00
No. 2, 1 x 8	62 00	5-inch and up merchantable	
No. 3, 1 x 12	62 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	60 00	1 x 2	40 00
No. 3, 1 x 8	59 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00 50 00	1 1/2 in. spruce lath	4 50
1 x 10 in.	52 00	1 1/2 in. spruce lath	4 00
No. 1 1 x 4 to 7 in.	55 00	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	56 00	Extras	5 25
No. 1 1 x 10 in.	57 00	Cleats	4 75
No. 2 1 x 4 & 5 in.	38 00	Second Cleats	4 25
No. 2 1 x 6 & 7 in.	45 00	Clear Whites	3 75
No. 2 1 x 8 & 9 in.	45 00 46 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 10 in.	48 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 12 in.	52 00	Red Cedar Extras, 16-in. 5 butts	
Spruce, 12 in. dimension	58 00	to 2 in.	5 08 5 18
Spruce, 10 in. dimension	56 00	Red Cedar Eurekas, 18-inch 5	
Spruce, 9 in. dimension	49 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	48 00	Red Cedar Perfections, 5 butts	
2 x 10 in. random lengths,		to 2 1/2	6 07
8 ft. and up	44 00 45 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths,	48 00	in. extra red cedar	4 80

EXACT!

A Specially Not a Side Line
BAND RESAWS



NEW Standard
54-in. Band Resaw

Mount Olive, N. C.,
June 10, 1918.

Gentlemen—We have been using your New Standard 54-Inch Band Resaw continuously in our planing mill for about a year and it is absolutely satisfactory in every respect.

We use it largely for work that is to be exact, such as resawing double, thin ceiling, etc. We are frank to state that were we in the market for a resaw again we would give you an order for a duplicate of it.

Yours truly,
Enterprise Lumber Co.

Wm. B. Mershon & Company
Saginaw, Michigan



Ring Oiling

WHY
Bond Hangers
Eliminate
Hot Bearings

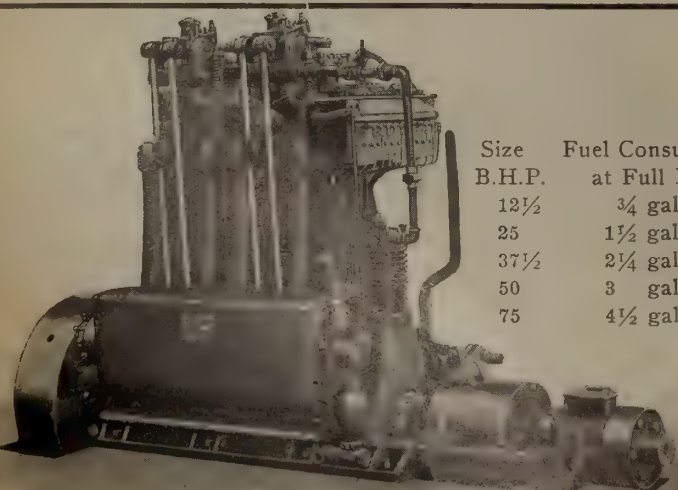
Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happened to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

Get our catalog containing full details before you buy.

Canadian Bond Hanger & Coupling Co.
LIMITED
ALEXANDRIA, ONTARIO



Size	Fuel Consumed
B.H.P.	at Full Load
12 1/2	3/4 gals. oil
25	1 1/2 gals. oil
37 1/2	2 1/4 gals. oil
50	3 gals. oil
75	4 1/2 gals. oil

BURNOIL ENGINES

Operate Perfectly on Cheap Fuel Oils

No carburetor, batteries or magneto.
No preheating, blow torch or hot surface.

Simple, economical, sturdy. This engine can be run indefinitely at slow speed and then immediately speeded up to maximum power. Just the type needed for continuous towing, rafting and general manouvering. Starts instantly.

Representatives in Eastern Canada:

PYKE MOTOR & YACHT CO., 371 St. James Street
Montreal, Canada

BURNOIL ENGINE CO., 1104 High St.,
South Bend, Ind., U.S.A.

Beardmore Extra Quality Waterproof Cement Leather Belting



*For the Wet
Place*

Tell us your belting troubles
and we can help you.

The General Supply Company of Canada, Limited

OTTAWA

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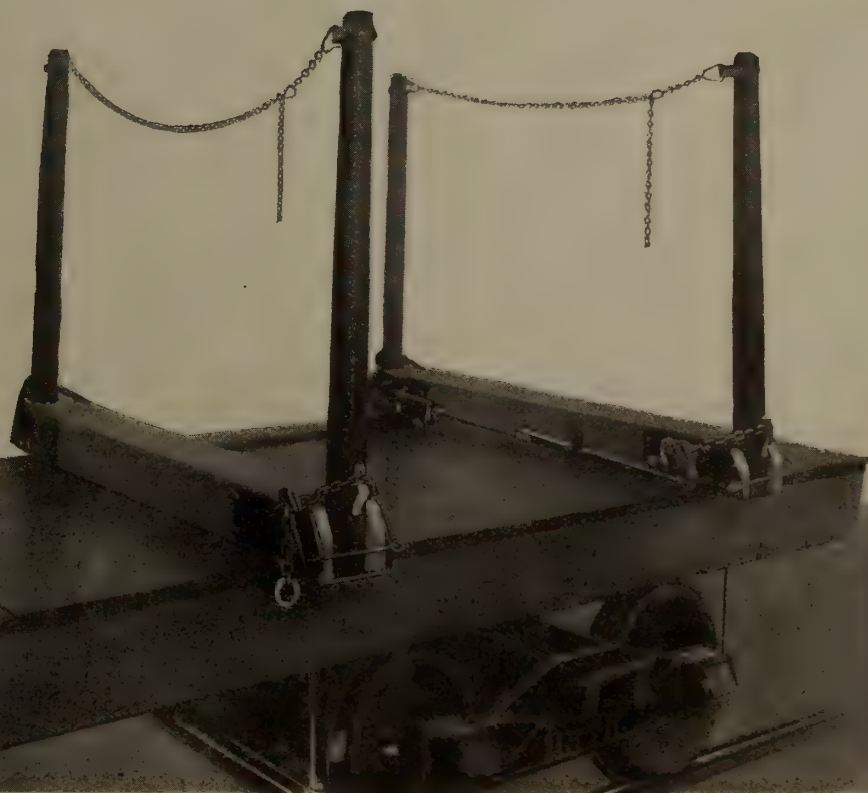
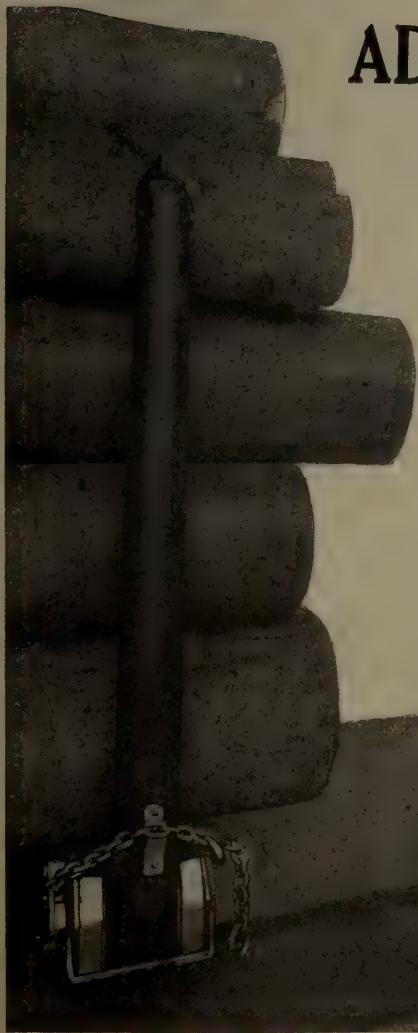
VANCOUVER

Large stocks available for immediate shipment

ADJUSTABLE SAFETY CAR-STAKE EQUIPMENT

(SCHMITZ PATENT)

Mr. Logger, Attention !



We have the ONLY device that removes ALL danger and difficulty in moving your logs from camp to mill on cars, trucks or sleighs.

No balks, break-downs or dislocation of parts—IT WORKS ALWAYS. Though still new, it is thoroughly tried and tested, and gives perfect satisfaction to all who use it. Nothing like it for speeding up production and reducing expenses.

It will save you TEN times its cost in wages, renewal of stakes, avoidance of accidents, and vexatious delays.

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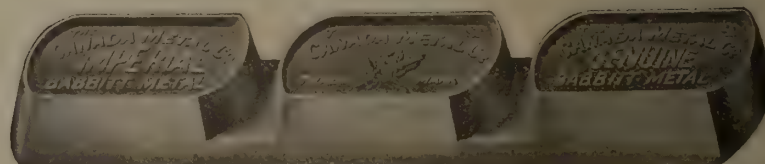
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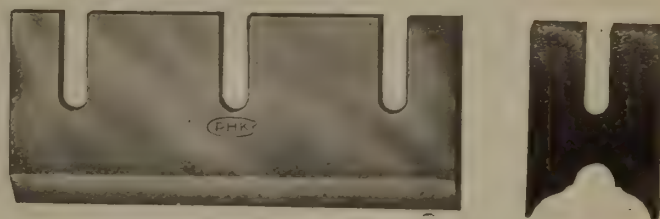
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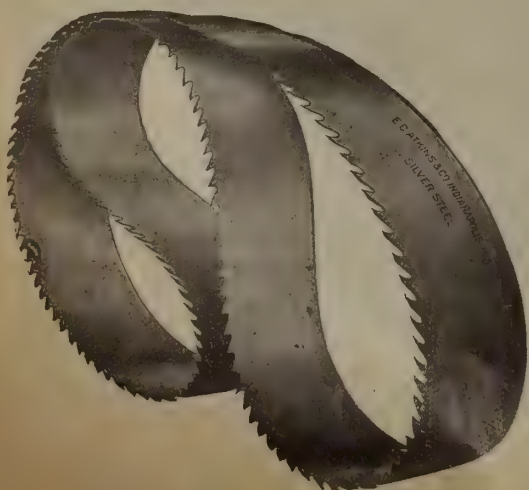
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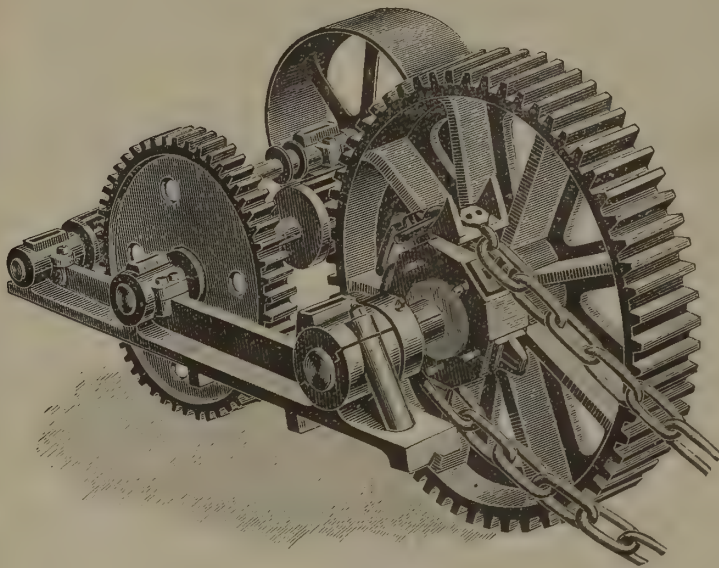
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Conveyers
Transmission Machy.
Refuse Burners

Grey Iron Castings
Brass Castings
Special Machinery
Built to Order

Pulp Mill Machinery

Barking Drums
Pulp Grinders
Triplex Stuff Pumps
Centrifugal Stock Pumps
Pulp Wood Slashers
Pulp Screens
Log Haul-Ups
Cut Wood and
Refuse Conveyers

Power Plants

Engines
Boilers
Feed Water Heaters
Smoke Stacks
Steel Plate Work
Smoke Breechings
Suspension Work

Hydraulic Equipment

Samson Turbines
Head Gate Hoists
Stop Log Winches
Trash Racks
Steel Flumes
Butterfly Valves



Samson Turbine

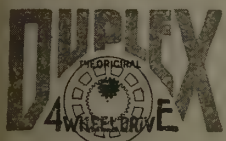
William Hamilton Co., Limited

Peterboro, Ontario

AGENTS

Geo. H. Jameson, Vancouver, B.C.

J. L. Neilson, Winnipeg, Man.



11TH YEAR

"There Are No Service Stations Out Here. That's One Reason We Bought the Duplex"

Large numbers of Duplex 4-Wheel Drive Trucks are used for heavy hauling in cities.

But probably more are used in remote sections around mines, in oil fields and through stretches of timber lands.

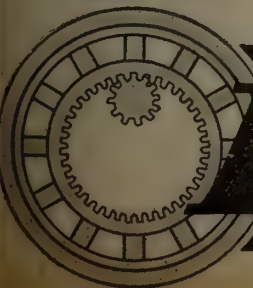
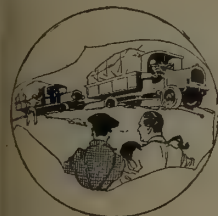
And because they are selected for the most difficult haulage work, Duplex Trucks *must be rugged.*

They must be able to operate under conditions that many times prohibit the use of other type of truck.

Because Duplex Trucks are designed for out-of-the-ordinary service—in winter as well as summer—they are surely capable of giving *greater* satisfaction for *all* service.

DUPLEX TRUCK COMPANY
2062 Washington Ave. Lansing, Mich.

*With tire mileage greater—
And fuel consumption less—
Duplex cost per ton-mile is always lower.*

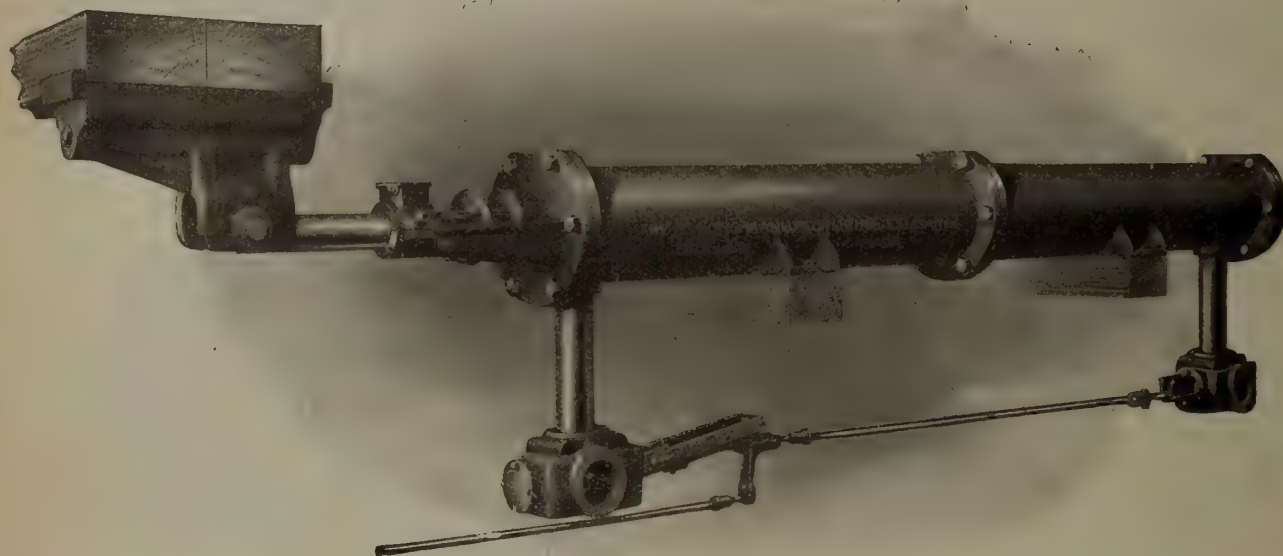


DUPLEX

**FOUR
WHEEL
DRIVE
TRUCK**

STEAM FEEDS

Our Direct Acting Feeds are built in any desired size



This mark on your saw-mill machinery is an indication that your lumber manufacturing equipment is the best and most economical money can buy.

We have a 10" x 42ft Feed in stock for IMMEDIATE SHIPMENT

The above illustration gives a good general idea of our direct acting, or shot gun, steam feed, which we build in the following sizes: 8 in., 10 in., 11 in., 12 in. and 14 in. bore, or in any desired size.

The cylinders are made in 6 ft. sections, and are bored to exact diameter. The flanges on cylinders are faced perfectly true, and finished to templets, so that each section is interchangeable. The flanges are also turned on the outside, which is a great convenience for levelling or lining the feed when placing same in mill.

The front cylinder head is our improved pattern.

The piston rod is made from double thickness, seamless steel tubing, of extra large diameter.

Our Illustrated catalogue contains full details. A copy will be sent you on request.

The E. Long Manufacturing Co., Ltd.

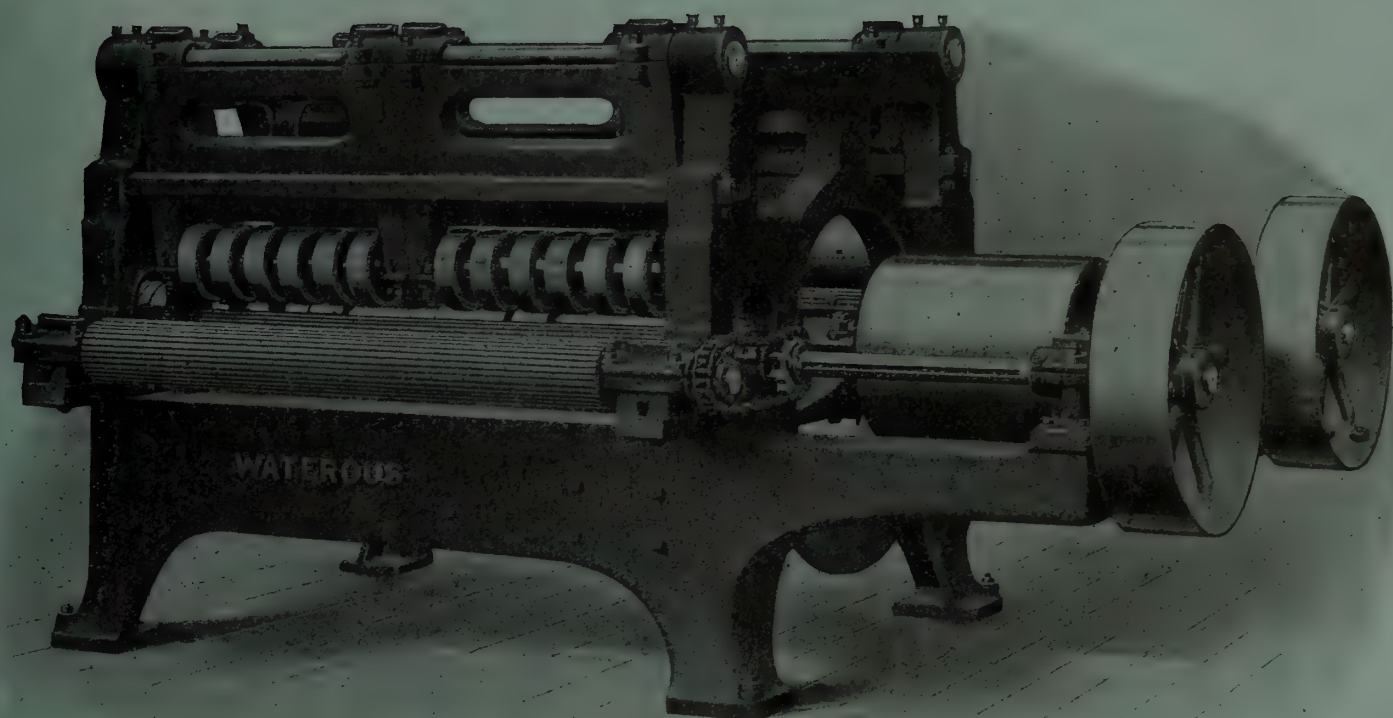
ORILLIA CANADA

Robt. Hamilton & Co., Vancouver
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EDGERS



Waterous New Champion Edgers

are built with 40", 48", 56", 60", and 72" opening. They carry as many as four movable and two stationary saws without difficulty.

These edgers cut true and to dimension at all times. The guides are rigid and cannot shift in the cut. They are crowded to correct position and held immovably in place by a steel setting gauge that drops upon them. No other edger has this feature.

Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 85c per lb.; West of Fort William, 88c, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00
worth of mixed metal
sold annually.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

New York, N. Y.

London, Eng.

St. Louis, Mo.



**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.

THE
LEATHER
BELT
THAT'S
KNOWN
OUR
"EXTRA"



Montreal Toronto Winnipeg

The J. C. McLaren Belting Co.

Limited

General Mill Supplies

MONTREAL

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable:

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO



**MADE IN
CANADA**

It's a Pink
anyway, you
take it, and
it's the best
Peavey
made.

Canada Lumberman

& Wood Worker

THE CYCLONE ^{SAW MILL} BLOWER

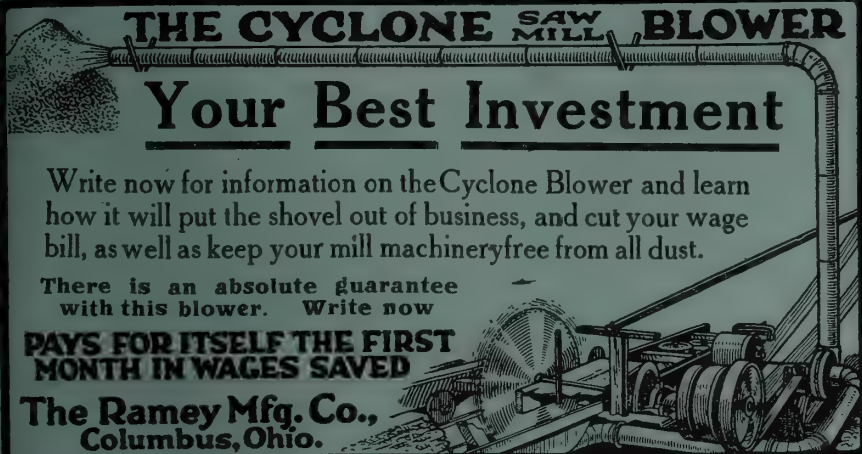
Your Best Investment

Write now for information on the Cyclone Blower and learn how it will put the shovel out of business, and cut your wage bill, as well as keep your mill machinery free from all dust.

There is an absolute guarantee with this blower. Write now

PAYS FOR ITSELF THE FIRST MONTH IN WAGES SAVED

The Ramey Mfg. Co.,
Columbus, Ohio.



Deposit Your VICTORY BOND

with the

Canadian Lumbermen's Insurance Exchange

and INCREASE the RETURN on your INVESTMENT

E. D. HARDY & CO., ATTORNEY
BOOTH BLDG., OTTAWA

"Carss" Clothing Stands Steady Work

It's Quality that counts in Clothes for Lumbermen

Warm waterproof clothing will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

Carss Mackinaw Clothing Co., Limited
ORILLIA, ONTARIO

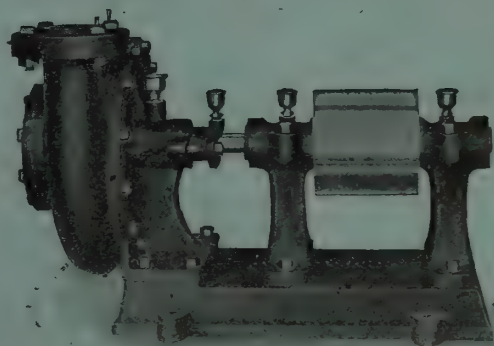


GENUINE "TURBROS"

Balata Belting

Waterproof and Stretchless.
The best belt for sawmills.

Atlas Asbestos Co., Limited
MONTREAL



Buy for Long Satisfaction

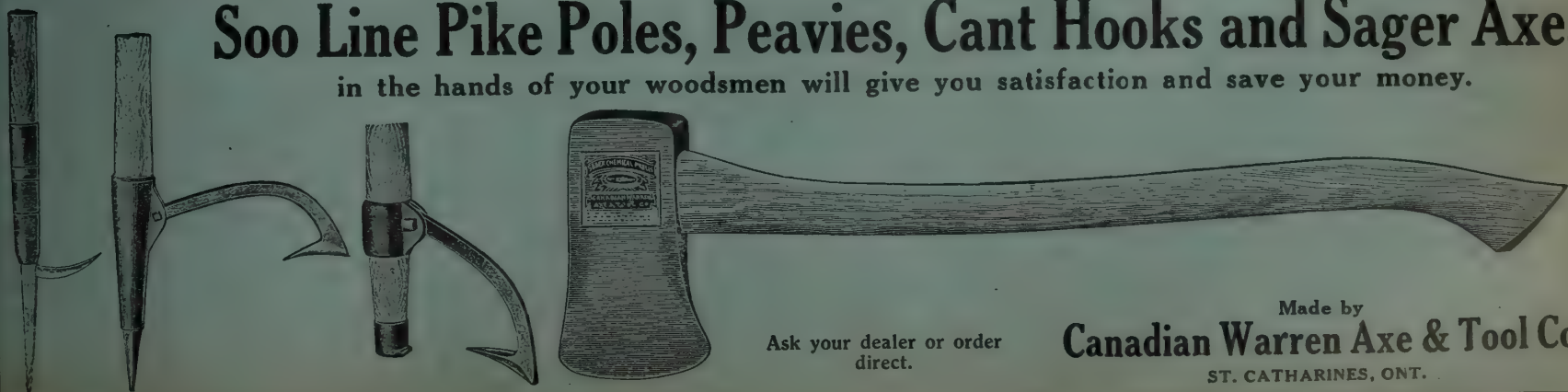
It is assured when you order

Smart-Turner Pumps

THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.

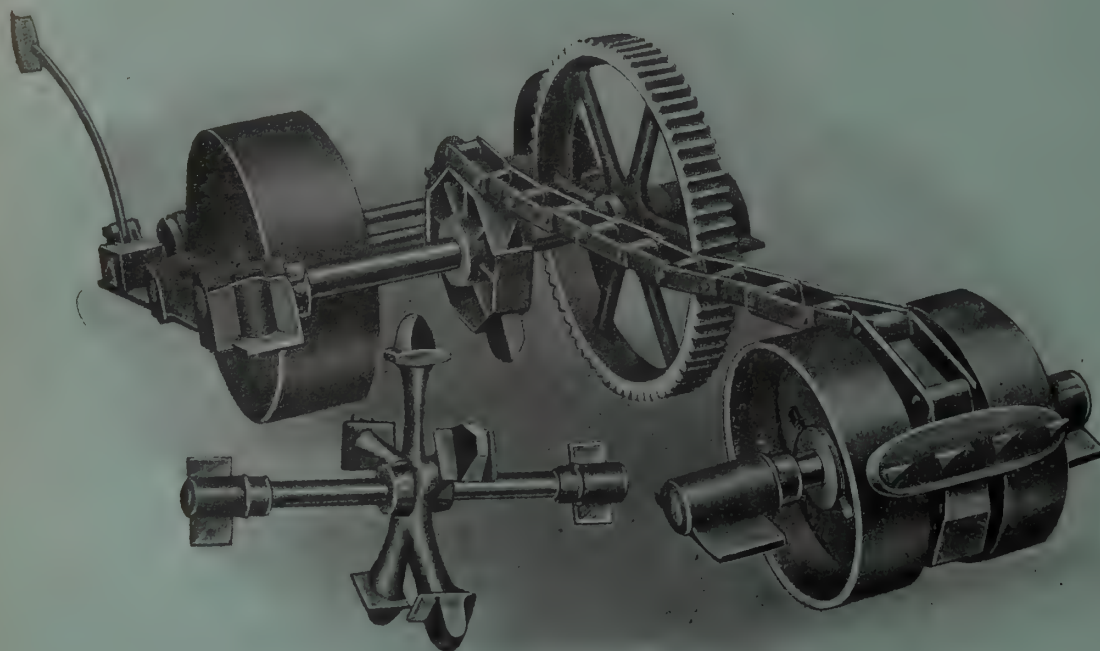


Ask your dealer or order direct.

Made by
Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT.

The Log Jack for Heavy Work

New Double Powered Log Jack



The accompanying illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR.—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and $1\frac{1}{2}$ in. pitch.

PINION on intermediate Shaft has 13 teeth, 4 in. face and $1\frac{1}{2}$ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

The G. Walter Green Company, Limited
 PETERBOROUGH, ONT.

Send for Catalogue

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,

Minister of Lands, Forests and Mines.

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

2 x 4 x 10/13 Scant.	56,800 ft.
2 x 5 x 10/13 Scant.	76,100 ft.
2 x 6 x 10/13 Scant.	133,900 ft.
2 x 7 x 10/13 Scant.	106,200 ft.
2 x 8 x 10/13 Scant.	44,600 ft.
2 x 9 x 10/13 Scant.	175,100 ft.
2 x 4 and up x 6/9 Scant.	5,590 ft.
1 x 4 x 10/13	185,800 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

MERCHANTABLE SPRUCE 1917 Sawing

1 x 4 and up x 8/16.	50,000 ft.
1 1/4 x 4 x 8/16	80,000 ft.
2 x 4 x 8/16.	75,000 ft.
2 x 5 x 8/16	50,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13.	350,000 ft.
2 x 4 and up x 6/13 Scant.	165,000 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M.
1 x 9 x 10/16 Merchantable	42 M.
2 x 6 and up x 10/16 Merchantable.	45 M.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

Specialists in British Columbia Stock

Fir, Cedar, Pine and Spruce

Eastern Representatives VICTORIA LUMBER & MFG. CO.

Get our List

TRANSIT CARS of

Fir Timbers, Boards, Shiplap, Ceiling and Flooring

Shipbuilding Material Our Specialty

WE CATER TO

Straight or mixed cars of Boards, Shiplap, Ceiling, Flooring and Finish

Rough Clears for Factory Purposes

in B.C. Fir, Cedar, Spruce and Pine

Write, wire or telephone, our expense, for prices, delivered F.O.B. your station.

KNOX BROTHERS, 707 Bank of Hamilton, TORONTO, ONTARIO

Head Office, Montreal, Que.

Main 4685

B. C. Office, Vancouver, B. C.

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

Manufacturers of

White and Red Pine Lumber and Lath

Let us quote on your requirements in Bill Timbers.
We can ship promptly.

The Wm. Rutherford & Sons Company, Limited
MONTREAL, P.Q.

Can Ship Immediately From Stock

B. C. and SPRUCE TIMBERS

Hemlock and Spruce Joists Rough and Dressed Lumber

Flooring (Hardwood and Softwood)

$\frac{5}{8}$ & $\frac{3}{4}$ Fir Sheathing and Flooring

STOCK MILLWORK (All Kinds)

A Well Equipped Mill for Special Millwork Orders

***The Largest Assorted Stock In Eastern Canada
at Right Prices.***

Illustrated Catalogue and Price List on Request.

We have a good assorted stock of

Hemlock White and Red Pine and Spruce

We can make up assorted cars for immediate shipment from our yard in Hamilton.

*Send us your inquiries.
It will be worth your while.*

The Long Lumber Company
Hamilton
Ontario

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
B. C. Fir, Cedar and
B. C. Hemlock Products

TW LARGE MODERN
MILLS AT YOUR SERVICE

Fir Finish
Fir Flooring
Fir Timbers

"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

Representative---C. J. BROOKS

TORONTO, ONT.

QUALITY



SERVICE

B.C. Shingles
Always in Transit

**YOU
CAN DEPEND
UPON
T & G SERVICE**

*Your Enquiries
Always Welcome*

WHITE and RED PINE

We have in pile at Midland, Ont. about 4,000,000' of choice small Log stock, even lengths and widths. This coupled with the fact of Planing Mill facilities at Midland makes this stock very desirable for descreminating trade.

**SOUND VALUE
IN
EVERY CAR**

Ontario Representatives of
The British Columbia Mills, Timber & Trading Company of Vancouver, B.C.

TERRY & GORDON,
HEAD
OFFICE: **TORONTO, ONT.**

Eastern Agents:

F. H. STEARNS & CO.
306 Transportation Bldg.,
Montreal, P.Q.

Phones Main 5266 and West. 1394

NEW YORK AGENTS:

Berry Lumber Company
Hudson Terminal Bldg.
New York City.

Vancouver, B. C., Branch

F. W. GORDON
408 Metropolitan Bldg.

A Well-Equipped Lumber Plant

Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

Fassett Lumber Company, Limited
Fassett, Que.

AN ADVERTISEMENT

By the
UNION LUMBER COMPANY, Limited



QUALITY and SERVICE

Since May First Nineteen Hundred Eleven when we received our Charter to operate a lumber business, we have been fortunate in controlling the output of sawmills producing a most desirable quality of White Pine.

Lumber that is well manufactured, properly graded and piled openly with plenty of air space on good pile bottoms resulting in dry, bright lumber.

We have competent and careful inspectors who make it their personal concern to see that all orders are filled exactly as required.

Stocks are complete now at the end of the sawing season, and we are in a position to fill your orders for

White Pine
Red Pine
Jack Pine
Spruce and
Lath.

and Guarantee Entire Satisfaction.
Send us your enquiries.

UNION LUMBER COMPANY, LIMITED

701 Dominion Bank Building

TORONTO

CANADA

Watson & Todd Limited OTTAWA

DRY STOCK

1 x 7 12/16 Good White Pine
 6/4 x 7/up 12/16 Good White Pine
 1 x 7 12/16 Good White Pine
 6/4 x 4/6 12/16 Good White Pine
 6/4 x 4/up 6/11 Good White Pine

1 to 3 in. Mill Run Norway.
 1 to 2 in. Stained Outs C. and C. Face.
 3 in. Mill and Dead Cull Norway.

Write for prices.

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

Lumber - Lath - Shingles
 Cedar Poles and Posts
 Railway Ties - - Piles

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
 Poplar Lumber, Boxes, Shooks, Lath and Ties.

Dry White Pine Uppers and Factory Plank
 Dry White Pine Common Boards

Also BOX and CRATING STOCK
 in PINE, SPRUCE and POPLAR

Saw Mills, Planing Mills and Box Factories at
 Keewatin and Kenora, nt etc

Correspondence solicited

General Office - KEEWATIN, ONTARIO

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelison Ave., Jersey City, U. S. A.

Double Band Mill For Sale

Including:

Carriages Trimmer

Niggers Edgers

Loaders Resaws

Sprockets and Chain

Shafting and Pulleys

Engine—28" x 62"

Log Machinery

All the machinery for a clothes
pins mill

Filing Room Equipment

Write for prices and information

Stearns Salt & Lumber Co.
 LUDINGTON, MICH.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
 12-14 Wellington Street East, TORONTO, ONT.

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Manufacturers

British Columbia Fir TIMBERS

FLOORING, CEILING

Interior and Exterior Finish

YOUR ENQUIRIES ARE SOLICITED

Fraser Bryson Lumber Co., Ltd.

Office, ^{Castle Building}
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES - - - QUEBEC

White Pine

Red Pine

Spruce

Lumber and Lath

California White Pine

California Sugar Pine

and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask LOUIS WUICHET

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Austin & Nicholson

CHAPLEAU, ONTARIO

Lumbermen and General
Contractors

Railway Ties and
Pulpwood
PILING

Rough and Dressed
Lumber and Lath

MILLS AT NICHOLSON, ONTARIO

Basswood

1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple

End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding
Bigwood, Widdifield and Powassan

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.,
A Rotary and Gang at Bridgewater, N.S.,
A Planing Mill at Bridgewater, N.S.,

Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce
Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD

& COMPANY LIMITED

Halifax, N.S.

Grading
of
**BIRCH
BEECH
and
MAPLE**
a Specialty

**The Largest
Lumber
Exporting
House in
Nova Scotia**

Exporters and Dealers in

Nova Scotia and New Brunswick

**Spruce Pine
Hemlock Hardwood
Laths**

Head Office:
8 Prince St., Halifax, N.S.

Branch Office:
8 Market St., St. John, N.B.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.									
	5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.	
1st and 2nds ..	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft	3,300 ft	
No. 1 Com. ..	1,000 ft	32,000 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft	2,500 ft	
No. 2 Com. ..		18,500 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft		
CYPRESS.									
1st and 2nds ..		24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft	3,000 ft	
Selects		44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft	12,000 ft	
No. 1 Shop ..		13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft	3,300 ft	
HARD MAPLE.									
1st and 2nds ..	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft	11,000 ft	
No. 1 Com. ..	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft	24,000 ft	
No. 2 Com. ..		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft	14,000 ft	
SOFT MAPLE.									
1st and 2nds ..	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft	2,600 ft	
No. 1 Com. ..	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft	2,800 ft	
No. 2 Com. ..		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft		
PLAIN RED OAK.									
1st and 2nds ..	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft	32,000 ft	
No. 1 Com. ..	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft	14,000 ft	
No. 2 Com. ..		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft	1,500 ft	
PLAIN WHITE OAK.									
1st and 2nds ..	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft	13,000 ft	
No. 1 Com. ..	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft	60,000 ft	
No. 2 Com. ..		58,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft	2,100 ft	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.					
SOUND SQUARE EDGED WHITE OAK									
About 500,000 ft. 2 in. and 3 in. x 6-8 in., 10 in., 12 in. and up to 10 x 10 in.									
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

A Few Miscellaneous Cars We Wish to Move

- 1 car 1 in. 1 and 2 White Ash.
- 1 car 1 1/2 in. 1 and 2, White Ash.
- 1 car 2 1/2 in. 1 and 2 White Ash.
- 1 car 1 in. No. 1 Com. Wh. Ash.
- 1 car 1 1/4 in. No. 1 Com. Wh. Ash.
- 1 car 1 1/2 in. No. 1 Com. Wh. Ash.
- 1 car 3 in. No. 2 Com. Wh. Ash.
- 1 car 1 1/2 in. No. 1 Com. Beech.
- 8 cars 2, 2 1/2, and 3 in. Beech and Maple Road Plank.
- 2 cars 1 in. No. 1 Com. Cherry.
- 1 car 1 1/4 in. No. 1 C. Cottonwood.
- 2 cars 3 in. 1 and 2 Elm.
- 2 cars 3 in. No. 1 Com. Elm.
- 1 car 1 in. 1 and 2 Pl. Red Gum.
- 1 car 1 1/2 in. 1 and 2 Pl. Red Gum.
- 1 car 2 in. 1 and 2 Pl. Red Gum.
- 1 car 1 in. 1 and 2 Poplar.
- 1 car 2 1/2 in. 1 and 2 Poplar.
- 1 car 1 1/2 in. Sap and Sel. Poplar.
- 1 car 1 in. C. and B. Sycamore.
- 1 car 1 in. No. 1 Com. Walnut.
- 1 car 1 in. No. 2 Com. Walnut.

Experts predict that whether or not the war comes to an end this Fall transportation facilities will be taxed to the limit. Vast quantities of supplies of all kinds must move for domestic use and for the use of our troops abroad. There is every likelihood that lumber will have to take a back seat unless especially required in the present emergency.

This lumber is here in our Buffalo yard—ready for immediate shipment. Why not let us send some of it to you now while (in most cases) permits can be obtained? Upon what can we quote you?

Would also appreciate your inquiries for Ash, Basswood, Gum, Hickory, Quartered Oak, Poplar (or Whitewood) and Sound Beech and Maple Planking.

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"FORKED LEAF" BRAND
OAK FLOORING

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It's very much to your advantage to place your orders for ROUGH OAK with us. Like all

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"The Kind That Makes Good"

It is so well manufactured in our strictly modern mills that its **uniform** good quality is its most distinctive mark; the name alone is a guarantee of service and satisfaction. Nothing is left to chance—every piece is graded to LONG-BELL quality.

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Any length and size cut to order.

We are operating in the woods summer
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SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

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Also Mills at:

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—The ideal material for roofing—Provides a perfect three-ply covering—Gives a solid roof surface capable of withstanding shock without injury—A natural non-conductor, assuring warmth in winter and coolness in summer—Neat and artistic in appearance—The best known type of roof in Canada, has met all-comers for years and still leads the procession.

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- made from that wood which—above all others—is best suited for exposure to weather.
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- extremely light but of such a natural texture as to defy alike all climatic and weather conditions.

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—The highest standard of durability, protection and economy

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- Made of British Columbia red cedar—from the Pacific Coast, where the trees attain a perfection as nowhere else in the world—forest giants—hundreds of years old.
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Send to us for "Shingle Helps"—Dealer's literature for your customers—just issued, which tells just what they want to know about shingles—a booklet that will help your business.

Issued by Publicity Section of
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Remember all dressing and resawing can be done here. Your orders placed here will therefore save freight charges.

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Planing Mill in connection with Saw Mill

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Full supply of Seasoned Lumber always on hand.

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Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

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The following lumber sawed during May, June, July, and August.

Spruce and Balsam Fifth Quality and Better 8 1/2 ft. in Length		Hemlock, Merchantable	
1 x 3	20,000	2 x 5 and up	20,000
2 x 3	30,000	Hemlock Culls	
2 x 4	100,000	2 x 5 and up	20,000
3 x 3	75,000	White Pine (Merch.)	
3 x 4	75,000	2 x 5 and up	20,000
3 x 6 and up	15,000	Tamarack (Merch.)	
Spruce and Balsam Culls		2 x 5 and up	20,000
2 x 3	25,000	2 x 4	16,000
2 x 4	20,000	1 1/4 in. Spruce Lath	
3 x 4	20,000	3 carloads No. 1.	5 carloads Culls.
		5 carloads of Hemlock Bark.	

We have a planing mill in connection with our saw mill.

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No matter what you require in
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QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

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Market wanted for Rough Cedar Timbers
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**Complete line every grade
in 4/4 and 8/4**

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**No. 1 and No. 2 Cull Stocks
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*Rush your enquiries
before the winter
car shortage arrives*

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Complete range

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**Manufacturers and Strictly Wholesale
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Timber Estimates

Our name signed to a report
means that the work has
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ledge based on Experience
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10 M 1 x 5-10/16 M.R. Jack Pine
75 M 1 x 6-10/16 M.R. Jack Pine
40 M 1 x 7-10/16 M.R. Jack Pine
50 M 1 x 4 and up Mill Cull Spruce

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30 M 1 x 3 and up Crating Spruce
200 M 1 x 4 Cull Jack Pine
300 M 1 x 5 and up Cull Jack Pine

Everything in B. C. Fir, Pine, and
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Work, done by experts.**

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SAW MILL MACHINERY

Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

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2—Return Tubular Boilers, Polson make, 60 x 16 ft., Dutch oven settings.

1—Return Tubular Boiler, Goldie & McCulloch make, 54 x 16 ft.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

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1—Waterous band saw grinder for 6 in. saws.

1—Baldwin retoucher for band saws.

1—Wm. Hamilton band saw shear, 12".

2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

About 15 tons each 45 and 56 lb. rail. Booms and boom chains, ¼, ¾ & 7/8. Winches and other mill supplies. Small shunting locomotive.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros. Limited

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PEACE!

At last the
GREAT EVENT
arrives!

And now,

*"forgetting the things
which are behind, and
stretching forward to
the things which are
before"*

let us enter into the

PROMISE

of a

NEW ERA!

*"This is the day which the
Lord hath made. We will
rejoice and be glad in it!"*

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Gentlemen,

Kindly discontinue our little sale ad., one car lumber.

We got fifteen enquiries for the one car.

Yours truly,

C. B. JANES & CO., LTD.

(signed) C. B. Janes

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Manufacturers of Pacific Coast Timber Products

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"SHAMROCK" BRAND RED CEDAR SHINGLES

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Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

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Limited

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Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

We Dress from 1 to 4 Sides up to
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Our grade is positively right, and prices will please

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Mills at Craigs on the B.C.E.R.

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Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

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Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock etc.

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Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
- 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.

- 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.

- 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.

Track and Flat (new).

- 1 Steam Nigger, Waterous Co.

- 1 Steam Loader, Waterous Co.

- 1 Steam Kicker, with shaft and arms.

- 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.

- 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.

- 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.

- 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.

- 1 Patterson & Berryman Water Heater.

Gordon Hollow Blast Blower, located in mill.

- 1 Ewart's Detachable Chain.

Special Heavy Forged Chain, about 800 feet.

We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

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We make a special brand of Fire Brick for each separate condition. Our many years in this field proves our ability to market a product that will support our good reputation. You want to get the most out of your business. Pay careful attention to this vital part of the plant. Write us the nature of your requirements. We will go into the matter carefully with you

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In All Sizes and Grades

We are Specialists in this Line—Write us.

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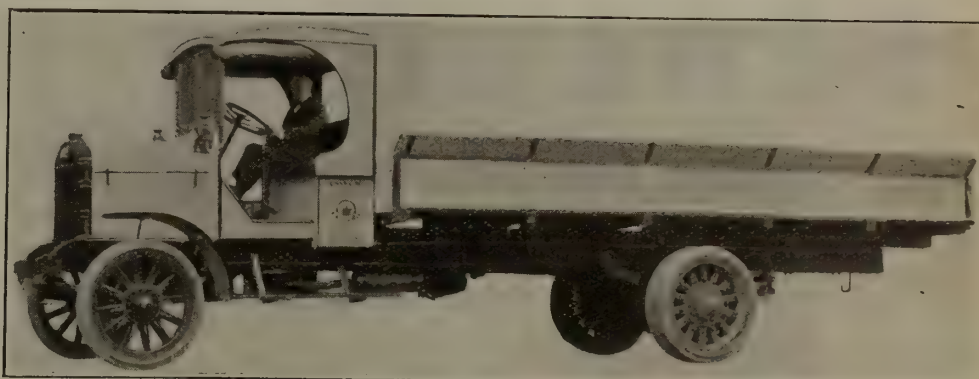
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are probably higher than they should be—depending on the system you employ. It's a problem to get the best service at the lowest cost, but it's a problem well solved with a

Giant WORM DRIVE TRUCK



Operated on the cheapest fuel, yet giving the maximum of power, the GIANT costs you less per load than any other means of delivery. It will carry the heaviest loads, too, because of its unusual capacity and great strength, moreover, by mechanical excellence it is the most flexible truck to handle in all conditions of traffic and country.

USE KEROSENE

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“SERVICE” STOVES AND FURNACES

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If you will answer these questions we will study your conditions and attend to your needs promptly:

- (1) How are you now drying your veneer or other material?
- (2) How many square feet are you drying per hour?
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- (5) What kind of wood?
- (6) Rotary cut, sliced or sawed?
- (7) What troubles do you have, if any?
- (8) What is the present drying temperature?
- (9) Are you crowded for space?
- (10) How is the material handled to and from the dryer?
- (11) How many men are you employing in drying?
- (12) What kind of steam are you using, and how much?
- (13) Does material run in large lots of one kind or in small lots?
- (14) How much power are you using for drying?

Should you in turn wish to ask questions about Proctor's Dryers, we will gladly answer them. Make a questionnaire for us and we will fill in the answers and mail the blank back to you by return mail if possible.

Proctor
DRYERS

The Philadelphia Textile Machinery Co.
Philadelphia

We carry a large stock of Fir Doors

One Panel	2'0" x 6'6"	1 3/8
And	2'4" x 6'8"	1 3/8
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Bead	2'0" x 6'8"	1 3/8
And	2'4" x 6'6"	1 3/8
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Get Our Special Prices on SPRUCE

375 M. 1" x 4" Merchantable	10 M. 1" x 9" Merchantable
370 M. 1" x 5" Merchantable	12 M. 1" x 10" Merchantable
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100 M. 1" x 7" Merchantable	210 M. 2" x 6" Merchantable
40 M. 1" x 8" Merchantable	100 M. 2" x 8" Merchantable
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The above stock is dry and ready for immediate shipment.

Also send us your enquiries for anything you may need in
WHITE PINE or NORWAY

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

J. B. Snowball Company
LIMITED
Chatham, N.B.

SPRUCE

Now ready for Shipment

100 M 1 x 3
150 M 1 x 4
150 M 1 x 5
200 M 1 x 6
100 M 1 x 7 &
up.

Mill Run
Culls out

This stock is fairly well air seasoned, some of it having been cut in 1917.

Also

200 M 2 x 4
700 M 2 x 5
500 M 2 x 6
100 M 2 x 7 &
up.

Mill Run
Culls out

With our Planing Mill and re-saw we are open for orders for stock manufactured to suit buyers and would be pleased to quote on application.

30 M 3 in. Cull Hemlock, which we can resaw and dress
2,000 M spruce laths.

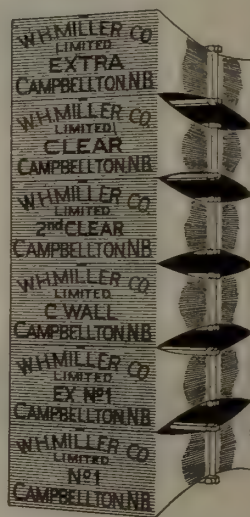
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All Grades in White Pine
Lath A Specialty

Milling in Connection

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MIDLAND CANADA

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**New Brunswick
White Cedar Shingles**

We also manufacture
**Spruce and Pine Lumber,
Lath, Cedar Ties, etc.**

Shipments by Rail and Water.

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Campbellton, N. B.

Ready for Immediate Shipment

700,000 ft. 5/8 Merchantable Spruce.
200,000 ft. 1 in. Mill Cull Spruce.
50,000 ft. 4/4 to 8/4 in. Canadian Chestnut.
100,000 ft. Good Canadian Oak; can saw to order.
30,000 ft. 4/4 Basswood, Log Run.
30,000 ft. 4/4 and 8/4 Beech, Log Run.
15,000 ft. 4/4 and 8/4 White Ash.

Write me or phone for prices.

PERCY E. HEENEY, Wholesale Lumber
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**QUARTERED OAK
POPLAR**

**PLAIN OAK
ASH**

*Yards at—Nashville, Tenn.
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*Mills at—Sumter, S.C.
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We can ship you promptly any of the above Stock, Carefully Inspected

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WISTAR, UNDERHILL & NIXON
Real Estate Trust Bldg., Philadelphia, Pa.

FIR TIMBERS

AND

British Columbia Red Cedar SHINGLES

Rough Clear Fir,
Fir Ceiling
Interior Finish

Ship Timbers and Planking
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Red Cedar Bevel Siding

Tank Stock
Fir Flooring
Silo Stock

We have on hand a large stock of fir boards in the rough which we can run to any pattern, $\frac{3}{4}$ " thick, shiplap or surfaced boards S1S or S2S or tongued and grooved. Get our prices on these boards.

Daily output of Red Cedar Shingles, five cars.

These shingles are the very best manufactured, cut from the finest old growth red cedar timber. Write or wire at our expense for prices.

Cars of Fir Timbers and Red Cedar Shingles always in transit. Our representatives can give you specifications, or if more convenient wire us direct.

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REDWOOD

for Clear Finish, Mouldings,
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Tank Lumber, Bevel Siding and many special uses

Write for descriptive booklets
and price list.

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our Chicago warehouse.



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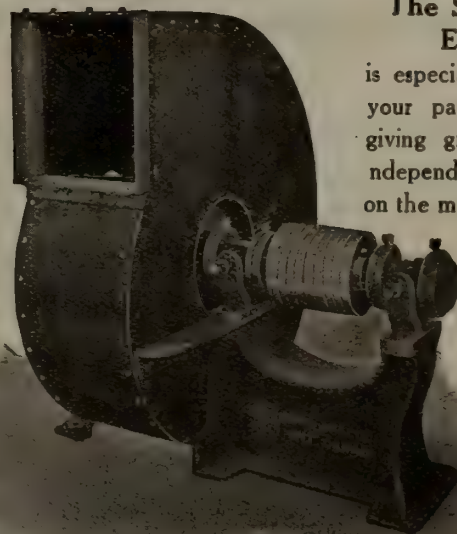
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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The Part Lumbermen Must Play in the Days of Peace

The morn of peace has dawned at last and Canadians are experiencing for the first time in a long period rapture that is for the moment care-free and full orb'd. The long pent-up suspense of the people has found expression in joyous demonstration and national merry-making. These are the only outward and visible forms which typify the same confidence, trust and hope that has prevailed in the great struggle for honor, liberty and justice.

With the cessation of the combat many problems present themselves for solution and adjustment. While there will not be a great loss of life and the daily narrative of bloodshed, pillage and sacrifice is over, there are perplexing and ponderous propositions to be dealt with in the coming months. There is no fear but that if rightly considered and co-operatively undertaken they will be carried out to as successful and satisfactory a conclusion as has been the achievement of the Empire and its Allies. Leaders in all lines are uniting and now that the sacrifices are over it is doubly imperative for men to sink their differences and join in adjusting the industrial, economic and commercial problems that will face Canada for many months to come. The progress of things getting back to normal will necessarily be slow and perhaps disappointing, just as the day of Victory and Peace seemed at times a long way off. In the darkest hours it appeared as if a ray of sunshine would never break. Those who had firm faith and courage, who did not lose the mastery of self and their grip on things in general foresaw the glorious conclusion.

In a similar sense, because orders in a certain line of business fall off for a while, the market becomes depressed for a short period and many are out of employment for a few weeks or months, it is not to be concluded that the bottom has dropped out of everything or that the sun has ceased to shine. These temporary irritations are a part of the price that we must pay, and are small and insignificant in comparison to the sacrifices made by half a million Canadians who bore

the brunt of arms in order that civilization and freedom might be preserved to the world.

While the hour is pregnant with tremendous issues, there is no reason to doubt that with patience, wisdom and forbearance and the exercise of mutual concessions everything will not work out for the good and welfare of each and all. All the higher principles of achievement, all the worth-while accomplishments of the centuries have been won at the cost of much human blood and treasure, great self-sacrifice and denial. Looking back over the past, in view of what the Allies have endured during the war there is no doubt but that in the years to come, much as all suffered and sorrowed between August 3rd, 1914, and November 11th, 1918, Canadians and those of every other land will say it was worth the price if true democracy and national truth and righteousness are forever established. In the meantime confidence is largely the basis of business expansion and permanence. The lumberman must play his part in the realignment of the world's affairs. He is big and broad enough to do it on this occasion as he has on many others in the history of Canada and "will not break faith."

* * *

Effect of War Upon Great Allied Industry Reviewed

In all lines of trade men are reviewing the effects of the past four years of war and taking a survey of the future. With the cessation of hostilities in Europe the question is being asked concerning nearly every industry; will it develop and expand or will it go through a long, trying period of turmoil, falling values, lack of expansion or general stagnation? It is always interesting and instructive to survey the future. The present we know and can gauge more or less accurately, but the speculative is full of promise, hope and expectation. In the realm of every-day affairs there is no feature of the things around us that creates more interest and lively concern than what is going to happen, what will be the outcome, what about the future and how can the days to come be regarded from every standpoint? Much of the opinion may be theoretical, visionary and imaginative, but these are the things by which men and institutions go on accomplishing greater objects and more outstanding records. Without hope, without dreaming dreams, without a mental portrait gallery, and trusting some day to see the realization of all, there would, in the dull, drab business world, be little to animate or inspire, to arouse enthusiasm or incite action and effort.

Confidence and trust, stability and foresight must be exercised today as never before. Conditions and circumstances that are likely to affect the general lumber situation during the period of reconstruction and readjustment are referred to at considerable length on another page of this issue of the "Canada Lumberman." An industry closely allied to the timber trade is pulp and paper, which is one of the great basic and rapidly expanding activities of the Dominion. There are many big organizations in the lumber line which manufacture pulp and paper and numerous pulp and paper concerns which operate large sawmills and carry on extensive woods operations. With the interests of the lumbering and paper arena, so closely interwoven, it is illuminating to read what F. J. Campbell, President of the Canadian Pulp and Paper Association, has to say regarding the effect of war upon the pulp and paper business. In a recent interview he touches upon the factors which have been a detriment to the trade during the past few years and casts a horoscope on the future. Speaking of the former, he says: The war factors which may be said to have had a detrimental effect upon the industry include, first and foremost, government regulation. While government regulation has been applied particularly to the control of newsprint paper it has had a deleterious effect upon the entire industry, retarding its normal development to an appreciable extent, compelling the manufacturers to submit to heavy losses in their domestic market and affecting unfavorably their foreign trade. Moreover, government control of the industry, both in the United States and in Canada, has undertaken to curtail consumption of some of the industry's products and to place artificial and arbitrary restrictions upon their free use. These conditions, it is assumed, will disappear with the war and the industry

will be left once more to make its war untrammelled. It cannot be denied, however, that the industry would be in a much stronger position to face the problems of the reconstruction period had it not been subjected to these restrictions and limitations during one of the most critical periods of its history. Nor will the industry achieve anything like the full growth and importance to the country, until such government regulation is withdrawn, which for the benefit of all concerned should be done speedily.

Other handicaps imposed by the war, such as tremendous increases in the cost of raw materials and machinery, scarcity of competent labor and its abnormally high price when obtainable, excessive freight rates, shortage of fuel, difficulties in obtaining necessary shipping facilities, and increased taxes, are all part of the common disabilities which the war has imposed upon business of every kind and from none of which the pulp and paper industry has been exempt. Doubtless, with the return of peace will come a readjustment of many of these conditions, if not immediately, then gradually, and the industry, like all others, will share in whatever benefits or hardships such readjustments may serve to bring about.

Speaking broadly, however, Mr. Campbell adds that it may be said that Canada's pulp and paper manufacturers face the future with entire confidence and with considerably less trepidation than that with which they formerly faced unknown problems of war time. Despite its numerous difficulties it must be admitted that the industry is in a stronger position than it was in the times immediately preceding the war.

* * *

The Gift of Prophecy Finding Full Scope in All Spheres

While most men will solemnly proclaim that they are "neither prophets nor the sons of prophets," it will be found that the great bulk of them will, under perhaps slightly different disguise than that of open prediction, venture opinions which cause them, when subsequent events turn out their way, to join the anvil chorus of "I told you so," "I knew that would be the outcome"; "The result is no surprise to me," or "I felt along that things would eventuate just as they have."

It is an interesting phase of human nature that we all like to peer into the future and most of us are not averse to assuming the role of local oracle or seer, especially when we discover others who coincide with our views or give a tacit consent that we are right in our conjecture or deductions. It is all very flattering and self satisfying, for nearly all humans like to be well spoken of and looked upon as beings possessing a little more shrewdness than the ordinary rank and file. True, one may carry his predictions, opinions, assertions, prejudices or beliefs to such a point as to make him cranky, irritable or egotistical. These persons possibly some under the head of fanatics, bigots, skeptics or Philistines.

On the whole, everybody, who is not too prejudiced, biased or narrow minded, likes a little of the unseen revealed and this is the reason why speculation always arouses so much interest. This phase of human nature is evidenced on the present occasion by the number of opinions being voiced on all sides with respect to what will happen to prices, the market, the demand and the general trade situation in lumber as well as other commodities now that the great war is over. Nowhere else is such a theme so universally discussed.

In 1901, the Duke of York (now the present King George the Fifth), who has won such admiration and love from his subjects by his energy, broadmindedness, devotion to duty and democratic spirit, paid a visit of several weeks' duration to Canada, and was accorded a rapturous welcome in every city and town. He took a trip across the continent during the early fall months and on his return to Montreal, a witty paragrapher in one of the newspapers of the Canadian metropolis, penned something like this: "The Duke of York has returned to Montreal. He is entitled to special distinction by reason of the fact that so far as we are able to learn, he is the only gentleman coming back from the great West during the past few weeks who has not made an estimate of the prairie wheat crop." Everyone had

been furnishing the press with figures except His Royal Highness.

Possibly a shortcut to fame during the present period of anxiety and strain is to refrain from indulging in augury or speculation on what will happen after the war in the lumber arena, but the current of human nature is so strong that the flood of prophecy cannot be stemmed, even if the Good Book says, "Take no thought of the morrow." Unlike war and pestilence, prophecy does not kill and during the present anxious period we cannot perhaps have too much of it regarding post-bellum conditions.

* * * *

Some Editorial Short Lengths

A leading firm of brokers, who have given much attention to economic questions in Victory Loan advertising, declare that not only the greatest bargain the world had ever seen is a Victory bond, but predict that it will in the future advance considerably in value. The basis of reason is the following, which, in view of the general discussion taking place on industrial and economic conditions generally in the days of peace, will be read with some thought and attention. For the last few years the prices of food, clothing, fuel and everything else we must buy to sustain life have gone up enormously. Articles which cost us \$100 in 1899, cost \$136 in 1914, while this year the same articles cost us no less than \$245. In other words, a dollar saved in 1899 was worth less than 50 cents this year by reason of its diminished purchasing power. Prices of food and clothing have about reached the limit. With the ending of the war and the return of millions of soldiers to productive channels prices are certain to fall, and the purchasing power of the dollar will consequently increase. Prof. S. A. Cudmore, of Toronto University, counting on a fall in commodities, figures that goods which now cost \$245, will, in two years cost only \$160—that goods which now cost \$1.00 will then cost only a fraction over 65 cents.

* * *

"Lumber after the war will be material of construction of first necessity in France and Belgium," according to a letter received by the Southern Pine Association, from a contracting and architectural firm in Brussels. "But we believe lumber will be a very high price after the war," continues the letter. "We must add that it is lumber which has had the least increase in price, bricks, cement, concrete, steel, etc., being much higher." A number of French and Belgian firms are writing the association with regard to the availability of southern pine for construction purposes in these countries when peace has been restored, indicating that there is considerable interest in lumber markets expected to develop in connection with the rebuilding of the war-devastated sections of Europe. Herein is a pointer for the Canadian lumbermen and associations to get busy.

* * *

Bread made from wood is the latest thing, according to Dr. John W. Beckman, a member of the California section of the American Chemical Society. He declares that the search for new materials to feed the starving stomachs of Sweden has demonstrated that necessity is the mother of invention. A Swedish chemist has devised a method by which spruce wood flour can be produced in such a condition that it can be used in bread baking. In fact, according to Dr. Beckman, bread baked out of two-thirds wheat or other flour, and one-third spruce flour is a healthy, well-tasting and digestible food. Extensive experiments have been carried out to learn the digestibility of this spruce flour or cellulose flour, and all of them have proven that fully one-third of the cellulose flour is absorbed by the human being. The manufacture of this product is now under way in Sweden in sufficient quantities to supply the needs of Stockholm. It is being sold at the price of about 40c per pound, but the volume of this flour is about three times that of wheat.

* * *

A modification of the lumber embargo which will be gratefully received by wholesalers has been made. Under the new ruling it is permissible for consignees in making requests for permits under the forest products embargo to leave vacant the name of the shipper or the point of shipment, where such information is not available, and forward to the shipper or dealer for completion.

Trend of Trade and Values in Lumber Arena

The Man Who Predicts Protracted Periods of Depression or Reconstruction has Nothing Substantial on Which to Base His Judgment

The situation in which lumbermen in Canada find themselves to-day, from an industrial, financial and economic point of view, is one of the most frequently discussed subjects in all lumber offices. It is quite out of the question to formulate problems which this situation involves, or to utter any conclusions which will be accepted by all lumbermen as a satisfactory description of the conditions which prevail to-day, to say nothing of attempting to give a clear outline of conditions which may be expected to develop. The role of a prophet to-day is impossible. Even the role of the student of prevailing industrial and economic conditions is exceptionally difficult. It is next to impossible to reach any valuable working conclusions based upon facts which will be accepted by everyone.

Under such conditions the "Canada Lumberman" cannot venture to furnish any complete analysis of the trade situation to-day, or to discuss the outlook with any assurance that what it may say will be accepted as infallible fact. We know, before setting out upon any consideration of this subject, that what we have to say will be accepted, or not accepted, largely according to the personal convictions of the individual reader. At the same time, this subject has been discussed so much during the last few months and particularly during the last week or two that we feel it to be something in the nature of a duty to attempt some sort of a digest of the views which are being expressed by different members of the trade, and particularly by those of the wholesale trade, who undoubtedly are best situated for understanding the general direction of the currents which combine to form the general industrial and economic movement.

Roughly speaking, the wholesale lumbermen to-day are of two schools of thought. There are those who fear that the outlook is dark and that the end of the war will mean the beginning of a long period of depression. On the other hand there are those who, while agreeing that lower prices may prevail after the war, are confident that such a state of affairs will be of short duration and that subsequently the lumber trade—probably near the van of the whole industrial procession will move forward into a period of good times, which will improve rapidly, once confidence has become general, and will prevail over a period of considerable duration, throughout which the lumber industry will enjoy exceptionally satisfactory trade conditions.

Early Return to Good Conditions.

Which of these lines of thought is it most reasonable to accept and follow? Conditions are such that it is scarcely logical to follow a middle course. Every lumberman would be glad to see prevail the situation which includes a comparatively early return to good trade conditions. The question, therefore, resolves itself into one of whether there is justification for this point of view.

The situation to-day is not difficult to outline so far as the facts are concerned. It is characterized chiefly by small quantities of stocks, resulting from abnormally low production for several years past, together with heavy consumption for various war purposes. There are exceptions to this situation, for instance, the surplus of stocks now existing in the mountain district of British Columbia, caused by the failure of the customary demand from the prairies to develop during the present year. This, however, is more or less of a local matter and is expected to work out its own solution in a comparatively short period of time. The other chief feature of the present situation is the high level of prices as compared with those of pre-war days. The importance of this feature is reduced by the fact that, as contrasted with the prices of other articles, the prices of lumber to-day are low. There never was a time when a thousand feet of lumber could be exchanged in the market for so small a quantity of other goods, or when the farmer could exchange the product of his farm for such a large quantity of lumber, shingles or lath. While this may be thought to be in the nature of a side issue it has a very direct bearing upon the situation, for the fact that lumber is not high in price comparatively speaking,

will have a stabilizing effect when the period of readjustment arrives, following the conclusion of peace.

Immediately after the conclusion of peace we may expect the commencement of an alteration of the lumber trade from abnormally large orders for war business, to small and moderately large orders for general industrial uses and for general building purposes. One of the important developments will then be the return of good trade conditions for the retailer. For meeting the requirements of this readjustment period the conditions through which the trade has passed during the last three years have created a favorable situation of low stocks and well adjusted credits.

Rapid Recovery After Previous Wars.

Bearing in mind the considerations and conditions which have been discussed, how far can we go in a discussion of the trade outlook? The majority of opinion on the part of those who are giving the matter close thought is that there is sound justification for confidence. There is, first of all, the fundamental fact that the destruction of property caused by the war, and the postponement of industrial expansion and home building, must create a great demand for building material. There remains only one question to be answered. How long will it take for the public to establish general industrial confidence and put the pendulum of trade on the return swing towards normal prosperity?

This question cannot be answered to-day. It is one of those great uncertainties which time alone can remove, but we can reasonably attempt to weigh the pros and cons and seek to form some kind of a reasonable basis for the guidance of our business conduct. The most formidable fact is the great extent of the destruction that will have to be repaired. Surely this can be counted upon to be a compelling influence toward a rapid return to industrial activity on a great scale. It is important, in this connection, to recall in a general way, the conditions which prevailed in the United States after the civil war. While the cases are not in any way similar, one having been a very small and comparatively local matter in comparison with the other, yet it should be remembered that the world in general believed that the United States were bankrupt at the end of the Civil War. Only a few years elapsed before the United States were on the crest of a wave of prosperity such as had never been known in the history of any other nation. The recovery of the French nation after the Franco-Prussian war is an illustration of the same thing. One cannot argue from these precedents and reach a conclusion that will apply to present conditions, but it is reasonable to feel that these events of the past afford ground for believing that the man who predicts a protracted period of depression, or even of readjustment, after the present war, has not learned the lessons of history.

There are many side issues, the consideration of which would require more space than this article can use. Nearly all of them, however, are of a nature that, even if they have the effect of adding to the factors in favor of trade depression, have other features which can just as logically be expected to offset these. An example is the great number of men who will be thrown out of employment by the readjustment and whose numbers will be added to by the return of the men from the front. The redeeming feature in this connection is the certainty that all the requirements of these men for their daily life under civilian conditions will quickly come into play.

That there is not good ground for being pessimistic regarding the outlook is being declared by many close students of the situation. It is, nevertheless, the duty of lumbermen to sit tight and to do everything they can to encourage confidence. Those who tell one another that prices are already sagging and that the bottom will soon fall out of the market, would have themselves to thank if just such a state of affairs should develop. The cue to follow to-day is that of common-sense. The retailer in particular has his part to play. He may think that from his own individual point of view he will be benefited by an extensive drop in prices, whereas, if he considers the matter thoroughly, such an event is the last thing in the world he should desire. A depressed market will not bring him trade. It is in the interest of the retailer to act closely in unison with all others who seek to maintain market stability, so that trade may move comfortably forward from the present situation into that state of normal prosperity which is absolutely certain to come within a reasonable time after the end of the war.

Timber Activities in the Ontario Clay Belt

What Canadian Northern is Doing in the Development of Ontario Hinterland—Busy Mills at Foleyet and Lively Building Plans at Divisional Points

By the recent purchase of the Federal Government of the Canadian Northern Railway System much attention has been directed to this great national highway. Within the last few years the C. N. R. has opened up many hundreds of miles of new country, launched many industrial activities and brought many unknown and hitherto unexplored sections of Canada's banner province under cultivation and settlement.

At Foleyet, where the line running east and south practically leaves the clay belt section, there has been launched the first of a series of sawmill and woodworking plants which will in time adopt that well wooded territory, the resources of which were a decade ago unrevealed and undeveloped. The man or institution which rises to great heights must possess vision and confidence, and with these two admirable qualities the C. N. R. has inaugurated undertakings on a scale which proclaims faith in the future of the great clay belt of Ontario and the wealth of this comparative hinterland. In two years much has been accomplished and is but an index of what is likely to follow for like the current of a mighty river the industrial movement in the north will gather strength as it flows and the stream of prosperity will constantly widen.

If there are any doubts on this score, the visitor should take a trip to Foleyet, which is a divisional point on the main line between Sudbury and Port Arthur, and see what has been accomplished during the past two years. The Eastern Lands Department of the C. N. R. has pioneered the way, not only in lumbering and pulpwood operations, but also in agricultural development. Much is being done along sound farming lines, but that is another story, it is rather with the great undertakings in the lumber, timber and pulpwood arena that the "Canada Lumberman" prefers to speak. The story of woods operations, log driving and manufacturing processes is an interesting one and considering that less than two years ago the virgin forests stood where now is a prosperous and wide awake town. The change within such a short period is almost incredible.

Floating the Lumber to the Saws.

After being floated down the Opishkanogama, the Muskego and the Midway rivers, the timber cut in the townships of Foleyet and Ivanhoe enters the sorting gap a few hundred yards south of the mill. There is ample water for floating the logs as the streams while not wide, are deep. Foleyet is beyond the height of land and all the water runs to the north in the James Bay direction. The sawmill and pulpwood mill are located just west of the new town, which has sprung up in the last two years. It is true that being a divisional point on the line which was completed some six years ago and a transcontinental freight and passenger service put in operation, there were a few houses for the railway employees erected north of the track, but it is only during the past two years, since lumbering operations were commenced under the Eastern Lands Department of the C. N. R., that Foleyet has become the busy center that it is to-day, with churches, schools, well equipped boarding houses, private dwellings and several well stocked stores. The Midway river flows into the Muskego some distance north east of the town, its source being Ivanhoe lake, and just south of Foleyet the combined stream unites with the Opishkanogama. The Eastern Lands Department will operate ten camps this winter along these streams at Mileage Two and other points. For driving the company runs two steam tugs, two gasoline boats, etc.

The Busy Rossing Plant.

At the sorting gap there are four pockets. The axe made ties are floated down the stream and sent to a dam at the track, where by means of a tie loading machine they are placed on cars. The ties are used on the C. N. R. system from Sudbury to Winnipeg and practically all the supply is furnished by the Eastern Lands Department. The output of mill made and axe made ties this year will be some 600,000 and next season if the adequate amount of labor can be obtained the output will be nearly doubled. In the second gap there is floated all the logs used for the mill in both lumber and ties, the principal timber being jackpine with a fair sprinkling of white pine and spruce. The third gap is used for jackpine logs for the rossing plant and the fourth for spruce logs. The quantities rossed of spruce and jackpine are about equally divided. All the rossed wood is loaded on cars and sent to Thorold and other points south; thus cars carrying coal and other supplies to the northern divisional points and yards are assured of a

return cargo. The company not only makes a profit on its pulpwood operations, but also on the carrying which averages about five dollars per cord on rossed wood. The capacity of the rossing plant is about 125 cords per day. The most of the lumber sawn at the mill, which has a capacity of 70,000 feet a day including 50,000 feet of sawn ties, is used for the erection of houses for the employees of the C. N. R. at northern divisional points. Some sixty houses are being erected at Capreol and several at Hornpayne. But to return to the rossing plant. This and the sawmill were built during the winter of 1916-17 and operations conducted for the first time last year. This season the industrial activities of the company have been greatly extended and a shingle, lath and planing mill department added, as well as a twin slabber saw installed in the mill for cutting jackpine ties of 5, 6 and 7 inch face.

Undertakings are Extended in Character.

The woods and timber undertakings of the company are now most complete and comprehensive, embracing a sawmill, rossing plant, shingle lath and planing mill. 25,000 shingles, 40,000 lath and 1,500 sawn ties are produced daily, and one hundred hands are engaged in the mill and yards, while over double this number find work in cutting and driving ends of the business. The superintendent of the mill is Mr. Thomas Harrison, who has had a wide insight and experience in the lumbering arena and for some years was with Hon. Geo. Gordon, at Cache Bay.

The pulp logs are elevated to the rossing plant, which is 30 x 80 feet and built of planed match siding with corrugated steel roof, by means a jack ladder, sixteen feet wide and in their ascension are automatically counted. They then enter the slasher, which was installed by the Waterous Company of Brantford. The slasher has nine circular saws and the sixteen foot logs, after being cut up into two foot lengths, are carried by a trough conveyor to the immense barking drum, installed by the American Barking Drum Company of Chicago. This huge cylindrical affair is 10 feet in diameter and 30 feet long and revolves by means of four carrier chains. The interior surface of channel iron causes the two foot sticks to be barked or rossed as the wood is carried around the drum and by the rapid revolution is forced out automatically at the other end, each stick remaining in the drum for possibly ten minutes. The wood which is not barked sufficiently is drawn off by men with "pikes" and drops on to a conveyor which carries it back to the other end of the drum through which it again passes. The trimmer ends of the pulp wood logs after passing over the slasher are conveyed by a carrier to a chute and there dumped into a chopper and taken out in the yard for filling in purposes. The bark on the logs is forced through the openings on the side of the drum and by means of corrugated plates on the outside is swept into a trough conveyor and goes to a chute to be taken away for filling in. The rossed wood is dumped on to a pulpwood stacker and carried by means of an endless chain out on the huge structure which is located east of the mill and is 400 feet long and 60 feet high. The stacker is a double deck one, provided with fourteen chutes, and the wood may be dumped in huge piles or direct into the waiting cars. The endless cable is reversible in that it can travel either way and carry the wood along either to the upper or lower level.

Wood Dumped Into Waiting Cars.

On the latter the wood is sent down the chutes to the waiting box or gondola cars, tracks being on either side. The cars are run in under the covered shed and the side is built up of spruce logs. Men can work in comfort with this protection in all kinds of weather. By means of a loading device track and engine pulpwood can be loaded from the huge piles on either side of the conveyor direct on to cars.

The sawmill is 42 x 140 feet, covered on both sides and roof with corrugated steel and like the rossing plant is electrically lighted throughout. The mill also supplies the town, boarding houses and streets with electric current for illumination. The mill is run by steam and there are three Goldie & McCulloch tubular boilers, each of 6 feet diameter and 18 feet length, with 150 pounds steam pressure. The smoke stack is of 7 feet diameter and 110 feet high and the top is reached by an iron ladder leading up to the walk at the summit. There are three engines, one of 250 h. p. for running the sawmill, another of 80 h. p. for operating the rossing plant, and a third of 40 h.p. for producing electric light. The larger engine is a Grant, Giddings and Lewis, and the others are of Waterous build. All the

shafting, pulleys, belts, etc., of the mill are in the basement. The boilers are fed from Dutch ovens and from the "hog" which chops up all the refuse from sawmill and slasher not suitable for lath or faggots, and conveys the pulverized material by means of a conveyor to the furnaces of the boilers. In connection with the sawmill there is a well equipped woodworking shop for the making of sleighs, wagons and general repairs, and also a machine shop equipped with two forges, power drill, lathe, etc. There is also a pumping house near by for pumping water from the river for use in the barking drum and for fire protection throughout the buildings.

The Equipment of the Sawmill.

The mill has a yard engine and three or four miles of tracks throughout the piling grounds. After ascending the jack ladder there is a double set of steam kickers. Logs which are suitable for ties are kicked off the ladder at the left and carried by means of a trough conveyor to the twin slabbers, which were supplied by the A. R. Williams Machinery Company, of Toronto. There are about 1,000 ties sawed daily in the mill. The ties after leaving the slabbers are transported by live rolls to the tie trimmer, while the slabs are carried to the slasher and after emerging on the conveyor are sorted out. The pieces that are suitable for lath or faggots go to the lath department and the refuse is carried down to the "hog" for feeding

into box cars, being shipped subsequently to many points and sold for fire wood.

Under the sorting shed is the planing mill, which possesses a McGregor-Gourlay Company rip saw, and a planer and matcher supplied by the Berlin Machine Works, of Beloit, Wis. There is a large black board at one end of the mill whereon is shown each month the output of the different departments.

The company have built many comfortable houses for the foremen and skilled workmen, at Foleyet and there is a large boarding house where excellent meals are served. The company do not board the men themselves, but make suitable arrangements for their keep with an organization catering particularly in this line. The "boys" sleep during the summer season in large waterproof tents, which are boarded up at the side a distance of several feet. Each tent is electrically lighted and heated with stoves. Each man has a single steel bed, mattress and springs. In the wash house is running water and adjacent is a building which contains the shower and tub baths, while a heater is provided for boiling clothes, so that on the ground of sanitation, comfort and convenience, nothing is left neglected. The operations of the mills and timber and pulpwood cutting provide employment for the settlers and a market for their supplies.

The company provide a resident doctor for looking after the health of the men in the camps and woods, a moving picture theatre



Lath making department at Foleyet, showing bolter



General view of the mill and part of sorting shed



Glimpse of the gigantic pile of crossed pulpwood

furnaces of the boilers. The ties themselves, after leaving the tie trimmer table are sent along on live rolls to the waiting cars.

In the sawmill the equipment consists of 9 inch steam feed carriage, a circular saw with steam kickers, loaders and nigger, installed by the Waterous Company. The slabs are disposed of in the same manner as those coming from the twin slabbers. Small logs, cants and boards are transferred to a Morey double edger or "bull" edger as the machine is frequently termed. At one side is a gang of ten saws each of 26 inches diameter, and capable of cutting 8 inches. The other half of the double edger is used for edging the boards coming from the circular saw. Passing on, the lumber is conveyed by live rolls and transfers to the trimmers in the sorting shed, which is 40 x 50 feet, and located at the north end of the mill. The trimmer ends fall into a trough conveyor and are transported to a hopper from which they are taken by carts out in the yard and used to extend the piling grounds. The lumber from the sorting shed is piled on to loaders which automatically deposit the load on high cars for hauling out to the yards.

The Shingle and Lath Department.

Logs suitable for making shingles are sent along on live rolls to a butting saw at the east end of the mill, where they are cut up into sixteen inch shingle blocks and conveyed to the basement. The blocks are placed in a "Clipper" shingle machine, supplied by the E. Long Mfg. Company, and from that to the saw jointer. The shingles are then sorted and packed.

It should be mentioned, that all slabs after going on to the slash table, supplied by the Waterous Company, and fully equipped with six saws, are cut into four foot lengths and are then dropped into a trough conveyor. The wood suitable for lath and faggots, which are used in C. N. R. round houses for starting locomotive fires, is taken to a Payette lath bolter, having four saws, and afterwards transferred to a Payette lath machine from which the pieces fall onto a wide sorting belt, are then graded and bundled and conveyed on to the lath trimming table, and so on to the cars. The other pieces not suitable for lath are conveyed on a carrier to a chute and then dumped directly

for their entertainment at nights, while there is a debating society, which meets weekly and gives, in the town hall, attractive musical and literary evenings, admission being free to all. There is a telephone system owned and operated by the company, while the town has schools, churches, a good hotel and other conveniences that contribute to the happiness and contentment of the residents of Foleyet, which is located 425 miles north west of Toronto, or 158 miles beyond Sudbury, at an altitude of 1,078 feet, while that of Toronto is 254 feet and Sudbury 850 feet.

Last winter contracting camps were operated and 400,000 axe made ties taken out along with 6,000,000 feet of tie and lumber logs, principally jackpine. This season the company, under the Eastern Lands Department, at the head of which is Mr. Cyril T. Young, are operating their own camps and considerably more timber will be taken out than last season. It is interesting to note that the main business thoroughfare of the town is called Young Street, being named in honor of Mr. Young, who spends a large portion of his time at Foleyet, supervising the numerous activities. He also has charge of colonization and mining in the Eastern Lands Department, and enjoys the confidence and co-operation of those associated with him. That the big enterprises at Foleyet have been carried out so rapidly and extensively reflects something of the energy, industry and organizing and executive ability of the manager, who has been ably supported by a competent staff.

The directors of the Riordon Pulp & Paper Company, Limited, Montreal, announce that it is their intention to make a new issue of bonds to the extent of \$3,000,000. Subject to the approval of the shareholders, they have made tentative arrangements with the Minister of Finance for the sale of these bonds. Permission has also been obtained from the Capital Issues Committee at Washington for the sale of the securities in the United States. The funds obtained from the sale of these bonds are for investment in the Kipawa Fibre Company Limited, which is to be managed jointly with the Riordon concern. The Kipawa Company will manufacture bleached sulphite pulp at a mill which is being erected at Temiskaming, Que.

Winnipeg Wholesalers in Forefront

New Organization has Entered Upon its Second Year
with Every Promise of Increasing Usefulness

An aggressive and alert organization is the Wholesale Lumber Dealers Association of Winnipeg. Its membership is enthusiastic and a fine spirit of harmony and unity prevails in the ranks of this young guild. It was formed in August, 1917, with nearly all the mill representatives, wholesalers and commission men as members. The aims and purposes, it was distinctly pointed out, are the furtherance of the welfare of the lumber industry in general and to bring together those connected with the distribution of the products of the forests for their mutual benefit and pleasure. It was laid down that any firm or corporation with a regular appointed and permanent office in Winnipeg, engaged in the sale and distribution of lumber from the manufacturer to the retailer was eligible for membership. From that modest beginning the organization has grown until to-day it occupies a permanent home at 517 McIntyre Block. The new quarters are under the direction of C. S. Macdonell, sales secretary. The system used in connection with the clearing house plan which has been inaugurated, is for members to make their wants known to the secretary, who immediately puts them in touch with any other member who has a stock to sell. The stock is listed for information of any members interested and it is felt that this branch of the service will be of great benefit in creating an outlet for certain lines of lumber which perhaps may for one cause or another stick and hang.

The Winnipeg Wholesale Lumber Dealers Association is affiliated with the Winnipeg Board of Trade and is in close touch with wholesale lumber associations throughout Canada and the United States. The present officers are wide awake, enthusiastic men, who foresee in connection with the association a splendid future and an institution of worth, convenience and stability to the industry at large. The association is proving a distinct benefit, not only to those who belong to it, but also to the mills they represent, the customers they serve and the trade generally. It will tend to correct several misconceptions and abuses which may have existed in the minds of a few, that the traveller and the commission man are like a fifth wheel on a coach and that the wholesaler is a sort of a barnacle, a necessary evil or red tape barrier in connection with the manufacture, sale and distribution of lumber.

In these columns it has from time to time been pointed out that both the wholesaler and the traveller fill a legitimate, useful, economic, important and indispensable niche, and any association which helps to drive home this truth cannot fail to be of much advantage and stability to the lumber industry. The present officers of the association, some of whose portraits appear in this issue, are president, E. C. Carter; vice-president, A. F. McDonald, secretary-treasurer, J. A. Rowland; directors, W. B. Tomlinson, F. J. Chapman, G. W. Bacon, H. E. Deneen, R. Westcott and W. H. Hoover, Jr. Among the objects which this ardent association hope to carry out are:

"Establishment of inspectors at other points on the prairies besides Calgary to inspect claims as regards grades as soon as same are reported, so that these matters will be immediately adjusted on their merits, without either the mill or the customer being dealt unfairly with.

"Establishment for up-to-the-minute credit information as collected by members. It is felt they know the risks better than the ordinary mercantile agency which does not specialize on lumber accounts. It is intended that this information shall be available for manufacturers.

"To inaugurate short educational talks at each association meeting by some recognized expert on the matter under discussion."

A complete reference library is in the course of formation, which will contain all books of grading rules in use in Western Canada, and trades papers of interest to members.

The Winnipeg Wholesale Lumber Dealers Association have moved into their new quarters in the McIntyre Block, on Main Street, and on the door there is a sign "Welcome Brother Lumberman."

Modifications in Railway Switching Service

The Railway Board, in a judgment handed down recently at Ottawa, modifies a previous general order in regard to the general railway switching service along lines suggested by the Winnipeg and Windsor Boards of Trade and the Canadian Manufacturers' Association. The amended order changed the inter-switching practise in that it compelled railway companies to give interswitching, instead of extending it at certain points as a matter of grace. It was provided, among other things, that the railway on which traffic originated is entitled to the long haul. The Shippers' Section of the Winnipeg Board of Trade objected to this on the score that it would deprive shippers of the valuable right they had always enjoyed of routing their cars along the line they desired to use.

It was urged that the enforcement of the order would effect a radical change upon the whole service of freight in car lots and would involve the removal of the only competition now remaining to shippers—competition in service.

The new judgment gives effect to the protests of the Manufacturers' Association and the Boards of Trade, and permits a team track shipper to allow his shipment to be interswitched to a carrier other than the initial carrier.

Fire Starts Just When Insurance Was Put On

The interesting point of fire insurance law as to whether a covering note issued by an insurance broker during the course of an afternoon is retroactive to noon of the day of issuance, is to be fought out in the Supreme Court of British Columbia. The writ in the action was filed recently by Messrs. Farris and Emerson, acting on behalf of the Pearson Shingle Mill Co., who are suing a number of fire underwriters for \$5000.

The story is an interesting one. At about 4 o'clock in the afternoon of May 14 a representative of the plaintiff company took out a policy with the local agents of the defendants, covering the company's mill on Burrard Inlet. The usual covering note was given to protect the insured until the arrival of the policy.

Later on it transpired that a fire broke out in the mill at about the very hour of the afternoon that the policy was being taken out and the covering note given. The fire did very extensive damage to the mill.

The plaintiffs contend that under the usual rule of law the covering note protecting the insured from May 14 on, must be taken to mean from the hour of noon on that day, which would be three or four hours before the fire broke out. The defendant companies have disputed payment on the ground that it is not proven that fire had not started before the moment when the covering note was given. There is not the slightest suggestion of fraud in the transaction, the outbreak of fire at the mill at about the moment the company was negotiating for the insurance policy being admittedly a coincidence which gives rise to an interesting point of law.

Pleased With The Output of Spruce

Hon. T. D. Pattullo, minister of lands for the province of British Columbia, who was in Ottawa lately, expressed during the course of an interview, his enthusiasm of the part the far western province had played in supply of spruce for aeroplanes.

It is doubly gratifying that not only has British Columbia contributed a larger per capita quota of men for the fighting line than any other province in the Dominion, but she is also sending over the finest spruce in the world for the production of aeroplanes, that has proved such a big factor in the war."

Mr. Pattullo's department played an important part in this connection, taking every step possible to increase the production of spruce of the finest quality. The owners of spruce areas and the Imperial authorities could not some time ago come to terms as to spruce timber and the Minister of Lands for B. C. promptly took measures so that all spruce timber in the province would be available for aeroplane production and war purposes. The effect of the orders was instantaneous and since that time, under the direction of Major Taylor of the Imperial Munitions Board the amount of spruce now constantly going to the front is forty times as great as the amount going forward on January 1st this year.

Reports Decided Shortage in Woods Labor

John Carew, M.P.P., of Lindsay, who is at the head of the John Carew Lumber Co., Limited, reports that there is a pronounced scarcity of woods labor in his section of Ontario. He owns limits in Harvey and Cavendish townships, Peterborough county, and is at present operating two camps, but hopes to be able to secure sufficient help to add two more. He will take out about seven million feet of logs, principally spruce and hemlock. His cut last season was only four million feet, owing to the shortage of labor, which to-day is commanding sixty-five dollars a month and board, the latter having increased one hundred per cent. since the war broke out. In the winter of 1913-14 the average pay in the camps was about forty dollars and board. Owing to the slump, during the next season, the wage scale went down to twenty dollars, and now the figure is over three times this sum.

Mr. Carew's eldest son, Col. Frank J. Carew, who has been overseas with the Canadian Forestry corps since June, 1916, has under his direction six or seven saw mills in France, cutting large quantities of timber for the troops. Another son, Pte. Arthur W. Carew, left recently for England with the C. O. T. C., and is now attached to the Imperial Artillery.



Aggressive Members of Wholesale Lumber Dealers Association of Winnipeg

Top row, (left to right) E. C. Carter, President; A. F. McDonald (Sandy) Vice-President; J. A. Rowland, Secretary-Treasurer.

Middle row, R. Westcott, Director; W. H. Hoover, Jr., Director; G. W. Bacon, Director.

Bottom row, H. E. Deneen, Director; W. P. Dutton, Past Sec.-Treas.; F. J. Chapman, Director.

Breezy Notes From Maritime Provinces

The prevailing epidemic of Spanish influenza is creating havoc in the lumber camps on the Tobique N. B. A report was sent to Hon. W. F. Roberts, minister of health, giving details of the ravages of the disease, and in consequence he secured Rev. W. R. Robinson to go to the stricken district. He was given an ample supply of medicine and is working under the supervision of the Health Department.

J. S. Granner, of the Imperial Munitions Board of Ottawa, was in the province of New Brunswick recently. He said there were three million feet of lumber stored in St. John awaiting shipment overseas during the coming winter port season. He explained that all lumber going overseas from the Dominion had to be shipped as part of the general cargo owing to the scarcity of ships and the large demand for foodstuffs. Mr. Granner also stated that there are large quantities of aeroplane lumber being sent overseas. As soon as the season at Montreal closes shipping will be started through St. John.

Enquiries by a representative of the "Canada Lumberman," along the north shore of New Brunswick and in northern Maine elicited the fact that many of the big operators there do not intend to cut more than half their usual quantity of logs this season. This is said to be due to the greatly increased cost of operations. The men's wages will be higher, the cost of provisions more and the price of working material greater than in former years. Other lumber operators in New Brunswick intend to get a full cut out despite the increased cost. Some of the operators consider that it will cost from \$4 to \$6 a thousand more to get their timber out this season than it did last.

Hon. E. A. Smith, minister of lands and mines in New Brunswick, recently announced that five rangers were to be appointed, having passed the required examinations. Progress toward a complete organization of the outside service of this department is being made. Members of the department anticipate a marked curtailment in the cut on both crown and private lands this season.

Word received from Fredericton is to the effect that John Kilburn, a well-known lumber operator, is seriously ill, having suffered a stroke of paralysis. He is in his 76th year and little hopes are entertained for his recovery.

Eastern Cut Will Be Away Down

Mr. G. H. King, M.L.A., of Queens, N.B., in a recent interview, said that there is much of last year's lumber cut yet on hand, not only in his section but throughout the province.

The lumber cut is likely to be down at least 50,000,000 feet in New Brunswick this season, and perhaps more. Mr. King pointed out that in 1918 the lumber operators are finding great difficulty in securing labor. Owing to the workings of the Military Service Act, there are now few young men in the country, but those of the 18 and 19-year-old class and the men beyond military age are not in the majority of instances sufficiently rugged to brave the strenuous activities of the New Brunswick lumber woods.

Heretofore, if a lumber exporter was successful in securing a bottom for lumber he was permitted to export a cargo without additional red tape. Now he must have a permit as when exporting lumber by rail.

"The United States market is not sufficiently large to absorb the entire cut," added Mr. King, "and there is no other market of any consequence open that I know of at the present time." In connection with the new regulation, he said that a St. John lumber exporter had at the present time a ship in port waiting a cargo, and the exporter was unable to secure the necessary permit in order to allow his ship to sail.

Personal Paragraphs of Interest

W. J. Lovering, of Toronto, who has been on an extended business trip to the Pacific Coast, has returned home.

J. H. Thickens, manager of the pulp and paper division of the Bathurst Lumber Co., Bathurst, N.B., for some years, has resigned.

Alfred Gall of the Gall Lumber Company, Toronto, who was laid up for some days with an attack of influenza, is able to resume his duties.

Hugh Stewart, late of Stewart Bros., Buffalo, N.Y., who was for some years a National Hardwood lumber inspector, has been appointed manager of the hardwood department of the C. G. Anderson Lumber Company, Toronto. Mr. Stewart is at present in Savannah, Georgia, arranging for the shipment of several cars of logs to Ontario, the shipment consisting of a considerable quantity of cypress.

R. F. Carter, secretary-treasurer of the Fesserton Timber Company, Toronto, has returned from an extended business trip to the Pacific Coast, where he purchased large quantities of western pine for the firm, who report a constantly increasing demand for this line of timber.

J. L. Nevison, sales manager of the Keewatin Lumber Co., Kee-

watin, Ont., spent a few days in Toronto recently on business, and called upon a number of friends in the trade. The Keewatin Lumber Co. are busy in their box factories at both Kenora and Keewatin, and they had a good season in their saw-mill at the latter point. The Company are operating three camps at the present time and hope to secure men to start a couple more before the season is very far advanced. Mr. Nevison states that the cut will not be nearly as large as last season, as in view of the scarcity of labor, the peace situation in Europe and the period of reconstruction, most firms are adopting a conservative policy.

C. G. Anderson, of the C. G. Anderson Lumber Company, Toronto, has been deer hunting in the vicinity of Espanola, and it is expected that he will remember his friends with liberal slices of venison.

Mr. Bowman, representing the Fullerton-Powell Lumber Company, South Bend, Ind., spent a few days in Toronto and other cities recently, on business.

F. C. Wade, of Vancouver, who was recently appointed Agent-General for B. C., in London, England, spent some time in Ottawa and Toronto this month. Hon. T. D. Pattullo, Minister of Lands, was also in the east for several days. Mr. Blair, late secretary of the Vancouver Board of Trade, has been appointed secretary to Mr. Wade, the new Agent-General, and will take up important detail work.

Charles J. Brooks, manager of the Toronto office of the Vancouver Lumber Co., left last week on a business trip throughout the Maritime provinces.

John A. Belford, one of the best known lumber salesmen in the Ottawa district, is no longer connected with the firm of D. G. Gilmore and Co., Ottawa, lumber brokers, who continue under the old name. Mr. Belford recently intimated that he would start in business for himself.

Captain Andrew MacDuff, who had a large share in organizing the Forestry Corps, has been appointed secretary of the Montreal branch of the Patriotic Fund. When overseas he was staff adjutant to the Director-General of Timber Operations in France and Great Britain.

Fred White, superintendent of the saw mill of the Riordon Pulp & Paper Co., at Calumet, P.Q., died from influenza on October 31, after three days' illness. He was taken ill on the train when bringing his wife from Montreal to Calumet, Mrs. White having been a patient at an Montreal hospital.

Mr. Hugh Blair, of Blair & Rolland, Montreal, and Mr. E. T. Todd of Watson & Todd Ltd., Montreal, who were very seriously ill with influenza, are now out of danger. Mr. J. S. Morrison, of the Laurentian Lumber Co., Montreal, has returned to business after an attack of influenza.

Matthew Burgess, secretary-treasurer of James Burgess & Sons, Limited, who conduct a saw mill and general store at Grand Falls, N. B., passed away recently.

Thos. P. Murray of Murray & Omanique Lumber Company, Barry's Bay, Ont., who has been the mainstay and inspiration of the Victoria Baseball team of that village, was recently tendered a public reception by the citizens and presented with a valuable gold watch and appreciative address. Mr. Murray has always taken a lively interest in athletics.

William Henderson, superintendent of the Shantymen's Christian Association which originated in Ontario, with the head office at Toronto, and which has recently extended its work into Minnesota, Wisconsin and Michigan, left Toronto recently for a visit to British Columbia, with the object of arranging for the extension of the work to British Columbia and northern Alberta. Arrangements have already been completed for taking care of the work of the association in northern Ontario camps this winter. Mr. Henderson will spend part of this month and all December in the United States organizing for the coming winter.

Geo. Taylor, manager for the Holt Timber Company, Bolger Bridge, Ont., who was in Toronto recently on business, stated that his company had been remarkably fortunate during their fall operations in that they had no outbreak of the Spanish influenza. Every man in their camps escaped the disease. Mr. Taylor thinks there may be some early improvement in the labor situation in view of the close of the war, providing a reasonable number of men, now engaged in other lines of employment, revert to their former jobs.

Many well-known figures to the lumbering trade at Ottawa participated in the floatation of Canada's Victory Loan. Among them were E. D. Hardy, Capt. team No. 2, Hardy and Reynolds, Canadian Lumber Insurance Exchange, Mayno Davis, McAuliffe-Davis Lumber Co., P. C. Walker, Shepard and Morse, R. G. Cameron, Cameron and Co.; E. R. Bremner, Watson and Todd; H. I. Thomas, John R. Booth; C. Jackson Booth, Fred Booth and John F. Taylor, E. B. Eddy Company. George H. Millen, president of the Eddy Company, was honorary president of the Hull territory, and Sir Henry Egan, honorary chairman of the Ottawa Victory Loan organization.

Better Equipment for Retail Lumber Yard

Why Certain Dealers Forge Ahead and Others Lag Behind in The Business Race —Some Practical Pointers on Delivery and Management

A country lumber yard properly equipped with tools is the rare exception. Every yard, of course, has a few. Some have more than others, but most dealers get along with as few as possible, because they don't realize that more of them would be of any value in their work and what few they have they don't take care of. Consequently, they are seldom in good condition. Small wonder is it then, that such dealers have to depend on running around and borrowing what they want when an emergency arises that calls for their immediate use.

Have you ever had a string of teams drive in to be loaded up and not one of the wagons in condition to begin on? No doubt you have and you know then the time it takes to make stakes with a dull hatchet, fix up reaches and loosen up rusty rods to get the end gates out. Perhaps you have had to send to the carpenter shop to borrow a brace and bit and a drawknife to make a new reach, and as you have done this so often, the carpenter naturally wonders why you don't keep such tools at the lumber yard. He feels sore, too, when he has to send to get them back again, for borrowed tools are seldom returned before they are wanted.

A country lumber yard is a place that is generally lacking in sufficient help at different times during the year. The average yard has but two men, the dealer himself and a second man. Usually the latter is at work unloading or delivering, leaving the dealer to wait on the customers. If they would only come one at a time, he could do all this work without rushing, but they don't do this. Instead, they crowd in upon him about noon and the latter part of the day and all want to be waited on at once. Those who are waiting never think of getting their wagons ready, nor of helping the first comers load in order to hurry things up. They sit around till their turn comes. Then the dealer has to fix them up in shape to load. Now, at such times as these, comments C. H. Ketrledge, in the Mississippi Valley Lumberman, every minute counts and every one that is consumed needlessly for lack of tools, is just so much time wasted, besides the bother and worry. A customer supposes that a lumber yard is always ready to attend to his wants and has the means to do it. It is for the dealer to anticipate and prepare for all the ordinary contingencies in the waiting on his trade, and the more he has of convenience and tools, the more rapidly and satisfactorily will he turn off his work.

What You Should Have

Now, I am going to enumerate a list of things which I think should be a part of the furnishings of every country yard. All of you have some of them. Some of you have more than others, but not everyone has those in the following list:

One crosscut and one rip saw; carpenter's steel square; two hatchets; one claw hammer; a grindstone; one or more coal shovels, including one with tines; a spade and a rake; monkey wrench; a screwdriver; brace and several bits; also a 1½-inch auger; one draw knife; small oil can; two board rules; one small steel pinch bar, 30 inches long, beveled on one side only; one car pusher; one coal screen; a couple of ladders; a ten-foot pole; two saw benches; a lot of sheet iron strips for bunching shingles; an assortment of nails and spikes, and one of the handiest things to have around a yard is a two-wheel lumber cart.

Another useful article to have on hand is a roll of tarred twine, like that they use for tying up lath, also a ball of strong wrapping cord. There are other little things such as screws, bradawl, and a chisel, that are conveniences when you want them. If you keep your own team on the yard premises, there are some things needed that I have not put in the list. Those that I have mentioned I know by personal experience are useful to have on hand many times in the year. Some of you may think a grindstone is superfluous. If you have one you will be apt to keep your hatchets sharp, and also to sharpen the spade for the cutting of weeds and grass in the yard. If you don't have it, these and others of your cutting tools will be always dull. If you have a saw clamp, too, you can learn to sharpen your own saws. A lumber yard saw is usually an abomination.

With all these tools on hand, the next thing needful is to keep them in good order; have a place for them and always in that place when not in use. To keep them from getting rusty, use that oil can I have included in the list. A small tool chest will keep them dry, and if you keep them there, you'll always know where they are. Stamp every tool you have also with the firm's name on it. The reason for this is obvious. It should be the special care of the yard man to go around every night and pick up the tools that may be lying out in the yard, and if by chance he is occupied till after dark, the manager

himself should see that it is done. Form this habit and it is no bother at all. Neither borrow nor lend is a good rule to follow, but if you do have to lend a tool at any time, make a memorandum of the circumstance. Then when it is not returned you'll not be puzzled over who took it. A yard ladder is something that people want to borrow more than anything else. One or two experiences in lending it caused me to refuse to let it go away from the yard, for one never knows when it will be returned and likewise when he is going to need it. There are some things I won't lend and my yard ladder and saw are among them. When I was working at my trade, when I wanted a tool, I went and bought it. I never borrowed nor lent my tools.

Some people have gotten into the habit of borrowing and depend on it, and somehow they find enough people who have not got the nerve to refuse them. When people find out they can't borrow, the belongings of a lumber yard they will cease to ask for them. I have been all through this kind of a mill and when I say that the less you do of this lending business, either of tools or lumber the better you will get along and make fewer enemies. But you must learn how to



An attractive and inviting retail yard and office

refuse in both word and manner of doing it. It is quite an art to say no, whether in this or a business matter. Some men can say it so that you will feel like apologizing for troubling them, but there are few things in business that are so necessary as saying no, or its equivalent, for it often marks the line between failure or success. We often have it on our mind to say it, but lack the courage to articulate our dissent, then feel like "kicking ourselves" afterwards.

Should Have An Extra Wagon

The majority of dealers who do their own teaming and delivery try to get along without an extra wagon. I did so for a long time, but the last years of my yard life I used one, and so useful did I find it that I often wondered how I got along with only one. I bought only the running gears and when I had occasion to need a box, I used a few planks for the purpose. With three men and one team we could do practically as much unloading from the car as could be done with four men and two teams. This means, of course, that one man does the unloading in the yard. Any active, husky fellow can do this if he knows how and he can keep the other two fellows busy bringing in the stuff to him. I know it is usual to think that it takes two men to unload a wagon from the side, but one only is necessary if he is the right kind of a man and has acquired the knack of it.

The expeditious unloading of a car is more important today than it was in pre-war times. The main thing now is to get it over to the yard in the shortest time possible, and distribute the stuff where it belongs afterwards, as will have to be done in the case of a mixed carload. It is wasting time now to use only one wagon and haul the stuff to the various piles. In case the third man cannot be obtained, the extra wagon can be used by the two men to great advantage as will be made apparent in the use of it.

Another purpose for which it is useful is when you are delivering a bill in the town. While the team is gone with a load another can be loaded up ready to go out when the team returns. In this way a bill can be delivered in nearly half the time it usually takes with the one wagon. It comes handy, too, in another way, when you are hauling coal and want to deliver a load of lumber, instead of having to take off the wagon box from the coal wagon. The other running gears can be used without any delay.

In the larger yards, of course, they have more than one team and

two men, but the average country yard is in a small town. Most of them are not as well equipped to handle business as they ought to be and they try to get along with as little as possible. There is probably some excuse for the line yards in these small places for keeping down their investment in such things, but it seems to me that the dealer with the one yard could make it pay him to have anything that will reduce his labor and afford better facilities for doing business. Doubtless there are many single yard operators who have all these things, but from what I can judge, the large majority of such yards are run with little or no change in equipment from what they had years ago.

To Own Or Hire a Team?

I find, in talking with dealers at the conventions, a good deal of difference of opinion regarding the having one's own team to do the necessary hauling, or hiring the drayman to do it for them. It seems to be more of a question of expense than of utility. I think that every dealer would prefer to have his own facilities for hauling and delivering than to be bothered with the uncertain, and often unsatisfactory service of the town drayman. But, as before said, it is largely a matter of which costs the less. It depends somewhat on the size of the town and the conditions of the situation.

We used to say that a team should be kept going or it would eat its head off. This is truer today probably than it was when feed was cheap and horses were worth half of what they are now. But, notwithstanding this fact, it seems that where a second man has to be kept he could do all the teaming work instead of employing another man to do it. This, of course, would throw more yard work on the manager when the second man was out with the team. On the other hand, with no teaming to look after, the second man is at the yard practically all the time, which gives the manager more opportunities to leave the office and get out after business and collections.

Six months at least, of the year, the country yard is hampered for lack of help. Dealers are charged with waiting for the business to come to them and it is true that they have gotten into this attitude of mind. The principal reason for this, however, is because of their inability to leave the yard to run around much on the outside, for the second man has about all he can do in his line of work. It is not always easy to get a third man when you want him the most, but where it is possible, employing one would give the manager a chance to get away at the times when it will do the most good, and the second man could take care of the business in his absence. Of course, where a bookkeeper is employed, the dealer can get out most any time. But in most country yards, the manager has to do all of the office work himself, and in these days of the telephone it keeps him pretty closely tied to the office.

Before the telephone came into use, a dealer could leave his office to look after some outside matters. Many dealers in those days had no help at all and played a lone hand in running the yard. But now, with the telephone, he never knows when someone's voice will enter his office with an order or an inquiry about something that no one but him can answer. I played this lone hand game for several years and I know all about what it means. During that time, I hardly ever got out into the country except on some Sunday and very seldom did I get a chance to leave the town limits to go anywhere. With two yards in a small town, it keeps each dealer confined to his office and within easy reach of his telephone, besides keeping a watch on the competitor, which, of course, ought not to bother either one. But they will do it, and therefore, both stick to their yards, for fear that the other will take advantage in some way during their absence.

Why They Do Little Advertising

I don't suppose, however, there are many, if any; yards now that are being run single-handed. There is so much more office work required than formerly. What with intricate systems of accounting and making out reports, looking after advertising and a plan book system, if a dealer has no bookkeeper to help him, a good portion of his time is occupied at this work and he has little opportunity to get out and do missionary work among the farmers. The business is so cut up and divided now that the yards cannot afford to employ the necessary means for the expansion that is needed. Many a dealer could get out and create more business if only he had the time to spare from his other work that has to be done. We all know what this spur is behind us, if we leave it for something else. Some dealers have told me they thought a plan book system was a good thing but they hadn't the time to give it the proper attention it needs to make it a success and there was no use in taking hold of it unless such could be given it.

The average country dealer is apathetic in the matter of advertising. He thinks it does not pay because what little he does and the way he does it have never seemed to him to increase his business. The fact is, he is conscious that he doesn't know how to write the right kind of advertising and if he could, he thinks he hasn't the time to bother with it. Changing an ad every week and influencing public opinion through the local newspaper, as should be done, is some job and takes a lot of time and thought for the average business man, even

though he has the ability. The multifarious duties of a country yard dealer leave him little time to take up the extra things that modern merchandising has introduced into business, unless he has sufficient help in his office and yard that will enable him to give them the attention they require to make them profitable.

Individual yard dealers can and should do these things, because they have no one else to govern their actions but themselves. They can employ all the help they need to give them the time to develop the opportunities which are ever present with a country yard. There is no excuse for a man with his own yard in letting these opportunities lie dormant for lack of cultivating. He can employ all, and the right kind of help he needs to make this intensive work pay him in an increased volume of business and profits, and there never was a time when such dealers needed more to do these things to "save their bacon" than at the present and from now on.

Any close observer can see that the line system of yards is increasing, and this is because of the fact of their enterprise in adopting modern methods and giving the public more and a different kind of service. Many single yard dealers are doing business in the same town under satisfactory conditions. They got along with their old system of doing things and congratulate themselves in being able to hold their own. Some, of course, are doing this by their superiority over the line yard manager, but the majority are really holding their places on sufferance of the line yard concern, for, any time these concerns want a yard they go for it and get it, and it is plainly to be seen they are getting them in one way or another.

Highest Membership for the National Association

An important meeting of the Executive Committee of the National Wholesale Lumber Dealers Association was held in New York recently. The report showed the organization to be in a most prosperous condition, the membership in the association of 434 and the Bureau of Information being the largest in the history of the organization. Business conditions are probably responsible for this substantial growth, and as the members are using the facilities of the association to a greater extent than ever, they are also interesting others in the membership, and the reports of the various committees and departments submitted to the Executive Committee indicate a wide range of activities and a substantial increase in all work since the annual meeting in March.

Among the important discussions was Circular 21 issued by the Priority Division of the War Industries Board regarding non-war construction and the amendment which briefly provides that with certain war emergency exceptions constructions covering repairs to existing buildings involving a cost exceeding \$2,500 and for new farm construction involving a cost of more than \$1,000, shall be prohibited unless permits are obtained from the Priority Division of the War Industries Board. This has been referred to the officers of the association for investigation and further report, and in connection with this subject was considered the report of the committee which represented the association at the National Federation of Building Industries, which was organized in July, at Atlantic City. A committee was appointed to attend a convention of the National Federation to be held in November.

Other reports were submitted showing what the association has accomplished toward keeping its members posted in connection with government prices on lumber, several thousand copies of each bulletin have been distributed and because of its concise form many lumbermen, associations and government agencies have asked for additional copies.

The report of the Bureau of Information indicated an extended use of the privileges of that department and as a result of the larger membership the credit reports have increased not only in number, but in the character of information available. The figures for the Collection Department showed a large amount of business handled and that many more members were availing themselves of the privileges of asking an opinion on commercial disputes, thereby frequently saving the cost of an attorney fee.

The transportation situation had much attention, and the report of the Traffic Manager covering the result of several visits to Washington and investigations in other cities in connection with the issuance of permits and railroad regulations showed how useful this department was to the membership, many finding this feature alone well worth the cost of membership. Many prospective members are considering availing themselves of the association privileges and there seems to be no question that the current year will witness remarkable increase not only in membership, but in all the association activities, and a letter is being prepared by President Taylor to be sent to the members within a few days reporting on these subjects.

Those present were: Horace F. Taylor, president, Buffalo, N. Y.; J. W. McClure, Memphis, Tenn.; M. E. Preisch, North Tonawanda, N. Y.; F. W. Babcock, Pittsburg, Pa.; E. F. Perry, secretary; W. W. Schupner, department manager and W. S. Phippen, traffic manager.

High Honor for Capt. George Reid



Capt. G. T. Reid, D.F.C., Toronto

in recognition of the achievement of the young officer, conferred upon him the rank of Captain before the latter left Montreal for overseas. After six or eight months in woods operations in England and France, Capt. Reid was given a furlough, which he spent in England, and there he met a number of his chums who had been fellow students at St. Andrew's College, Toronto, and Bishop Ridley College, at St. Catharines. These boys were members of the Royal Flying Corps, and Capt. Reid was only too anxious to become identified with this branch of the service. He took an observer's course, carrying his rank of captain, and after several weeks spent in this branch next served in night bombing squads, and in July last was transport officer in connection with the Royal Air Force to France. Capt. Reid has had some thrilling experiences. In January of this year something went wrong with his aeroplane, which fell in the English Channel. Capt. Reid's pilot was drowned, but he managed to cling to a raft and was finally picked up in an exhausted condition. Between July 1st and the early part of September Capt. Reid made 21 raids over the enemy's line, and out of eleven aeroplanes which went out one night on a bombing expedition, his was the only machine to return. Capt. Reid has had many sensational and hairbreadth experiences and at the close of the war will possibly return to Toronto, where he will be given a hearty welcome for he has rendered distinguished service both in the aerial and forestry branches.

Death of Promising Young Lumberman

Many friends in the retail lumber ranks in Toronto will learn with sincere regret of the death of Hugh Brennen, assistant manager of the Riverdale Lumber Company, Toronto, who passed away on November 1st, from an attack of influenza, followed by pneumonia. The Riverdale Lumber Company has felt the heavy hand of death in a particularly poignant manner during the past few months, as on June 16th last Wm. J. Hetherington, general manager of the company, expired very suddenly. Mr. Brennen, who had been his right hand man in the retail end for nine years, then took up the duties of Mr. Hetherington, so far as they related to the Riverdale Company, while Mr. Geo. Kinnon, associated with the firm for fifteen years, assumed the management of the wholesale end, known as the Wm. Laking Lumber Company.

Mr. Brennen was ill for only nine days and his remains were taken on November 3rd to Hamilton, where they were interred. The deceased was 29 years of age, and resided at 148 Booth Ave., Toronto. He always took an active interest in the Broadview Y.M.C.A., and the Beaches Baseball Club. Mr. Brennen was an ardent supporter of clean, healthy sport, and more particularly baseball. Besides his wife and family of two small children, he leaves two sisters, living in Toronto, and his father, E. S. Brennen, who is in the fuel business in Hamilton, and was for a long period in the lumber line. Mr. Brennen was an able, faithful and upright citizen who enjoyed the esteem and confidence of a large number of friends in the trade. His duties in connection with the Riverdale Lumber Company are at present being looked after by Mr. Kinnon.

Ottawa Lumberman Joins Silent Majority

C. H. Walters, only son of H. McD. Walters, Ottawa, died recently at the Royal Victoria Hospital, Montreal, from an attack of pneumonia. The late Mr. Walters was in his 30th year and leaves a wife and two

children. He was in the employ of the McAuliff-Davis Lumber Company, Ottawa, for four years and when the new organization was formed in June, 1917, to take over the old company, Mr. Walters was appointed secretary-treasurer. He held this position until June of this year, when he left the employ of the firm temporarily, to accept a position as secretary-treasurer with Fairfax Forgings, Montreal, who are engaged in making American shells. Mr. Walters was to return to the McAuliff-Davis Lumber Company at the end of the war, and it is a matter of deep regret to them that they have lost his services, as the deceased gave every promise of having a most successful career in the lumber business. The late Mr. Walters was very popular with all whom he came in contact and his early death is a distinct loss, not only to his employers, but to the various retail associations with whom he was associated.

The Passing of Fred S. Macfarlane

After an illness dating from the first week in August, Mr. Fred S. Macfarlane, president of R. Macfarlane & Co., Ltd., wholesale and retail lumbermen and manufacturers of interior trim, Montreal, died on October 28, at his residence, Westmount, aged 47. Mr. Macfarlane, who died of tumor on the brain, was removed to the hospital, but returned to his home two weeks prior to his decease. The business was founded by his father in 1874, and grew to be one of the largest of its kind in the city, specializing on manufacturing to architects' details. Mr. Macfarlane was identified with the firm practically all his life, and had general direction of affairs during the last few years. On the death of his father in 1915, he became president of the company. The business is being carried on in the interests of the estate. Mr. Macfarlane, who was a native of Montreal, is survived by his widow, four children, and a sister. The funeral was attended by many representatives of lumber firms. Mr. Macfarlane was one of the most active members on the Lumbermen's Reception Committee in Montreal, who welcomed the Toronto retailers on the occasion of their visit to that city in July last.

How Ontario's Forest Revenue Grows

The important part the Crown timber lands of Ontario play in defraying the costs of civil government is indicated by the fact that during the last provincial year forest revenue was collected aggregating \$1,695,703, a gain of \$360,382 over the previous year, and including \$115,327 collected from limit-holders as fire-ranging dues. Nearly one hundred million feet less pine lumber was cut than during the precedent year, labor shortage operating largely toward this diminishment, although the progressive depletion of the white pine forests is clearly recognized. The total pulpwood "cut" for the province was 445,978 cords, of which approximately equal amounts were cut from settlers' lots and Crown timber areas. It is regarded as beyond question that the pulp and paper interest will continue to expand, and this development will materially aid in the redemption of Canada's war debt.

Now Using Some Birch in Paper Making

From the investor's standpoint the position of the Canadian pulp and paper industry has undergone improvement since the Paper Controller fixed the newsprint price in Canada at \$69 with the subsequent raise to \$75 by the United States appeal tribunal.

During the past year, by co-operation of the executives of the larger newsprint mills, plans have been put into action by which Canadian-made newsprint will be steadily improved in quality so as to command a special price in foreign markets. Quantity production on the present plant basis has about reached its limit. It is realized that quality of newsprint will bring a preferential price in future and the Canadian mills are headed for that goal. Five of the big mills are now pooling all their data bearing on production. Meetings of all departmental heads are now held quarterly at the plant of one or other of the companies. The day of trade secrets has been declared over. Another advance of much significance was the success of a Quebec newsprint mill recently in using ten per cent. of birch with its usual mixture of spruce and balsam pulp. No Canadian mills have thus far used any hardwoods which in Ontario and Quebec are so prolific that they are regarded as 'weed trees' and left to waste. The mill in question is now using birch wood regularly and other mills may be expected to follow its example. This means an enormous saving of the limited stock of spruce.

It is stated by paper mill men here that as soon as the trend of peace conditions becomes apparent, extensions to present mills will be commenced. Between 1914 and the early part of 1917 the daily output of Canadian newsprint mills had risen from about 1,300 tons a day to about 2,100 tons, an increase of more than 60 per cent. Between 1917 and 1918 the increase was from 2,100 to 2,300 tons a day, or less than 10 per cent.

B. C. Mills are Looking to the East



A. E. Gordon, Toronto

Who speaks of conditions of the lumber industry in the West

A. E. Gordon, of Terry & Gordon, Toronto, recently returned from an extended visit to British Columbia on a tour of inspection of their stocks of lumber, which are put up specially for their Ontario and Eastern trade. Mr. Gordon reports that most of the mills in the Mountain district are closed down for the season, with a fair stock of lumber on hand, little of which is, however, sawn plump enough in size to suit the Eastern market. He found the lumber manufacturers in B. C., outside of the firms in their own connection, anxious to open up markets in the east, while those identified with their own business, are looking for an increased trade in Ontario, Eastern Canada and the New England States. About

one-third of the stock handled annually by Terry & Gordon is shipped from B. C., and is increasing rapidly every year, consisting of B. C., western pine, mountain spruce, gray fir and larch from the mountain districts. Mr. Gordon states that business conditions on the B. C. Coast are fairly brisk, owing to the shipbuilding activity and export trade and the eastern requisitions in timber and lumber. "In fact, it is his opinion that the lumber trade in the east must look to British Columbia for a greater portion of its supply. The firm are shipping a large quantity of Douglas fir lumber and timber, as well as Coast spruce and hemlock to eastern Canada and the American market, and have also experienced a greatly increased demand during the past year for the better class of B.C. red cedar shingles.

Lumbermen Boosted Victory Loan Bond Issue

In order to show their practical sympathy and earnest support on behalf of the Victory Loan Committee the lumber wholesalers of Toronto, after a conference with the Victory Loan Committee, raised a fund of some \$1200.00 and paid for a full-page advertisement in the daily papers. Their generous action was much appreciated, and, along with the co-operation of other industries, the objective sought in the Queen City was given a decided impetus. The committee in charge was composed of Messrs. H. G. McDermid, A. C. Manbert, W. C. Laidlaw, Alex. Read, and A. E. Clark, who did their work faithfully and were given ready assistance on the part of the trade.

In the space contributed to the "Winning of the War" by the wholesale lumbermen of Toronto, it was pointed out that all the bonds possible should be bought in order to back up the 66,000 Toronto boys who have already gone to the front and had done or were doing their bit. Many of these men had given up their businesses, had made great personal sacrifices and, in not a few instances, had bestowed their lives, and the least that the citizens at home could do was to lend the Government all the money they possibly could, to help clothe and feed fellow citizens in the service and arm them so that "they could help win the war and return victorious as soon as possible."

The lumber firms which contributed to the fund for this effective, patriotic purpose were: C. G. Anderson-Lumber Co., Limited; Robert Bury & Co., Canada, Limited; Canadian General Lumber Co., Limited; Canadian Western Lumber Co., Campbell, Welsh & Paynes, Edward Clark & Sons, Limited; Conger Lumber Co., Limited; Elgie & Jarvis Lumber Co., Limited; Gall Lumber Co., Limited; A. B. Gordon, Frank H. Harris Lumber Co., Limited, Hart & McDonagh, J. P. Johnson & Son, Johnston Lumber Co., Knox Brothers, R. Laidlaw Lumber Co., Leak & Co., Limited; W. J. Lovering, W. D. Lummis, McBean & Verrall, Oliver Lumber Co. of Toronto, Limited; Read Brothers, Limited, Terry & Gordon, Union Lumber Co., Limited, and Victoria Harbor Lumber Co.

Snow Fall Will Help Wood Shipment

Many municipalities which were depending upon getting a quantity of wood from Algonquin Park, during the past summer took advantage of the Ontario Government's offer to cut wood. They are now disappointed in not receiving the fuel. Arrangements have been made to haul the wood, but there the matter stands at present. There must be a fall of snow in order to facilitate the bringing of the forest product to the siding. "The beautiful" has been delayed this year a little later than usual and active steps have been taken with the Departments of Lands and Mines in order to hasten shipments.

Merchant Ships to be Owned by Canada

Figures demonstrating that the prices paid by the Canadian Government for steel merchant vessels compared favorably with those paid by the Imperial Munitions Board for ships built in Canada for the British Government were quoted by Alex. Johnston, Deputy Minister of Marine, in an interview. Mr. Johnston replied to a newspaper assertion that the inauguration of the Dominion Government's shipbuilding programme had delayed completion of ships ordered by the Imperial Munitions Board and prevented that body from placing additional contracts in this country, says a recent despatch from Ottawa. "As the direct result of the policy of building ships by the Imperial Munitions Board," said Mr. Johnston, "it is true that Canada is without one ship to assist in the transportation of its men. It was with a view to remedying this very deficiency that the Minister of Marine successfully urged the Government to undertake the construction of merchant ships to be owned by Canada, registered in Canada and entirely subject to the direction of the Canadian authorities. The ships built by the Imperial Munitions Board are not to be owned by Canada; nor are they to be of Canadian registry or subject in any way of direction or allocation by the Canadian Government.

Must Conserve the Paper Supply

Necessity for conservation in paper is quite closely connected with the large consumption of sulphur and chlorine for war needs, according to an opinion expressed by R. J. Keenan, an American chemist, who is connected with the paper industry, says "The New York Commercial." Both bleached and unbleached papers that contain sulphite pulp must now be conserved. Large quantities of sulphite or calcium and free sulphurous acid are used in the manufacture of nearly all book and magazine papers. Newsprint papers contain 15 to 20 per cent. of sulphite pulp. Since many of the papers that are styled as manilla contain sulphite pulp, the call has gone forth for greater economy in their use, as well as the book, magazine and cheaper bond papers, some of which are made entirely of sulphite pulp.

It is declared that the development of gas warfare on the Western front and difficulty in getting a full supply of sulphur and chlorine are what has caused the United States Government to take over control of the sulphur fields of Louisiana and Texas and of the chlorine industry. The mustard gas shell, which is one of the most effective employed, is composed of dichlorethyl-sulphide, which is a compound containing chlorine and sulphur.

National Association Will Raise Assessments

The Executive Committee of the Board of Directors, meeting in Chicago on October 24, to consider matters referred to it by the Board of Directors, meeting October 4, 1916, adopted the following resolution: Whereas national and international conditions demand larger and wider activities on the part of the National Lumber Manufacturers Association than at any time in the past that the interests of the industry may be properly safeguarded, and whereas the need of additional revenue is indispensable to the promotion of these activities for the many reasons.

The Executive Committee to which was referred the proposal of the secretary-manager for an adjustment of the income basis has given full consideration to that subject. The Executive Committee therefore requests the president to call a meeting of the Board of Directors to assemble in Chicago on December 15, 1918, to give consideration to the following propositions upon which the Executive Committee recommends the favorable action of the Board of Directors:

First: That additional revenues are indispensable;

Second: That a new contract, beginning January 1, 1919, be entered into with each of the affiliated regional associations by which the assessments for each shall be:

For the first three months, beginning January 1, 1919, $\frac{3}{4}$ c. per M. feet;

For the second three months, beginning April 1, 1919 1c. per M. feet;

For the third three months, beginning July 1, 1919, $1\frac{1}{4}$ c. per M. feet;

For the fourth three months, beginning October 1, 1919, $1\frac{1}{2}$ c. per M. feet;

and continuously thereafter at the rate of $1\frac{1}{2}$ c. per M. feet produced, or shipped, until the rate of assessment shall have been changed by mutual consent.

In consideration of the momentous problems now confronting the lumber industry of America, it is the opinion of your Executive Committee that the lumber industry, through its National Association, should not fail to respond to the challenge presented in the existing and expected future conditions prevailing throughout American industry and that no effort should be spared to safeguard the interests of the industry.

Shipbuilding News from all over Canada

The War Ontario, which was the first standard wooden steamer launched from the yards of the Toronto Shipbuilding Company, underwent her trial trip recently and will make her maiden voyage in a few days. Among the large company on deck were representatives of the Imperial Munitions Board to whose specifications the freighter was built.

The P. Q. Towing Co. of Dalhousie, N.B., has been granted a federal charter with a capital stock of \$50,000 to carry on the business of towing in all its branches, and a general wrecking and salvaging business. Among the incorporators are Philip R. Huussey of Dalhousie and Frank J. Allard of Carleton, N.B.

A new wooden ship was launched recently by the Quebec Shipbuilding and Repair Company. It is a full rigged schooner, measuring 200 feet over all, with 740 tons register and dead weight tonnage of 1,240 tons. She is built of B. C. fir and Canadian spruce, oak and birch. The keel stem and stern are constructed of oak and the balance of construction of the remaining woods.

Construction of wooden steamships for the French government is now in full swing at the Poplar Island yard, B. C.. Four keels have been laid, two of the vessels are in frame, the frames for the third are cut and part of those of the fourth. It is not intended to lay the fifth keel at present.

A contract has been entered into by the Dominion Government with the Victoria Machinery Depot of Victoria for the construction of two ships of 8,100 tons each.

The Imperial Munitions Board are operating 69 camps in the Pacific Coast province, in the cutting and milling of timber to be used for airplane construction. The Sitka or silver spruce is the wood most valuable for airplane construction.

An extension is being built to the shipyard of Three Rivers Shipyard Ltd., at Three Rivers, Que. The work will cost \$200,000.

Women as well as men now have an opportunity to study ship drafting at Columbia University. The course is given in three parts, mechanical drafting, a first course in ship drafting, and a more advanced course in that instruction, preparing for the United States civil service examination in ship drafting.

Contracts for the construction of seven wooden steamers of 3,200 tons each have been given local shipyards, according to news received in Vancouver. The vessels are for Belgian interests. The Northern Construction company, formerly the Western Canada shipyards, will build four vessels and the Coquitlam Yards of the Pacific Construction Company will build three.

The tern schooner "Truro Queen" was recently launched from the yard of McLean and McKay at Economy, N.S. The "Truro Queen" will be used in the lumber-carrying trade and her first cargo will be from St. John to Buenos Ayres. The freight rate for lumber between these ports is about \$65 per thousand. The "Truro Queen" is 165 feet in length with 34 feet beam and 12 feet depth. She is 450 tons gross and will carry half a million feet of lumber.

British Columbia is to have still another shipbuilding yard for the construction of wooden ships. The Standard Shipbuilding Co., which several months ago negotiated unsuccessfully for a portion of the Kitsilano Indian Reserve at the mouth of False Creek in Vancouver, announces to-day that it has secured contracts for the building of twenty-one wooden ships. Two of these will be of 3,500 tons for Portuguese interests, twelve of 3,500 tons for the French Government, two of 3,500 tons for Italian interests, and five of 5,000 tons for the Portuguese Government. Delivery dates run from February of next year to December. The company which as yet has no plant, has purchased nine and three-quarters acres of land at Port Haney on the Fraser River, where the ships will be built in pairs and launched sidewise with the engines and boilers installed. The boats will be coal burners and will be of the Donohoe type with steel keelsons which will provide more carrying capacity. The contracts are valued at \$16,250,000.

The Three Rivers Shipyard Company Ltd., have started work on ten 1,500-ton wooden ships.

Ship No. 3 is ready for launching at Port Coquitlam, while ship No. 4 is progressing satisfactorily, and the travelling derrick for ships Nos. 5 and 6 has been built.

Montreal representatives of the Imperial Munitions Board engaged in supervising the fitting and machinery installation of the wooden steamers built and launched from the yards of Quinlan and

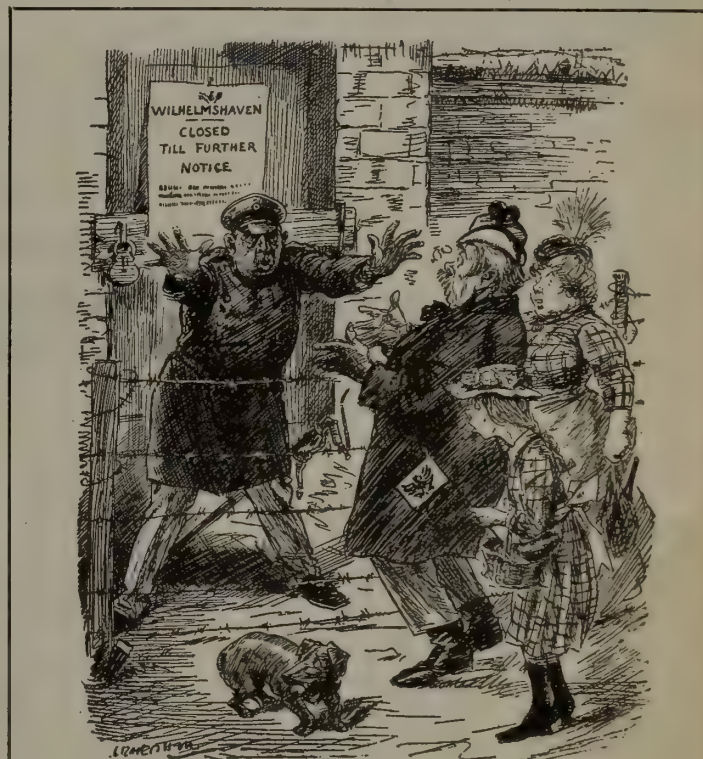
Robertson, and the Quebec Shipbuilding and Repair Co., Ltd., Louise Docks, have received instructions from Ottawa to stop the work of fitting guns on board the ships, and also stop the providing of quarters on board some vessels for gunner crews.

A handsome schooner was launched recently on the Salmon River, Digby County, N.S. The vessel was built by J. N. Rafuse & Son, of Conquerall Bank. She is 114 feet keel, 30 feet wide, and registers 300 tons, and is named "Beatrice." The construction of the vessel has constituted a record, as she was launched in less than six months after the keel was laid and all the work was done by hand. Rafuse and Son will shortly commence work on another schooner of 500 tons.

The Cregan Steamship Company, New York, are building a new schooner of 135 tons burden at Sandy Point, Bay St. George, Newfoundland. The vessel will be completed next spring and will carry fish from the west coast of the United States.

A four-masted ship was recently launched by the McKenzie Shipbuilding Company on the River John, N.S. The ship is known as the Cambrai, and is 178 feet over all with 153 feet keel and 36 feet beam. Native woods are being used. R. M. McGregor, M.P.P., is one of the company interested in the building of the vessel.

The Minister of Labor, Ottawa, has appointed J. A. McAndrew, of Toronto, as chairman of board of arbitration which will investigate the dispute in the Toronto shipyards. The two other appointees



UNCONSCIOUS CANDOUR

German Father—"Can't we see our victorious fleet?"

Official—"No, you can't. Nobody can!"

—Punch.

are J. G. Merrick, of Toronto, who represents the employers, and John Doggett, also of Toronto, representing the men. The dispute which is over a matter of wages involves carpenters, caulkers, joiners and woodworking machinists working in the Toronto yards.

The Claire Shipping Company of Meteghan River, N.S., have just completed another splendidly built schooner, which measures 182 feet over all, 47 feet beam, 13 feet depth and 591 tone net.

The War Quebec, a wooden steamer built by the Quebec Shipbuilding and Repair Co., recently made a successful trial trip, going as far as Grosse Island and back, the vessel being under the supervision of Captain McCormack, who, together with officers and crew, recently arrived from England. All on board were jubilant over the initial voyage and the War Quebec averaged a speed of 10½ knots an hour.

Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 60 cents.

YOUNG, PRACTICAL SAW MILL MAN as assistant mill manager for centrally located Ontario White Pine Saw Mill (200,000 feet, 10 hours, with many years timber). Must have tact and quality of leadership and have practical knowledge of every branch of saw-mill work—millwrighting, sawing, filing, etc. State age, married, religion and salary expected. Give references as to experience, character, etc. Early promotion to the right man. Box 802, Canada Lumberman, Toronto, Ont. 21-24

Wanted-Machinery

WANTED

6 to 10 Set Heavy Logging Sleighs

Apply Box 810, Canada Lumberman, Toronto, Ont. 22-22

WANTED

Second Hand Steam Engine

200 H.P. State how long used. Refuse burner complete, medium size. Sheet iron 1/8 in. thick. Spikes 12 in., 14 in. and 16 in. Boom shackles 7/8 in. to 1 1/4 in.

D. G. RHEAULT,

22-23 Mont Joli, P.Q.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-18

Business Chances

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood.

New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

P. O. Box 2624,

8-t.f. Montreal, Que.

UTILIZATION OF LOGGED-OVER LANDS

In connection with the proposal to utilize the logged-off and burned-over lands of the Fraser Valley as pasture, it is desirable, perhaps, to say that what might profitably apply to one special locality would be very poor economy if given general application. Lands especially adapted to silviculture should undoubtedly be scientifically reforested if our posterity is to maintain the high standard of B. C. lumber. And naturally the portions of the province already logged over are, generally speaking, the very portions upon which the best trees are likely to spring up again. At any rate, in the interests of the

conservation of our wonderful natural resources, the matter of devoting land adapted to bear the best timber to other purposes should be first carefully considered from all angles.

In this connection, it is interesting to recall what R. H. Campbell, Director of Forestry, Ottawa, said before the B. C. Forest Club at Victoria, on September 17th, 1915. He was speaking of a trip through Scotland, during which he and some others inspected the plantations of Douglas fir, pine, and other species on the Murthly estate. The proprietor explained that as he could only get a shilling an acre from grazing, he had planted trees, which would bring him in from three to five shillings an acre a year. He said others would have followed his example only that they could not afford to wait for their returns. In reply to an argument that forestry interferes with population he pointed out, for his locality, that it had quite the opposite result, as one man could care for a thousand sheep grazing over 2,000 acres, whereas, with timber, there was work for a man on every 100 acres. Of course conditions in B. C. are different from what they are in Scotland, and it may be that pasture here would, in some localities, be better economically and socially, than reforestation. It is a provincial and national question, and as such demands attention.

VERDICT AGAINST NIMPKISH LAKE LOGGING CO.

An interesting recent trial ended in a verdict of \$35,000 against the Nimpkish Lake Logging Co., Vancouver, in the alternative, against Capt. M. M. Garland, managing director of the company, and in favor of C. S. Roray and O. G. Yeaman, Vancouver timber brokers, who brought action to obtain \$50,000 commission for negotiating the sale of the Nimpkish Company's limits to Messrs. E. G. English and F. J. Wood. A previous similar action had been successfully brought against the company by Charles Wyatt and C. C. Dixon, which the plaintiffs urged was a "love-feast," arranged for the purpose of defeating their claim.

During the trial a witness (C. C. Dixon, one of the previously successful plaintiffs), admitted that Captain Garland, the manag-

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

Cuts of Hemlock—now sawn. Cash. Apply Box 809, Canada Lumberman, Toronto, Ont. 21-24

Hardwood and Softwood Slabs Wanted

4 ft. Hardwood and Softwood Slabs and bundled edgings. Cash. Apply Box 808, Canada Lumberman, Toronto, Ont. 21-24

For Sale-Lumber

FOR SALE—Twenty carloads Heavy White Oak Ship Timbers. Apply Georgian Bay Shipbuilding Co., Midland, Ont. 20-23

Birch Saw Logs For Sale

Also Maple, Ash, and Basswood Logs; also 500 cords dry soft wood cedar posts.

P. ADAMS & CO.,

22-25 North Bay, Ont.

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11 1/4 sq. miles.

Berth No. 6 McCraney, 15 sq. miles.

For further particulars apply

BANK OF MONTREAL,

16-23 Hamilton, Ont.

Maple For Sale

60 M. ft. Maple, 1 1/4 in. x 3 3/4 in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

For Sale-Machinery

For Sale

Band Resaw, for slabs, horizontal, No. 24, Meehan Johnson. Four bandsaws, 1 automatic band saw sharpener, 1 lap grinder, 1 stretcher, 1 brazing table, 1 set band saw swedge shapers. Also 1 lath machine and 1 bolter. Apply Box 798, Canada Lumberman, Toronto, Ont. 21-24

Belting For Sale

1—78-foot 20-inch 3-ply leather belt.
1—62-foot 22-inch 2-ply leather belt.

Apply R. LAIDLAW LUMBER Co.,

19-22 65 Yonge St., Toronto.

Saw Frame and Boiler For Sale

Ten-inch steam feed heavy carriage iron, saw frame, four saws; one 90 h.p. boiler; twelve hundred dollars. B. Piott, Stoney Creek, Ont. 22-22

Logging Equipment For Sale

Including ten teams with big wheels, sleighs, etc., and steam log loaders, skidders and all material necessary for camp use. All in first-class condition and can be released promptly. For particulars write Post Office Drawer "D," Ludington, Mich. 22-25

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfacers, 30 in. x 6 in.

1—No. 190 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,

19-t.f. Wycliffe, B.C.

ing director, was to receive back a big share of the commission paid. The judge then submitted the following questions to the jury. Had the plaintiffs authority to act as agents of the defendant company to sell the property? Did Capt. Garland, as managing director, represent to the plaintiffs that he had full right to employ them as agents? Was the sale made by the plaintiffs? The answers were all favorable to the plaintiffs, and judgment was given as above mentioned.

Since the hearing of the above case the holders of prior lien bonds and debentures of the Nimpkish Lake Logging Co. have entered suit against the company for the enforcement of a trust deed dated Nov. 24, 1915, and for a receiver and manager of the property.

FREE EXPORT OF B. C. LOGS

The value of the United States market to the British Columbia shingle, cedar lumber and spruce manufacturers is now being realized through the maintenance of the embargo on forest products, says "The Timberman" of Portland. The effect on the shingle industry is especially noticeable where the output is very largely sold in the United States.

British Columbia imposes restrictions on the free export of logs to the United States. The United States, on the other hand, does not impose any restrictions on the export of logs to Canada. It is only equitable that the laws on this question should be reciprocal. The subject of the free export of British Columbia logs will be considered by the American Tariff Commission in making its report to Congress in the matter of the imposition on Canadian lumber entering the United States. The plan at present pursued in dealing with the export of logs from the province is to place it in the hands of a committee consisting of three loggers, three lumbermen and three representatives of the Government, who decide whether conditions are propitious for granting export privileges.

B. C. FOREST FIRE SEASON

Because of the long dry spell the fire season of 1918 was a particularly bad one in B. C. Fires started earlier than usual, and September, ordinarily a wet month, was this year drier than ever previously recorded by the meteorological bureau. Logs and camp equipment were lost, with, fortunately, little green timber. But for a timely rainfall the fires which broke out in a number of places in the Fraser Valley, in the latter part of September, might have proved very serious. As it was, the Stave Lake limits of Abernethy & Lougheed suffer-

ed considerable damage, and at Cultus Lake some timber which had been affected by fires in July was again scorched. Several small fires occurred elsewhere in the province since, but they burned mostly in logged-over areas and did little damage.

THE STORY OF WHITE PINE

The habitat of the true white pine seems to have been confined to a district surrounding the Great Lakes, largely in Quebec, Ontario, Michigan, Northern Minnesota and Wisconsin. While widely separated and distinctly different in topographical features and in climatic and soil conditions, yet each of these provinces and states has produced in almost identical quality that species of tree known as white pine.

The white pine (*Pinus Strobus*) of Ontario and Quebec, Michigan, Wisconsin and Minnesota, is alike characterized by its extreme softness, ease of working, strength, durability, its ability to stay in place after once being fitted, its freedom from pitch or objectionable acids and its consequent remarkable qualities as a structural wood, especially for outside uses.

The white pine formerly cut in our territory was a large growth and of an exceptional quality of soft almost cork-like texture, and there is still remaining a large quantity of this same high quality of timber in Northern Ontario, Minnesota and Wisconsin. It must not be supposed, however, that all white pine from any one locality is of equal quality. The choicest of old growth white pine does not grow alone, but the highest quality and the coarser types usually grow together, often intermixed in the same territory.

In general, the marked characteristics of Northern white pine are softness of texture, evenness of fibre, closeness of grain, absence of unruly cross-grain, ability to stand exposure out of doors through varying extremes of weather, hot or cold, wet or dry, without deterioration or rot and an absence of any tendency to open at the joints, to warp or to crack after once being put into place. It shrinks less than any other structural wood, is very light, and while it does not possess in pieces of equal dimension the strength of some of the harder heavier woods, weight for weight, it has no equal. For pattern work or the most delicate wood carving, it is the first choice of all woodworkers.

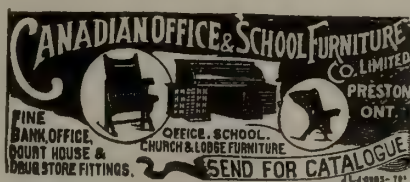
White pine, in its freedom from resin or pitch or from objectionable acids or oils, takes paint or enamel finish perfectly. It absorbs and grips the paint but does this economically and holds its coat of paint longer and more perfectly than any other wood, hard or soft.

We offer for Immediate delivery—

100 M. 1 in. Basswood, No. 2 & B.
100 M. 1 in. Soft Elm, No. 2 & B.
400 M. 1 in. Birch & Maple, No. 2 & B.
50 M. 5x5, 5x6, and 6x6 Hearts.
500 M. 2 in. Merchantable Hemlock.
200 M. Hemlock Squares, 8, 10 and 12, 10 to 16 ft. long.
200 M. 1 in. and 2 in. Crating.

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO



Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

Rates and Samples on Request.

MacLEAN DAILY REPORTS, Ltd.
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77 Kilby St., Boston, Mass., U.S.A.
Successors to

William E. Litchfield
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Herbert F. Hunter

MANUFACTURERS
AND DEALERS IN

Western and Northern HARDWOODS

WE WILL BUY

Factory Flooring.
1 and 2 in. Ash, Log Run.
Clear Maple Square, 4 in. to 8 in., in lengths 8 ft. and longer.
Maple and Birch, Good and Common.
1 to 2 in. Basswood, Log Run.

WE OFFER

Ash, Oak, Walnut, Sycamore, from
Litchfield Bros., No. Vernon, Ind.
Selected Philippine Mahogany.
From Boston and the Coast

\$2.00 a Year

24 Issues

Big value to any Lumber Manufacturer or Dealer.

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Canada Lumberman

347 Adelaide St. West
TORONTO

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

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138 York St. - Toronto, Ont.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

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Send for samples and prices.
SALADA TEA CO. TORONTO

Manufacturers of

WIRE For TYING, BUNDLING
and many other purposes.
NAILS, etc.

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HAMILTON, ONT.

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

R. L. FRASER, Manager

R. R. BRADLEY

Forest Engineer

and Mem. Can. Soc. F. E.

Consulting Forester to The New Brunswick Railway Co. Timber and Pulpwood Estimates. Forest Maps. Advice on the Management of Wood Lands. Timber lands listed for sale.

Globe Atlantic Bldg.

ST. JOHN - N. B.
Also OTTAWA, ONT., P.O. Box No. 5

HORSES UNION STOCK YARDS

OF TORONTO, Limited

'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited

WALTER HARLAND SMITH
Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East

The situation with respect to the lumber market is just now a rather peculiar one, owing to the close of the war, and conditions are considerably at sea, with prices somewhat unsettled. A number of firms are not furnishing any standing quotations unless they find that an enquiry means business when a definite figure is given. The recent outbreak of influenza, the disruptions to the ordinary channels of business, caused by the Victory Loan campaign, the signing of the armistice and uncertainty generally created by the drama in Europe have all tended to create a state of perplexity which has never been faced in the history of the local market and may never be encountered again.

Much speculation is going on with respect to what will happen now that the war is over. General opinion is that things will continue pretty much as they are for a few weeks, at least, until business interests are able to get their breath and take a calm survey of the surroundings. While it is predicted that values will fall to some extent, there will, it is contended, be no immediate drop. Such a thing as the bottom being out of the market is regarded by those conversant with conditions as an idle platitude, and the necessity of stability and confidence is recognized on all sides. Everybody is having a guess as to what will prevail during the progress of readjustment, and pretty nearly every theory is evolved to fit in with the speaker's own idea of affairs, depending much upon whether he is a buyer or seller, the amount of stock on hand and whether he has managed to make a good clean-up during the war period.

However, in the multitude of opinions there is wisdom, and the dispassionate observer cannot fail to note that, in the broad programme of reconstruction and industrial expansion there is bound to be a steady, active demand for many lines of lumber, while stocks are not heavy. Shipping permits are arriving more freely and local wholesalers have little to complain of in this respect. The machinery at various points has been speeded up and more consignments are now going over the border than last month. Shipments, however, are in some instances only about one-third to one-fourth of what they were during this particular period last year, due to the fact that American customers are buying only what they can immediately dispose of or use. There is no such a thing as stocking up and operations are confined to immediate needs. War work and U. S. building restrictions are accountable for the diminished commercial demand, and no change is expected in the market until the situation in Europe definitely clears.

There are some firms disposed to take rather sombre views of the future, but on the whole the majority are determined to sit tight and watch operations, believing from the way things are shaping up that they will in the end bring satisfaction to everyone providing a clear head and steady purpose are maintained and there need be no bearing of the market.

The building trade shows a fair amount of activity and repair work is becoming more general now that farmers are through with harvesting and fall ploughing. Furniture and other woodworking plants are fairly busy and complain of a shortage in certain lines of wood as well as of labor.

Practically all the sawmills in Ontario and Quebec are closing down this month and the stocks of lumber on hand were never as low as at the present time, while woods operations will be restricted in some sections from 50 to 80 per cent of last year's total.

A recent estimate by a competent authority in New Brunswick is that the cut in that province was likely to be down 50 million feet and perhaps more. Other reports in the east are practically the same as those in Ontario—diminished operations. A complete and instructive detailed review will be found in the market correspondence of the "Canada Lumberman," whose St. John representative deals with the situation in an illuminating manner.

The available labor for the camps is sufficient in some sections, but in others a great shortage of men is felt. It is predicted by those who claim to know, that with the cessation of war and the closing down of many munition plants, a large number of employees who were attracted by the high wages may fall back in their former occupations. In not a few cases these had to do with the cutting and handling of timber. If they revert to their old jobs the labor situation will be materially relieved at an early date.

United States

The stirring news from the front and the glorious celebrations in honor of the ushering in of Peace have been much more in evidence during the past few days than discussions on ordinary commercial affairs. There has been very little trading outside of government requirements and just what effect the cessation of hostilities abroad will have on the general situation it is difficult to predict. Some of the first effects will possibly be the elimination of building restrictions, the lifting of all embargoes and permits as fast as possible and a gradual reversion of business in its natural channels. The commandeering of lumber for war requisites of all kinds which has been in evidence for many months will now be over, as well as the making of shell boxes, gun carriages, gun stocks, trucks, war wagons, cantonments, etc. The shipbuilding industry will, however, proceed unabated, and, during the process of absorption and reconstruction, it is felt that matters will gradually readjust themselves and that no particular interest will in the long run suffer, although there may be several firms and manufacturers who sustain temporary jolts. A spirit of optimism prevails throughout the ranks and the general advice to all interests is "sit tight and don't rock the boat." Every foot of lumber will eventually be in demand and the prices prevailing to-day are likely to be sustained.

There is no legitimate reason for price-cutting at this juncture, especially in hardwoods, where stocks are below normal and in most cases badly broken.

The close of the war will materially benefit the labor situation and release a large number of men who had been drafted. Domestic business, which has been rather quiet, is sure to pick up, and structural operations, which fell off 30 per cent. in September, as compared with the same month a year ago, will soon become normal. The crop conditions have been good, and there has been a satisfactory yield of wheat, while there is an increased acreage sown for the coming year. Oak, ash and maple and other woods which have been used in army trucks and wagons will possibly revert to the furniture trade, which has been very quiet. It is estimated that hardwood mills have been operating on a 75 per cent. war production and just how long it will take for the pendulum to swing back from where it was two or three years ago is a matter of conjecture and perhaps trade circumstances. However, there is neither gloom nor despair in the country at this time in any business interest. The feeling is one of confidence and stability. The opinion generally prevails that every phase of the lumbering industry will come out all right, just as the country has emerged successfully from the war.

Commercial business in hardwoods is fair, but an increased demand from Government agencies has developed that more than makes up for the decline in commercial business, and that also serves to maintain prices. Apparently practically the entire demand is now of an essential character, and inquiries indicate that even the small consuming factories throughout the country are gradually getting into the essential class. Retailers in some sections have been buying a little stock, as rural building has held up fairly well; and indications are that there will be more barn, crib and even residence building on the farms this winter than during any previous season in years. But this does not hold true of all sections, and manufacturers must depend mostly on industrial business.

Government buying of Southern pine is as heavy as ever, and this is the sustaining factor of the market. The commercial market, however, is lethargic, and it is this commercial trade that the mills have depended on largely to clean up the odds and ends from the government movement. Consequently there is an accumulation of such grades at some mills, the disposition of which troubles the manufacturers greatly, especially as the transit car trade has been eliminated. Some government housing business, however, is in sight, and this may aid in cleaning up some of these accumulations. A strong feature of the trade is a strong demand from railroads for bridge and car material.

Great Britain

Now that the war is over the many restrictions under which the trade has been laboring for the last four years will gradually be relaxed. Just how long timber rationing and other regulations will continue it is impossible to tell. There is at the present writing more speculation on what will be the fate of the Kaiser than there is in the immediate outcome of foreign and domestic timber conditions. This country needs approximately half a million houses to meet adequately the



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

needs of the populace and house the millions of men who will return to civil life. This great problem all takes time to work out and just what the future will bring forth, how rapidly pre-war conditions will be reverted to and how quickly some of the handicaps holding sway for so long will be relaxed, will not be known for some days.

In the meantime there is a strong feeling that all timber and lumber that can be brought from the overseas Dominions should be utilized here in preference to imports from Norway, Sweden, Russia or other countries. It is only a question of the necessary bottoms, and just how quickly shipping facilities can be extended commercially, depends on how large an army of occupation must be left in continental Europe to ensure the permanency of peace, and upon other details of the terms to be carried out by the Allies.

No increased movement in trade can be reported. There is still considerable activity of business in regard to English-grown woods, a trade that develops, as the impossibility of supplying consumers' wants with the usual important hardwoods become more distinct. The business in these home-grown woods is, however, beset with difficulties. Excluding prime timber of certain varieties, which is urgently needed for special purposes, there appears to be a fairly abundant stock of

most descriptions; but these supplies are scattered in many directions, and the difficulties of obtaining them with the shortage of labor, the congestion of freightage, and the overburdened state of the mills when conversion is needed, render the business in these woods unsatisfactory in many respects. Notwithstanding the movement in this branch of the trade, it cannot be said that activity is general, business, speaking of the trade at large, being extremely dull.

No official statement in regard to the proposed rationing scheme has yet been made, and its publication appears to be as tardy as was the issue of the arrangements in regard to the soft woods. Nothing definite can be stated in respect to the lines upon which the Controller and his committee propose to work, but the matter, while interesting enough to a few in the trade, arouses little concern generally, it will not greatly alter the present position or add to the restricted business that is passing.

With respect to the home-grown market, there is nothing new to report. As far as can be ascertained, a fair amount of logs keep on coming along, and business generally is fairly good. The greatest difficulty is transport, and the railway companies are not yet in the position to "deliver the goods" as quickly as could be desired.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

How Ottawa Lumbermen View Trade Outlook

Reports from all sources indicated that the market was steady-ing itself and taking a further brace with the prospect of good or Al business being ahead, both in the United States and abroad. For the first time in many months, if not years, the local market could be properly termed an international one. So far as trade at Ottawa really went, there was an increase in the demand from the United States as compared with the latter part of October. Stocks began to move more freely and more inquiries came in. Permits and the embargo to the United States became easier and rail transportation continued good.

A feeling of optimism permeated certain cycles of the trade on account of increased shipments, but attention was drawn that too much credence should not be placed on this, on account of the season of navigation drawing to a close and, consequently, everyone was anxious to get their sold stocks from their yards or piling grounds.

Local retail trade remained dull. Lath and shingle were not in much demand, and the chief local demand for lumber was for repairs. Retailers and wholesalers generally took it as an accepted fact that little improvement could be expected from the domestic end. The approach of winter did not tend to warrant good business in the building lines. In most cases it was taken that the spring or summer months would be the earliest that a reflection of water war prices would begin to assert themselves. Mills in the Ottawa district were sold up to the saw and closed down, but the output was not hardly fifty per cent. of pre war days. Thus the term "sold up to the saw," as applied to 1914, could hardly be taken as a criterion in the full sense of the phrase.

The cessation of war activities with the woodworking plants caused considerable contemplation. No new shell box orders were heard of. The contracts now out are getting pretty well finished up, and with the heads of some well-informed plants it was a fifty-fifty proposition if any more box orders were to come from the Imperial Munitions Board.

If shell box orders be suddenly cut off at the present time some plants will have quite a time keeping their machines going the winter months. The cold fact that stares them in the face is "without shell box contracts what are we going to do?"

The cessation of shell box manufacture in Canada may hit some mills hard, as they had stock laid away in prospect of further orders. From what can be learned at Ottawa the chief prospect of demand for woodworking plants will be the manufacturing of sash, doors, flooring and interior fittings, for new military discharge depots and Canadian military hospitals and convalescent homes.

A good reflection as to what might be expected on the cessation of the war was given to the "Canada Lumberman" by C. Jackson Booth. It was his opinion that manufacturers would naturally look for European orders. He was doubtful, however, if lumber would get preference in ocean transportation. Food to the countries at war, he thought, would get priority. Then there was the supply from Norway and Sweden much closer than Canada to the lands needing lumber, and again he said there was Russia shipping from Riga the greatest lumber shipping port in the world. North and South

Carolina would also be American competitors to the European and Continental markets.

If Canada was to successfully meet such competition, he believed that there should be three times the stocks there are in Canada to-day. Another phase of the situation was that of whether or not the immense amount of lumber and timber the forestry battalions had been sawing in England and France would be available for reconstruction purposes. According to information at Ottawa only a small percentage of the lumber used in the war zone will be useful for rebuilding or re-establishment purposes. Present day conditions in Russia, Mr. Booth thought, were not such as to permit that country taking full advantage of its lumbering resources and figure as an active competitor in the Continental market. He thought that a year would be necessary before such a circumstance could come about. John R. Booth has on hand quite a considerable supply of stock sawn for the English market. Analyzing the situation there seemed really no grounds for any decline in the price of lumber now held in stock. Lumber, as was mentioned in these columns months ago, was one of the last commodities to advance when the war began, and by the same token the trade takes it through the season's of its war operations, it should be one of the last articles to decrease in price.

It works out this way, as the Canadian Newsprint Inquiry has partially shown. Logs cut in 1912-13 came to the mills in 1914. The increased cost was not felt until 1915-1916, but meanwhile the lumbermen were paying augmented wages and extra cost of camp supplies. The exalted disbursements for labor and food, due to war conditions, asserted themselves months later. Thus they have "carried on" through the years, and at least a period of twelve if not more months will be needed after the signing of peace to allow them to get back to normal operating expenses.

Though sales are not what they used to be and the prospect of pre-war demand brightening, it is not a question of getting the price, but having the stock to deliver, and the stock that came in 1915-16-17-18 is worth the cost of manufacture and a fair profit. With increased expense for labor and food the operators, however, have not on hand the stocks they carried in pre-war years and, consequently, when the European and Continental demand arises, (unless it is met from elsewhere) it will be a difficult matter for Canadian lumbermen, at the present time, to meet it.

Business in Montreal Has Slowed Down

Business in Montreal continues dull. For one thing, building is slowing down, the influenza epidemic is still to be reckoned with, and the Victory Loan has caused a certain amount of interruption. Then there is uneasiness as to the course of trade now that hostilities have ceased. There are those who believe that business will fall away, that the transition period will be of considerable duration, and that generally the conditions will be unfavorable. There are, however, others who decline to subscribe to this pessimistic picture, having faith in a large demand for all kinds of commodities, and an adaptation of commerce to new conditions.

Buying for American account is comparatively slow. Permits are



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coming through fairly well, but the volume of trade has been cut down.

Unless the weather should prove unusually severe, the outlook for the transportation of lumber and other products during the winter is satisfactory. Warned by the shortage last season, the Canadian Railway War Board have added many engines and thousands of cars to the roads' equipment, besides which goods are being handled in a more rapid manner. The Board announces that heavy movements such as pulpwood, were expedited during the summer. The board have made working plans for the Canadian Northern, Canadian Pacific and Grand Trunk Pacific to co-operate in carrying traffic in the West should any one road find itself overburdened.

Exports by the lumber companies to Great Britain have now ceased for the season, while the Government has been rushing forward stock for aeroplanes and other war purposes.

The employment agencies are still endeavoring to secure men for the bush. A large contracting firm who are clearing bush for the construction of a dam in Ontario are paying \$85 per month.

St. John Foresees Ready Market and Good Prices

Not many changes have taken place in the St. John lumber market during the last four weeks, still a more optimistic feeling pervades the entire market caused by the general feeling that we are at the close of the war. It has been a long, hard pull for the lumber business at St. John, especially during the last twelve months, when the market and shipping conditions have been practically dead, and all the manufacturer could do was to borrow from the banks if possible, to keep his saws going, and pile the product in his yards, hoping that the future would find him a market at values which would pay him for all his worry.

At this writing no prices can be given as a guide either to the seller or buyer. No one seems disposed to buy at prices asked by manufacturers, and as the manufacturer cannot do profitable business at present quotations he is forced to keep his goods.

Just how long this condition will keep up remains to be seen, but the general impression is that we shall find a very ready market at good prices and that in the immediate future. There is this certainty about the price of lumber. It cannot be sold any lower for the next twelve months if the price of getting out the logs is to have any bearing upon the price of the sawn article. Certainly the experience of the present fall in the getting out of logs has been the most costly ever experienced. The supplies put in were very high, and wages are greater than ever. Men are scarce and very inefficient; sickness has caused delay and disorganization of all camps with overheads going on. This will most assuredly cause high-priced raw material and also a limited supply for 1919, in as far as this section of the country is concerned. Wood lots all over the country are being held at higher prices than ever and the owners will not risk cutting themselves, but prefer to sell outright, and the buyer take the risk at very high stumpages. Large quantities of logs are purchased from wood lots in this immediate section. Timber standing is getting very scarce over the St. John river territory. What limits are held by manufacturers have been extensively exploited and contain only inferior sized logs, all the big timber having been taken off years ago. This makes a much smaller log and takes many more of them to produce a thousand feet of the sawn article, adding as one can see largely to the cost, and producing much smaller and lower priced material. The manufacturing of these small logs is also very expensive. Taken altogether the timber produced at St. John no doubt is costing more than in many other localities, the driving, in many cases, coming 450 miles from the head of St. John until it reaches the city. The stocks to be wintered at St. John, in so far as the mills are concerned, are not heavy, and if there is any English business, and tonnage is given, it will not take long to clear up the stocks. Only three concerns have had a full season's cut, viz.: Steson Cutler Co., Murray & Gregory, Ltd., and Randolph & Baker, Ltd.

The St. John River Log Driving Company were forced to cease rafting operations about the last week in October as the epidemic raging in this section, had taken away many men. About 43 million feet were rafted during the season, with about three million feet left in the booms, which must be carried over until another year.

No prices for export deals or planks can be quoted as none are being bought or shipped.

Local business continues real good, with the factories filled with at least three months' work. Refuse lumber and lath are on slow demand. Spruce boards are on active requisition with very few available. A normal cut of logs is to be tried for on the St. John river by the St. John mill owners, but further up river and in Maine many mills are only getting from 30 to 50 per cent. of their normal cut. The mills at St. John will all close along about December 1st or as soon as the men forsake them to work on the liners at the opening of the winter port.

Close-up View of General Situation

How Leading Wholesale Lumberman Views the Present and Future Conditions of the Market

In reviewing conditions in the Ontario and Quebec markets, so far as hemlock and spruce are concerned a leading Ontario wholesaler writes the "Canada Lumberman," throwing out some interesting thoughts on the present situation and making some timely and candid comment. It is pointed out that hemlock and spruce lumber have increased in price approximately 60 to 75 per cent. over the 1913 figures and about 100 per cent over 1915 prices, making additional capital necessary to carry the same amount of lumber in stock as in 1913 and 1915. The building trade as a whole is quiet, and it is not necessary for the retail yards in most places to have as large stocks as formerly and, therefore, the majority of firms should be able to finance these two lines as easily as in recent years. Another branch of the trade in spruce is with the furniture factories in crating lumber. These plants are carrying, as a whole, the largest stock in this line that they ever had. The terms of sale on lumber are virtually the same as they have been in the past. Prices have been weakening in spruce and the demand apparently falling off so that, in the writer's opinion, as large a quantity is not required to be carried in stock as a year ago. Hemlock and spruce lumber is considerably scarcer than it was twelve months ago, but ordinary supplies are plentiful in the majority of cases.

In regard to labor conditions and conditions generally brought about by the war as affecting the cost of production in Eastern Canada, this would possibly average around \$5 per thousand for the year 1917 over 1916. The selling figure of lumber has advanced fully with the increased cost of production and, as a whole, has been inclined to go higher.

The output for 1918, as compared with that of 1917 in Eastern Canada for hemlock and spruce, has been only about 75 per cent. while there will possibly be a larger decrease during the coming winter. Woods operations will be 20 per cent. higher this winter than they were last. The value of orders on hand at the present, as compared with those on hand at this time in 1917 are about the same. Collections have been fully as good as last year owing largely to retail lumbermen now having to consider when they place orders, how are they going to pay for the stock. In the past, in buying lumber, their thoughts were rather would they have a use for it. During 1918 war contracts have been directly or indirectly responsible for at least 50 per cent of the trade being done in lumber. Wholesalers feel that these orders will not continue the same in the future as in the past. The buying power of the public, as compared with that of last year, is good and considerable building would have been done in rural districts had labor been obtainable. Retail dealers and wholesalers, as a whole, are understocked with lumber in comparison with the quantity carried before the war. In respect to conditions during the period of reconstruction and the cessation of hostilities a decline in the prices of lumber is anticipated. In fact a softening of quotations on some lines during the past month has been brought about by the influx of lumber from British Columbia. The embargo placed by the United States, the necessity of securing the permits on all shipments and the rather disturbing effects that have been occasioned by the end of the war discussion, the Victory Loan campaign, the outbreak of influenza, etc., have all tended to make business rather uncertain for the past few weeks and it will take some time to stabilize the situation.

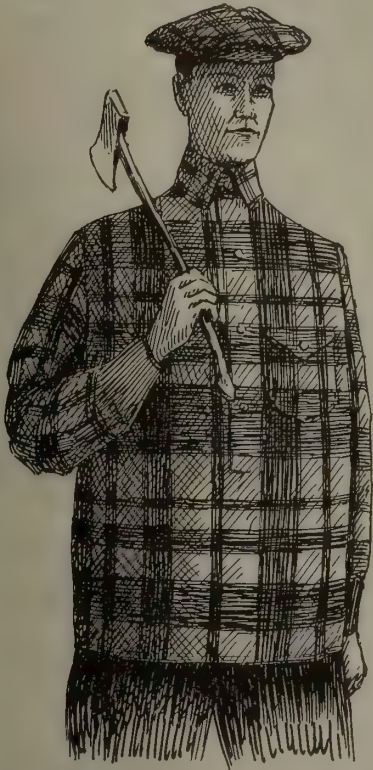
The First Firm to Subscribe

The Dunlop Rubber Company were one of the first to announce a subscription to the Victory Loan. The Directors decided, after a brief discussion, to subscribe for one million dollars worth of the bonds. This subscription did not represent conversion of previous loans, nor did it include personal subscriptions by either directors or employees of the company. This announcement was telegraphed to the leading newspapers all over the country and was the first large one to appear anywhere in Canada. The Dunlop factory and office staff also got their Honor Flag for obtaining the subscription percentage set by the Victory Loan Committee.

Here was one of the most touching things in connection with the employees' campaign—the first subscription came from Pte. W. C. Dies, formerly head of Dunlop Shipping Department, who is probably the worst wounded man that ever returned to Canada. Private Dies lost both eyes and his right hand at Vimy Ridge and was awarded the Military Cross. When he heard that the employees' subscription list was open he phoned the company and asked to have his name put down for \$200.00.

The Fraser-Brace Shipyards, Ltd., have been incorporated with head office at Montreal, P.Q., and capital stock of \$750,000.

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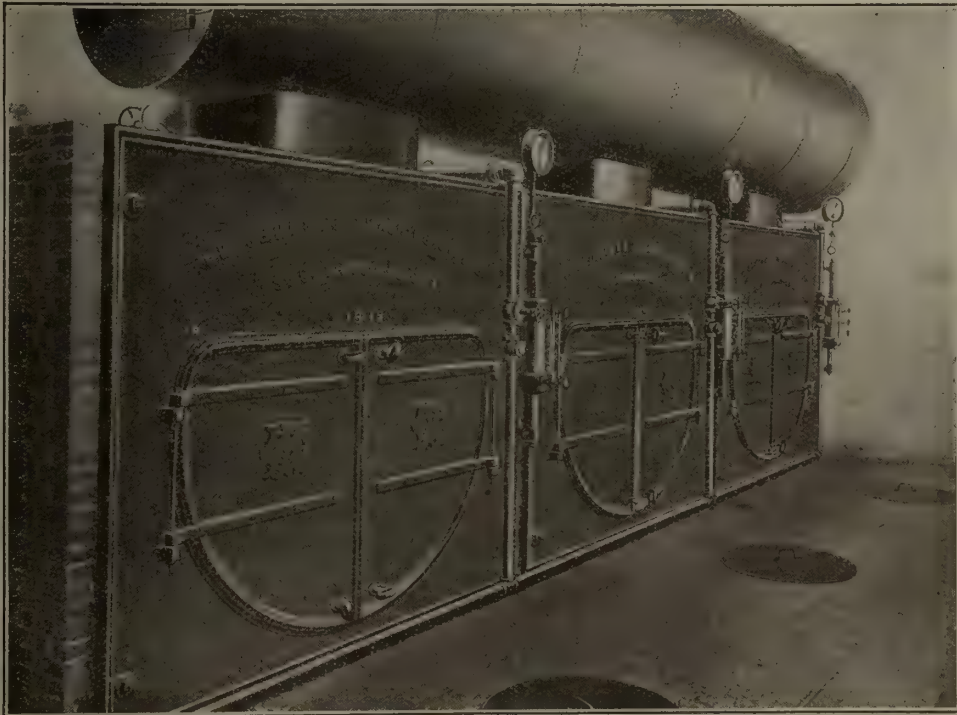


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New Secretary of Western Retail Lumbermen



Fred H. Lamar, Winnipeg.

faithfully. No doubt in his larger sphere of activity he will bring to bear upon his new duties the same perseverance and energy. George A. Tompte, formerly connected with the Empire Sash and Door Company, Winnipeg, has been appointed to take the position vacated by Mr. Lamar, the new secretary of the Western Retail Lumbermen's Association.

N. G. Neill, who for some years past has been secretary of the Western Retail Lumbermen's Association, with headquarters in Winnipeg, has resigned to take a position as manager of the Employers Association of British Columbia. This is an organization composed of the leading employers of labor of that province and as it embraces all industries, Mr. Neill will still be in close touch with the lumbering interests. His successor as secretary of the Western Retail Lumbermen's Association is Fred H. Lamar, who is widely known to the trade. Mr. Lamar has had an extended experience with the Revelstoke Saw Mills Company, Calgary, the Northern Pacific Lumber Company, of Vancouver, and other concerns. Two years ago he was appointed secretary of the Retail Lumbermen's Purchasing Agency, which post he has filled ably and

Merging of the Hardwood Associations

The movement inaugurated at Louisville, Ky., last Saturday to bring about an amalgamation of the Hardwood Manufacturers' Associations of the United States and the American Hardwood Manufacturers' Association, and thus create one big, effective organization representing the manufacturers of hardwood is one worthy of the commendation and hearty approval of every such manufacturer. It is stated that one of the objects of this amalgamation is to bring about closer co-operation in dealing with the government, says the "American Lumberman."

While the government is encouraging industries to organize associations, coordinated effort, rather than multiplicity and diversity of effort, is sought, and while the hardwood industry has been pretty thoroughly organized it has been through a number of associations—some working at cross purposes—rather than through a single big organization that could speak for the entire industry.

In agreeing to submerge their organization and come into the American Hardwood Manufacturers' Association members of the Hardwood Manufacturers' Association of the United States have shown a spirit of concession and a broadness of vision that are commendable, indeed, and this action should go far toward winning the confidence of manufacturers generally in the high purposes of the proposed big organization.

Through this organization, with its membership of 500 and a potential membership thrice as great, the industry can be placed on a high level, with standardized methods of manufacture, standardized cost and accounting systems, sales reports, etc., all of which will redound to the well being of the manufacturers and make the industry more profitable.

What Forest Fires Have Cost B.C.

The Commission of Conservation of British Columbia has just completed an exhaustive investigation, covering a period of three years, into the forest resources of British Columbia. It shows that the total stand of saw lumber and pulpwood material in British Columbia is 366,000,000,000 board feet.

The report discloses the fact that of the total land area of the province, 355,855 square miles is incapable of producing forests of commercial value. About 145,000 square miles lie above the merchantable timber line, and on 55,000 square miles the soil is either too rocky or wet, or the forests have been so completely destroyed by fire that there is no hope for the natural re-establishment of forest conditions for centuries to come.

Of the remaining 165,855 square miles which is capable of producing forests, only about 28,000 square miles carries sufficient timber to be classed as statutory timber land. The timber on about 100,000 square miles, or two-thirds of the area once forested, has been totally destroyed by fire, and in more than half of the remaining 55,855 square miles has been seriously damaged. Using the timber still standing as

a basis, it is estimated that the province has lost through forest fires, at least 665,000,000,000 feet board measure.

"When one considers," says the report, "that the total stand of new material in the whole Dominion probably does not greatly exceed this amount now, the seriousness of the loss, which can be attributed very largely to public carelessness becomes apparent."

Plenty of Airplane Spruce in Sight

Four and a half million feet of airplane spruce were shipped during September under the Imperial Munition Board's programme, now being carried out in northern B. C. This establishes a record for the camps. One and a half million feet of fir were also sent away for special work. The fear frequently expressed that airplane spruce cutting would soon strip the spruce forests of B. C. of their choicest timbers is erroneous, according to a statement recently made in the United States by F. R. Pendleton, superintendent of production for the Imperial Munitions Board, Aeronautical Supply Department. Mr. Pendleton declares that there is sufficient supply of spruce to keep up the present rate of production for two years and that cruisers are still out searching the province for further stands.

Some Protection for Timber Investor

Protection for the investor who was promised 100 per cent. profit in a timber deal, or the return of his money and 6 per cent. interest in the event of a failure to receive the 100 per cent. dividend, was accorded by a judgment of the Supreme Court in Ottawa. Frederic Lapointe, Joseph Landry and Raoul Vachon were condemned, severally and jointly, to pay to Michel Metivier the sum of \$1,000, subscribed by him to defendants on May 15, 1914, on their guaranty to return the money to him in default of 100 per cent dividend. It was established that the defendants used the circular and receipt covering the guaranty in connection with the purchase of 1,200 square miles of timber limits in Labrador. The judgment also carried interest from the date of demand and cost of the action. It was established that sixteen others who were in the syndicate were not liable.

New Management of Eastern Company

The A. H. Richardson Lumber Company, a new corporation of Boston, with many connections in Canada, has recently changed management owing to the untimely decease of its former treasurer and manager, Alonza H. Richardson, after a long illness, although up to a week of his death he regularly attended to his duties, showing remarkable pluck and a determination not to give up until the final hour had come.

It was only last August that the president of the Richardson Lumber Company, Geo. H. Prouty, former Governor of Vermont, met a sudden death in an automobile accident near Lennoxville, Quebec. Both Mr. Prouty and Mr. Richardson had been buying spruce, hemlock, lath, cedar and other Canadian lumber for a number of years, their transactions being principally made with mills and lumbermen of Quebec and the Maritime Provinces.

The only surviving member of the old organization is E. A. Cutler, vice-president, who entered the lumber business with Mr. Richardson in 1882; being employed by Andrew F. Leatherbee, an old Boston lumber retailer. At a later period they entered partnership along with George H. Prouty and have continued to do a healthy business since that time. As Mr. Richardson's only heir was his brother, Daniel C. Richardson, the latter is the natural successor to the management and treasurer of the business. Daniel Richardson has been conducting a large retail lumber business in Mansfield, Mass., under the name of the Mansfield Lumber Company, and will continue to conduct the affairs of both firms.

Rapid Building of Timber Cofferdam

In the construction of the Government lock and dam at Troy, N. Y., it was necessary to finish the west one-half of the concrete dam during one working season. In order to expedite this work a special method was selected for the rapid building of the frame work of the 1,000 feet long wooden cofferdam, which is described in "Engineering and Contracting." This frame work consisted of two horizontal and parallel sets of timber spaced about 20 feet apart and tied across with iron rods and struts. The frame resembled two parallel board fences with a distance between the fence posts of about 21 feet. In building two corresponding sets of timbers were placed on a pair of cradles laid flat on a barge. The two cradles were then raised, the tie-rods were put in, and the timbers bolted to the portion just completed. The new section was then picked up by derrick boats and slid part way over the side of the barge until there was room enough to lay down another set of timbers on the cradles, which were again raised up when ready and connections made with the preceding section. Later these frames were lined with sheet piles.

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EDGINGS

Ontario

The Provincial Paper Mills Company who operate plants at Georgetown and Thorold and at Millroches, report that they have a plentiful supply of pulpwood on hand for the coming season.

C. W. Wilkinson, managing director of the Union Lumber Company, Toronto, was appointed a member of the directorate of the National Hockey Association at the annual meeting held in Toronto.

Nébergall, Cook Co., of Parry Sound, have sold out their business to Mark Rogers, of Huntsville, who will continue the saw mill and planing business. Mr. R. F. Cook remains with the new proprietor.

The City Council of St. Catharines, Ont., has been requested to apply for \$80,000 from the Ontario Government for building purposes, the city to supply \$20,000, making a total of \$100,000 to be available at 5 per cent. for erection of homes by working men.

The value of the building permits in Toronto during the first ten months of 1918 were \$7,533,010, as against \$6,375,079 for the corresponding period last year. The number of permits issued, however, is not as large, being only 417 in 1918, as compared with 513 in 1917.

Word has been received in Toronto that it is possible the Canadian Forestry Corps will shortly extend its operations to Ireland. An officer of the corps reports that there are areas suitable for operations. During one month the corps handled over 35,000 tons of material in Great Britain alone.

J. R. Booth's depot camp in the Northern Ontario district produced a thousand bags of potatoes, according to reports received in Ottawa. The employees of the camp worked during the spare hours to produce as many vegetables as possible, and the officers of the firm are very proud of the splendid potato yield.

The new slasher mill of the Port Arthur Pulp and Paper mill has been completed at Port Arthur, Ont. An addition to the bleaching plant has been finished, and extra equipment installed. The company is now employing over 200 men and considering that it has been in operation only about a year the results obtained have been most encouraging.

The house of John Gross of Welland, Ont., was recently reshingled. There is nothing remarkable about this fact, except that it is thirty years since the roof was touched and then it was covered with B. C. XXX red cedar shingles, being one of the first buildings in that locality to make use of B. C. shingles, which gave such long and satisfactory service.

The Thorold Planing Mills Co. of Thorold, Ont., at the head of which are A. Wills and W. Mitchell, report a busy season and have made arrangements for the opening of a retail lumber yard in St. Catharines. They have secured a favorable site on Chester Ave., near Queenston street, on the line of the N. S. and T. railway. The step just taken has been owing to the increasing business which the Thorold Planing Mills have been doing in St. Catharines during the past few years.

In the Second Appellate Division at Osgoode Hall, Toronto, the dispute between the Gray Lumber Company and the Green Lumber Company was heard. In 1913 the Gray Lumber Company shipped to the State of Mississippi some lumber which arrived too late for use, and the Green Lumber Company refused it. The court decided that the Green Lumber Company was entitled to get the lumber, and allowed damages and fixed the balance due to the Gray Lumber Co. at about \$450.

Good progress is being made on the Kipawa pulp plant of the Riordon Pulp & Paper Company at Temiskaming, P. Q. The contractors are the Geo. A. Fuller Company, who are employing about 500 men, and intend increasing the force to 1,000. It is expected that the enterprise will be completed and in operation early next summer. Very high wages are being offered carpenters and laborers, the former being given 65c an hour and the latter 48c. A hospital and staff have been established at Temiskaming and every convenience provided for the comfort and welfare of the men.

Eastern Canada

The directors of the Montreal Builders' Exchange have passed a resolution of sympathy with the family of the late Mr. Fred S. Macfarlane, president of R. Macfarlane & Co., Ltd., Montreal.

The Wayagamack Pulp & Paper Company, Ltd., Wayagamack Island, Three Rivers, P. Q., have plans in progress for the construction of reinforced concrete tanks to be used in the manufacture of wood pulp.

The Laurentide Company, Grand Mere, P. Q., has applied to the Provincial Government for a permit to erect a bridge. Plans covering the site and structure are being exhibited at Registry Offices in Three Rivers and St. Genevieve de Batiscan, P. Q.

The new pulp plant of Fraser Companies, Ltd., at Edmundston, N. B., has started turning out pulp, and shipments will shortly be made. The new traffic bridge over the Madawaska River, which has been built in connection with the dam for the Fraser power house, has also been completed.

Under the charter of the Stearns Lumber Company, power is acquired to carry on in all its branches a lumber, timber and pulpwood business; to manufacture lumber of all kinds; to acquire timber lands, and to own and operate, saw, pulp and paper mills. The capital stock is \$20,000, with the head office in Montreal.

A vacant building, which had belonged to Guertin & Boucher, sash and door manufacturers, 410 Pathenais St., Montreal, was destroyed by fire recently. Another blaze broke out in the McLaren Lumber yard on St. Catharine St. East and Pathenais and Dufresne Streets, at the same time. After a long fight the flames were finally distinguished.

A charter has been granted to the Pulp and Paper Mills Supply Co. with a capital stock of \$150,000 and head offices in Montreal. The new company is empowered to manufacture, import, export, buy, sell and in goods of all

kinds, either as principal agents or brokers. Among the incorporators are Thos. J. Coulter, Wm. S. Jones, P. W. Peacock and R. H. Dare of Montreal.

The New Brunswick department of lands and mines was asked recently to send assistance to three camps of the Bathurst Lumber Company on the head waters of the Nepisiquit river. The crews were down with the disease. Chief Forester G. H. Prince communicated with the minister of health with regard to the matter, and medical men and the necessary hospital supplies were sent. The situation has now greatly improved.

The Matane Lumber and Development Company has been incorporated with a capital stock of \$2,000,000, and the head office in Montreal, to carry on lumbering generally; to manufacture and deal in ground wood and chemical pulp; to operate lumber mills and timber limits; and to acquire in the counties of Matane, Rimouski, Gaspé and Bonaventure, P. Q., concessions for water powers and the generation, distribution, supply, etc., of electric power.

Western Canada

The recently incorporated South Vancouver Shingle Company will take over the business and plant of the Riverside Shingle Company at the foot of Campbell Avenue, Vancouver.

The Leslie Lumber Company, Steveston, B.C., are contemplating the erection of lumber sheds to replace the ones recently destroyed by fire. The cost of rebuilding will be about \$8,500.

The Lumbermen's Trust Corporation of Portland, Oregon, again entered the Canadian municipal market last week when it purchased New Westminster bonds to the extent of \$100,000 in addition to the placing of an option for two months on a further \$70,000.

Sealed tenders are being received by the Minister of Lands for B. C., until the 22nd day of November, 1918, for the purchase of License X95 to cut 1,217,000 feet of fir, tamarack, yellow pine and spruce, and 14,000 fir and tamarack ties on L. 6245, Sand Creek, near Jaffray, Kootenay District. Two years will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for B. C. until the 28th day of December, 1918, for the purchase of License X1360, to cut 25,929,000 feet of fir, hemlock, cedar, spruce, white pine and balsam, on Lots 1165, 1167 and adjacent land, Klancane River Nimpkish Lake, Rupert District. Four years will be allowed for the removal of the timber.

The new spruce sawmill of the B. C. Box Co., Ltd., Vancouver, which is located on the North Arm of the Fraser, just east of South Vancouver boundary line, is electrically driven and has a daily capacity of about 25,000 feet. The clear lumber is being taken by the Imperial Munitions Board, the balance being delivered to the Vancouver factory by motor truck, pending the completion of a railway switch into the mill premises.

The Deep Cove Logging Co., which operates on the North Arm of Burrard Inlet, makes use of a 65 horse-power Holt caterpillar tractor to haul logs. Two trucks are used, having 16-inch tires and a capacity of 10,000 feet. There is a maximum road grade of 15 per cent. over which the caterpillar moves the load at the rate of 2½ miles an hour. A log 77 feet long, with an 18-inch top, was yarded on a straight pull without any difficulty.

The new stretch of logging railroad constructed last fall and winter by the Brooks-Scanlon-O'Brien Co., Ltd., of Stillwater, to tap new limits in Horse Shoe Lake district, is now in commission. Grades on the old section were cut down, and with new and more powerful locomotives in service very heavy log trains are now being moved. Extensive improvements were also carried out at the unloading dock and booming grounds at tidewater.

Plans are under way to extend the mills of Cedar Mills, Limited, at Lynn Valley, B. C. The present plant at Hatzic, B.C., will be removed to Lynn Valley and extensive additions made. The company control 160 million feet cedar in Lynn Valley, and combined shingle and lumber cut will amount to 75 million feet per day. Plans include an addition to dry kilns, installation of a high lead system with a high lead 37 ton donkey engine, new feed works, new edger and a comprehensive general remodelling.

Construction has started on the new sulphite pulp plant that is being erected at Beaver Cove, Albert Bay. The output will be 200 tons daily. W. H. White of Boyne City, Mich., is interested in the industry, and the company control 80,000 acres, upon which it is estimated there is five billion feet of standing timber, two million of which can be used for the manufacture of pulp. The company will also undertake the manufacture of tannic acid from hemlock bark. This is the pioneer venture in this line for B. C., and it is thought the industry is capable of great expansion in view of the immense timber resources of the province. Sulphite pulp production in 1916 was slightly over 14,000 tons, and was practically trebled last year.

Timely Work on Belt Conveyers

The Jeffrey Manufacturing Company have recently issued a comprehensive and admirably illustrated new catalogue entitled Jeffrey's Belt Conveyers. The book is one that should prove of value to every manufacturer, engineer or contractor, interested in saving time, labor and expense in time, labor and materials. Catalogue No. 175 is a complete text book upon the subject of belt conveyers, and the matter is presented in a manner both timely and edifying.

Fire Started from the Dry Kiln

For the second time in thirteen years the plant of the Canada Carriage Company, one of the largest labor employing concerns in Brockville, was destroyed by fire recently. Apart from few storehouses and the main offices only the charred walls remain standing. The loss is estimated at \$500,000, fully covered by insurance in American Lloyds. The plant was owned by the Canadian Factories, Limited. The blaze is supposed to have started in the dry kiln in the wood-working shop adjoining.

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1 x 4	80,000 feet
1 x 4 and up	90,000 "
1 x 5	60,000 "
1 x 6	50,000 "
1 x 7	40,000 "
1 x 8	20,000 "
1 x 9 up.	30,000 "
2 x 4	40,000 "
2 x 5	10,000 "
2 x 5/6	30,000 "
2 x 6	15,000 "
2 x 6 up.	30,000 "
2 x 7	10,000 "
2 x 7/8	15,000 "
2 x 8	100,000 "
2 x 9	75,000 "
2 x 10	120,000 "
3 x 4 up	300,000 "
3 x 8 up	70,000 "

If any of the above items interest you we shall be glad to quote:—

E. M. Nicholson & Co.
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The Cut This Winter Will Be Small

A general survey of conditions in the lumber mills and camps at the present time is of particular interest in view of the closing of the sawing season and the starting up at full force of employment in the bush. Everywhere one hears of the growing scarcity and inefficiency of woods labor and the prediction that the cut this winter will be considerably less than it was a year ago, when from reports received by the "Canada Lumberman" for its "Statistical Number," issued in February last, it was conservatively estimated that the falling off in log production would run all the way from 15 to 25 per cent. in Ontario and Quebec, and even higher in the Maritime Provinces.

The last issue of the "Labour Gazette," Ottawa, contains the following interesting review of lumbering conditions from coast to coast: Charlottetown reported that the saw and shingle mills were quiet. St. John reported the sawmills well employed, and that the lumber mill at Grand Bay started operations for the first time this year. Newcastle reported that with one exception all the mills were still busy. It was anticipated that with the large amount of lumber now on hand and the scarcity of men for the woods that operations would be curtailed this winter. Fredericton reported that most of the lumber mills were still running, but that the men were preparing to go to the lumber camps. Quebec reported great difficulty in securing sufficient men for the lumber camps, although \$80,00 a month and board was being offered. Sherbrooke reported that the saw and shingle mills were active. Peterborough reported the lumber industry was quiet owing to the shortage of men and that most of the lumber used was being shipped in from other points. Sault Ste. Marie reported that owing to the scarcity of skilled men lumbering operations would be carried out on a small scale this season, the operators claiming that with inexperienced men and high wages they would be forced to produce at a loss. The lumber mills at Prince Albert laid off their night shift and were advertising for 5,000 men for the winter camps. Nelson reported that the lumber mills of the district were quiet. At New Westminster the sawmills were very busy, but the shingle mills were held back by a shortage of cars. The logging camps in the Nanaimo district were absorbing all the labour available. The sawmills were working full time, but employment in the shingle mills was rather unsteady. Victoria reported the lumber industry working to capacity, with a large demand for lumber for shipbuilding and aeroplane manufacture.

Suit Over Lumber Left on Siding

Can a common carrier contract itself out of liability for its own fault or negligence or for that of its servants and employees? This is the main issue in the case of the Canadian Northern Quebec Railway Company, and the Argenteuil Lumber Company. The railway company appealed to the Court of Appeal, Montreal, from a judgment of the Court of Review, reversing the judgment of Mr. Justice Coderre, and condemning appellant to pay \$11,173 damages to the lumber company. Under an agreement between the parties, the lumber company supplied material for a siding to be built by the railway company on the lumber company's property at Morin Heights. The siding was constructed on a slight grade and some months afterwards the railway company had delivered two car loads of machinery to the lumber company at the siding. While these cars were standing other railway trucks collided with the cars and did damage to the amount awarded by the Court of Review. The question in appeal is whether the railway company can be held legally liable in damages under the siding agreement between the parties.

Appellant, in denying liability, relied particularly on Clause 10 of the agreement professing to indemnify the railway company against damages resulting from using the siding.

In reply it was argued that the fact that the agreement had not received the approval of the Railway Commissioners was sufficient to estop appellant from denying liability thereunder.

In any event, even if the Railway Board's approval was not necessary, it was urged that a common carrier could not contract itself out of liability for its own fault or negligence or for that of its employees. Judgment was reserved.

Just From Force of Habit

Two different people who know the young woman personally have assured us that the tale is true, so here it is in print:

The young woman is employed at the telephone exchange of a local lumber company. One evening, after a hard day at the switchboard, she stayed up rather late, and, as a result, had to snatch a few winks of sleep while coming down on the street car the next morning. As she was nodding, another passenger rang the bell for the next stop. At the sound of the bell the drowsy one sat up straight and loudly announced:

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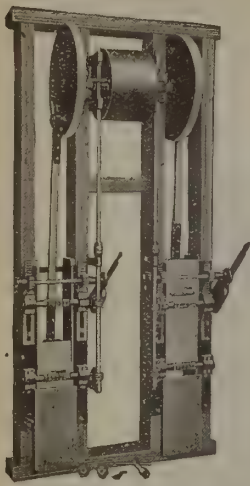
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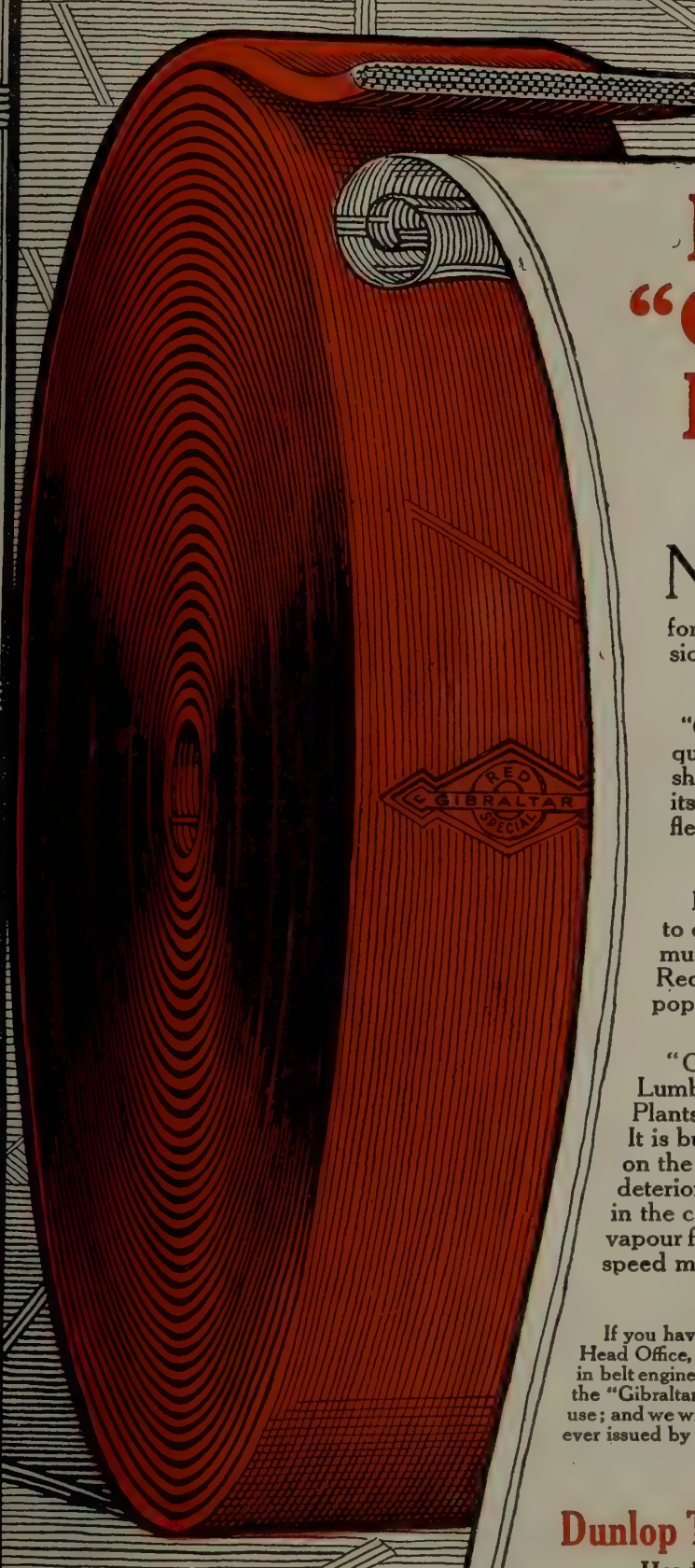
One man to operate.. Adjusting wheels close together make change for light or heavy work in an instant. Wings placed to throw snow 9 ft. wider than sleigh track or narrower if desired. Height of mouldboards prevent snow falling back on track. BRAZEL PLOWS cut 6 in. wider than logging sleighs, roll snow outside track and away from roadway. Cut off knolls, fill up holes and leave a perfectly level road. Cut off dirt and manure heaps from an ice road, leaving a clean roadbed. Roll up and push entirely away from the road, 12 inches of loose snow each time the plow passes over.

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Large Stocks Carried in Canada

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 x 8 and wider Good Sides	88 00	90 00
2 x 8 and wider Good Sides	90 00	92 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 8 Mill Run	49 00	50 00
1 x 7, 9 and 11 Mill Run	50 00	52 00
1 x 8 Mill Run	53 00	55 00
1 x 10 Mill Run	54 00	57 00
1 x 12 Mill Run	47 00	49 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	48 00	50 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00
Red Pine:		
1 x 4 and 5 Mill Run	43 00	45 00
1 x 6 and 5 Mill Run	41 00	43 00
1 x 6 Mill Run	44 00	46 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	50 00	52 00
2 x 4 Mill Run	43 00	45 00
2 x 6 Mill Run	44 00	45 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	47 00	49 00
1 x 12 Mill Run	34 00	36 00

Hemlock, No. 1:		
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00
1 x 6 in. x 9 to 16 ft.	37 00	38 00
1 x 8 in. x 9 to 16 ft.	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00
2 x 4 to 12, 10 and 16 ft.	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00
2 x 4 to 12 in., 18 ft.	37 00	38 00
2 x 4 to 12 in., 20 ft.	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	28 00	29 00

Douglas Fir:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$52 00	
6x10, 8x10, 10x14, 12x14, 14x14	52 50	
6x12, 8x12	53 00	
14x16, 16x16	53 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain ..	62 00	
Fir flooring, 1 x 4, edge grain ..	62 00	
Fir flooring, 1 x 4, jat grain ..	44 75	
No. 1 and 2, 1-in. clear Fir rough ..	50 00	60 00
(Depending upon widths).		
No. 1 and 2, 1 1/2 and 1 1/2 in., clear Fir rough ..	60 00	64 00
No. 1 and 2 2-in. clear Fir rough ..	53 00	61 00
1 x 5 and 1 x 6 Fir casing ..	62 00	
1 x 8 and 1 x 10 Fir base ..	64 00	
1 1/2 and 1 1/2 x 8 x 10 x 12 E. G. stepping ..	72 75	
1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping ..	62 75	
1 in. clear Fir, d. 4 sides ..	49 50	57 50
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides ..	57 50	59 50
XXX B.C. cedar shingles ..	3 50	
XXXX 5 butts to 2 in.	4 50	
XXXXXX 5 butts to 2 in.	5 17	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com. No. 3 Com.
4/4	\$75.00	\$58.00 \$40.00 \$30.00
5/4 & 6/4	80.00	63.00 45.00 35.00
8/4	110.00	75.00 45.00
10/4 & 12/4	130.00	100.00 60.00
16/4	140.00	115.00 65.00

Birch, dry weight 4000 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com.
4/4	65 66	48 50 38 40
5/4 and 6/4	67 70	50 55 40 45
8/4	70 72	51 57 42 45
10/4 and 12/4	85 90	70 73 50 54
16/4	95 98	80 83 55 60

Basswood, dry weight 2500 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com. No. 3 Com.
4/4	\$70.00	\$55.00 \$40.00 \$35.00
5/4 & 6/4	80.00	65.00 50.00 35.00
8/4	82.00	67.00 50.00 37.00

Chestnut, dry weight 2800 lbs. per M. ft.		
	1s & 2s	No. 1 Sound No. 1 Wormy
4/4	\$65.00	\$50.00 \$45.00
5/4 & 6/4	72.00	56.00 48.00
8/4	72.00	56.00 48.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com. No. 3 Com.
4/4	58.00	\$45.00 \$35.00 \$28.00
6/4 & 8/4	63.00	50.00 40.00 28.00
12/4	85.00	75.00 50.00 32.00

Gum, red, dry weight 3300 lbs. per M. ft.		
	1s & 2s	No. 1 Com.
4/4	\$65.00	\$42.00
5/4 & 6/4	70.00	60.00
8/4	70.00	60.00

Gum, Sap		
	1s & 2s	No. 1 Com.
4/4	\$50.00	\$45.00
5/4 & 6/4	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com.
4/4	\$75.00	\$45.00 \$30.00
6/4	100.00	75.00 50.00
8/4	90.00	60.00 35.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
	1s & 2s	No. 1 Com. No. 2 Com. No. 3 Com.
4/4	\$58.00	\$45.00 \$38.00 \$28.00
5/4 & 6/4	63.00	48.00 38.00 30.00
8/4	70.00	60.00 50.00 35.00
12/4	95.00	80.00 60.00 40.00
16/4	105.00	90.50 55.00 45.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ..	\$38.00
No. 2 and better ..	47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$85.00	\$60.00
5/4 & 6/4	92.00	65.00
8/4	100.00	70.00
10/4	100.00	95.00
12/4	105.00	95.00
16/4	115.00	95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
4/4	\$130.00	\$85.00
5/4 and 6/4	132.00	95.00
8/4	135.00	100.00

Red Oak, quarter cut.		
	1s & 2s	No. 1 Com.
4/4	\$95.00	\$70.00
5/4 & 6/4	110.00	85.00
8/4	115.00	90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 1/2-in. x 8-in. & up ..	70 00	75 00
2-in. x 7-in. and up ..	72 00	78 00
No. 2 cuts 2 x 8-in. and up ..	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/2-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings ..	47 00	50 00
Pine, No. 1 dressing strips ..	40 00	45 00
Pine, No. 1 dressing shorts ..	38 00	40 00

Pine, 1-in. x 4-in. s.c. strips ..	44 00	
Pine, 1-in. x 5-in. s.c. strips ..	44 00	
Pine, 1-in. x 6-in. s.c. strips ..	46 00	
Pine, 1-in. x 7-in. s.c. strips ..	46 00	

Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	

Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 1/2 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	

Pine, s.c. and bet., shorts 1 x 5 ..	38 00	
Pine, s.c. and bet., shorts, 1 x 6 ..	40 00	
Pine, s.c. shorts, 6'-11', 1"x10" ..	45 00	

Pine box boards:		
1"x4" and up, 6'-11'	38 00	
1"x3", 12'-16'	42 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up		
		38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.		
		36 00

O. culls r & w p		
		26 00

Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/2-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1"x7" and up	34 00	

Mill run Spruce:		
1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16'	34 00	
1"x9"-10" and up, 12'-16' ..	40 00	42 00
1 1/2"x7"-8" and up, 12'-16' ..	40 00	42 00
1 1/2"x10" and up, 12'-16' ..	45 00	
1 1/2" & 2" x 12" and up, 12'-16' ..	45 00	

Spruce, 1-in. clear (fine dressing and B)		
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out ..	40 00	50 00
Basswood, log run, mill culls out ..	45 00	50 00
Birch, log run	80 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.		
	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	
Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25
White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUÉBEC, QUE.

White Pine		
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

Spruce Deals		
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

Oak		
According to average and quality		
65 ft. cube	85	95

Elm		
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85

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Morgan Machine Company

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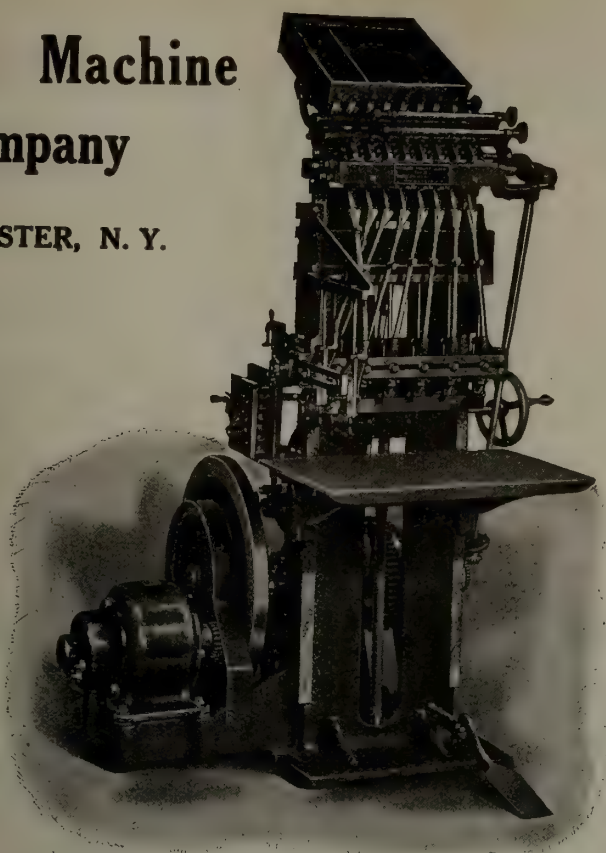
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CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	90 00
12 in. and up	87 00
Fine common, 1 x 8 to 11 in.	100 00
Fine common, 1 1/4 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1 1/4 to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	90 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	62 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	60 00	1 x 2	40 00
No. 3, 1 x 12	62 00	1 x 3	40 00
No. 3, 1 x 10	60 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 8	59 00	1 1/2 in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	New Brunswick Cedar Shingles	
1 x 10 in.	50 00	Extras	5 25
No. 1 1 x 4 to 7 in.	52 00	Clears	4 75
No. 1 1 x 8 & 9 in.	55 00	Second Clears	4 25
No. 1 1 x 10 in.	56 00	Clear Whites	3 75
No. 2 1 x 4 & 5 in.	57 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 6 & 7 in.	38 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 8 & 9 in.	45 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
No. 2 1 x 10 in.	46 00	Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
No. 2 1 x 12 in.	48 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
Spruce, 12 in. dimension	58 00	Washington 16-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 10 in. dimension	56 00		
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00		
2 x 12 in., random lengths,	48 00		

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The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

"Wood and Forest," by William Noyes. Published in 1912 by the Manual Arts Press. 300 pages, illustrated. Price \$2.00.

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Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

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CABLE CONVEYORS

Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
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CAMP RANGES

Smith Foundry Co.

CAMP SUPPLIES

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Harris Abattoir Company
Johnson, A. H.
Palmer Medical Company.
Turner & Sons, J. J.
Woods Manufacturing Company, Ltd.

CANT HOOKS

Canadian Warren Axe & Tool Co.
General Supply Co. of Canada, Ltd.
Pink Company, Thomas.

CARS—STEEL BODY

Marsh Engineering Works, Limited

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Genoa Bay Lumber Company ..
Long Lumber Company.
Terry & Gordon.
Thurston-Flavelle Lumber Company.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

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General Supply Co. of Canada, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Pink & Co., Thomas.
Waterous Engine Works Company.
Williams Machinery Co., A. R., Van-
couver.

CHINA CLAY

Bowater & Sons, W. V.

CHEMICAL PLANTS

Blair, Campbell & McLean, Ltd.

CLOTHING

Grant, Holden & Graham.
Kitchen Overall & Shirt Company
Woods Mfg. Company

COLLARS (Shaft)

Can. Bond Hanger and Coupling Co.

CONVEYOR MACHINERY

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General Supply Co. of Canada, Ltd.
Waterous Engine Works Company.

CORDAGE

Consumers Cordage Company.

COUNTERSHAFTS

Can. Bond Hanger and Coupling Co.

COUPLINGS (Shaft)

Can. Bond Hanger and Coupling Co
Jenckes Machine Company, Ltd.

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Canadian Link-Belt Company.

CROSS ARMS

Genoa Bay Lumber Company

CUTTER HEADS

Shimer Cutter Head Company.

CYPRESS

Blakeslee, Perrin & Darling
Long Lumber Company.
Wistar, Underhill & Nixon.

DERRICKS AND DERRICK FITTINGS

Marsh Engineering Works, Limited

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Genoa Bay Lumber Company
Long Lumber Company.
Mason, Gordon & Co.
Terry & Gordon.

DOUGLAS FIR

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British American Mills & Timber Co.
Coal Creek Lumber Company.
Foss Lumber Company
Heaney, Percy E.
Knox Brothers.
Long Lumber Company.
Mason, Gordon & Co.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

DRAG SAWS

Pennoyer & Company, J. C.

DRY KILNS

Sheldons Limited.

DRY KILN TRUCKS

Corbet Foundry & Machine Co.

DRYERS

Philadelphia Textile Mach. Company.

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Toronto Blower Company.

EDGERS

William Hamilton Company, Ltd.
Green Company, G. Walter
Haight, W. L.
Long Mfg. Company, E.
Waterous Engine Works Company.

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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Waterous Engine Works Company.

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Hamilton Company, William.
Jenckes Machine Company.
Waterous Engine Works Company.

EXCELSIOR MACHINERY

Elmira Machinery and Transmission
Company.

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EXHAUST SYSTEMS

Sheldons Limited.
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Nicholson File Company.
Simonds Canada Saw Company.

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Elk Fire Brick Company of Canada.

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Waterous Engine Works Company.

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FLOORING (Oak)

Long-Bell Lumber Company.

GEARS (Cut)

Smart-Turner Machine Co.

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Can. Mathews Gravity Carrier Co.

GRINDERS (Bench)

Can. Bond Hanger and Coupling Co.

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Bartram & Ball.
Bennett Lumber Company.
Blakeslee, Perrin & Darling
Cameron & Co.
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Co., W. C.
Fassett Lumber Company.
Fraser Limited.
Gillespie, James.
Gloucester Lumber Company
Heaney, Percy E.
Knox Brothers.
Lauder, Spears & Howland.
Long Lumber Company.
McLennan Lumber Company.
Moore, Jr., E. J.
Nicholson & Co., E. M.
Pedwell Hardwood Lumber Co.
Spencer Limited, C. A.
Stearns Salt and Lumber Company.
Summers, James R.
Taylor Lumber Company, S. K.
Webster & Brother, James.

HARDWOOD FLOORING
Long Lumber Company.

HANGERS (Shaft)

Can. Bond Hanger and Coupling Co.

HEMLOCK

Anderson Lumber Company, C. G.
Bartram & Ball.
Bourgouin, H.
Canadian General Lumber Company
Cane & Co., Jas. G.
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Company, W. C.
Foss Lumber Company
Hart & McDonagh.
Long Lumber Company.
Mason, Gordon & Co.
Spencer Limited, C. A.
Terry & Gordon.
The Long Lumber Company.

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Marsh Engineering Works, Limited

HORSES

Union Stock Yards.

HOSE

Dunlop Tire & Rubber Goods Co.
General Supply Co. of Canada, Ltd.
Gutta Percha and Rubber Company.

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Marsh Engineering Works, Limited

INSURANCE

Hardy & Co., E. D.

INTERIOR FINISH

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Eagle Lumber Company.
Mason, Gordon & Co.
Renfrew Planing Mills.
Terry & Gordon.

KNIVES

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Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

LATH

Austin & Nicholson.
Canadian General Lumber Company
Cane & Co., Jas. G.
Dupuis Limited, J. P.
Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Gloucester Lumber Company
Harris Tie & Timber Company, Ltd.
Long Lumber Company.
McLennan Lumber Company.
New Ontario Colonization Company
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Company.

LATH BOLTERS

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Green Company, C. Walter.

LOCOMOTIVES

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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Climax Manufacturing Company.
Montreal Locomotive Works.

LATH TWINE

Consumers' Cordage Company.

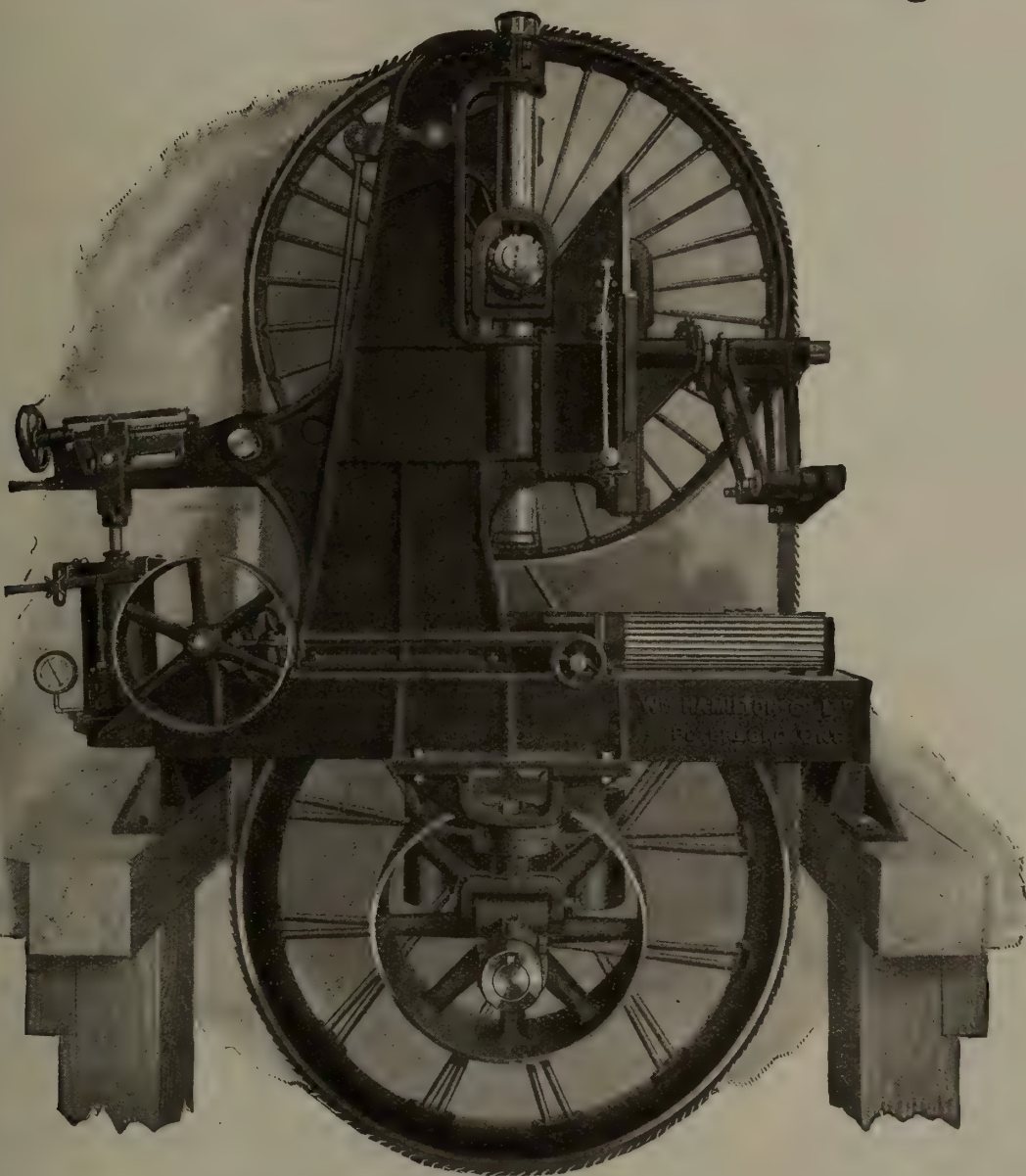
LINK-BELT

Canadian Link-Belt Company
Williams Machinery Co., A. R., Van-
couver.

Continued on Page 62)

"Hamilton" Steam Tension Band Mill

(Single or Double Cutting)



SPECIAL FEATURES OF THIS BAND MILL

- 1—Tension on saws maintained by steam—quickest and most sensitive form of tension yet devised.
- 2—Top wheel supported both above and below mandrel.
- 3—Extra large mandrel bearings top and bottom.
- 4—Top wheel has 12-inch range of adjustment.
- 5—Unbreakable upper saw guide raised and lowered by steam—first used on our machine.
- 6—Both top and bottom wheels instantly aligned by screw adjustment.
- 7—Operating mechanism is rapid and power driven.
- 8—Takes saws 12 inches to 14 inches wide.
- 9—Extra heavy, rigid, strong and accurately built throughout.
- 10—Built by expert workmen in a plant that has been manufacturing high grade saw-mill machinery for over sixty years.

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- John B. Smith &
Sons (2)
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- East Kootenay Lbr.
Co.,
Jaffray, B.C.
- B. C. Mills Timber Co.,
Vancouver, B.C.
- Jas. MacLaren & Co.,
Buckingham, P.Q.
- Jas. Playfair & Co.,
Midland, Ont.
- Colonial Lbr. Co. (2)
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- Keenan Bros., Ltd.,
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- Jackson & Tindle,
Buffalo, N.Y.
- Upper Fraser Lum-
ber Co.,
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- Hawkesbury Lbr. Co.,
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Howland,
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- Wm. Sullivan, Esq.,
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William Hamilton Co., Limited

Peterboro, Ontario

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Jenckes Machine Company, Ltd.**LOGGING MACHINERY AND EQUIPMENT**General Supply Co. of Canada, Ltd.
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OAKUM

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Bourgouin, H.
Cameron & Co.
Canadian General Lumber Company
Cleveland-Sarnia Sawmills Company.
Davison Lumber & Mfg. Co.
Donogh & Co., John.
Dudley, Arthur N.
Dunfield & Company
Eagle Lumber Company.
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Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
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Gordon & Co., George.
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Hart & McDonagh.
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Lauder, Spears & Howland.
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Long Lumber Company.
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McGibbon Lumber Company.
McLennan Lumber Company.**Montreal Lumber Company.**Moore, Jr., E. J.
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Shearer Company, Jas.
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Summers, James R.
Terry & Gordon.
Watson & Todd, Limited.
Williams Lumber Company
Wuichet, Louis.**PLANING MILL EXHAUSTERS**

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Yates Machine Company, P. B.**PORK PACKERS**Davies Company, William
Harris Abattoir Company**POSTS AND POLES**Auger & Company
Dupuis Limited, J. P.
Eagle Lumber Company
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Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
Terry & Gordon.**PULLEYS AND SHAFTING**Can. Bond Hanger and Coupling Co.
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General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hamilton Company, William
Jenckes Machine Company, Ltd.**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**Canadian Allis-Chalmers, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, WilliamJenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**RUBBER GOODS**Atlas Asbestos Company
Dunlop Tire & Rubber Goods Co.
Gutta Percha & Rubber Company**SASH**

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Disston & Sons, Henry
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company**SAW MILL LINK-BELT**

Williams Machinery Co., A. R., Vancouver.

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Dunbar Engine & Foundry Co.
Firstbrook Bros.
General Supply Co. of Canada, Ltd.
Hamilton Company, William
Huther Bros. Saw Mfg. Company
Jeffrey Manufacturing Company
Long Manufacturing Company, E.
Parry Sound Lumber Company
Payette Company, P.
Waterous Engine Works Company
Yates Machine Co., P. B.**SHINGLE MACHINES**

Marsh Engineering Works, Limited

SHOEPACKSCopeland Shoe-pack Company
(Continued on Page 64)

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HARRIS HEAVY PRESSURE BABBITT

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IMPERIAL GENUINE BABBITT

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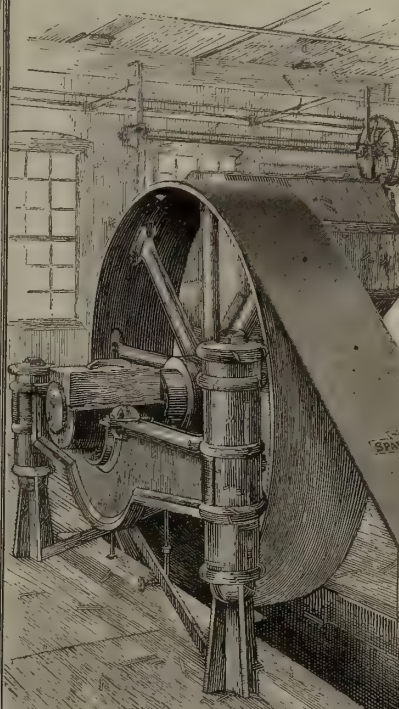
Seattle, Link-Belt Co. of Washington, 576 First Ave. South.
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If you have a constant trouble-maker drive don't delay in learning about SparOak—that double service belt.

SparOak not only grips the pulley at high speed with fluctuating loads, but stands the mauling of hard service conditions. For a whole class of belting troubles it is the answer.

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Worcester, Mass., U.S.A.

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Representatives in Canada
The Canadian Fairbanks-
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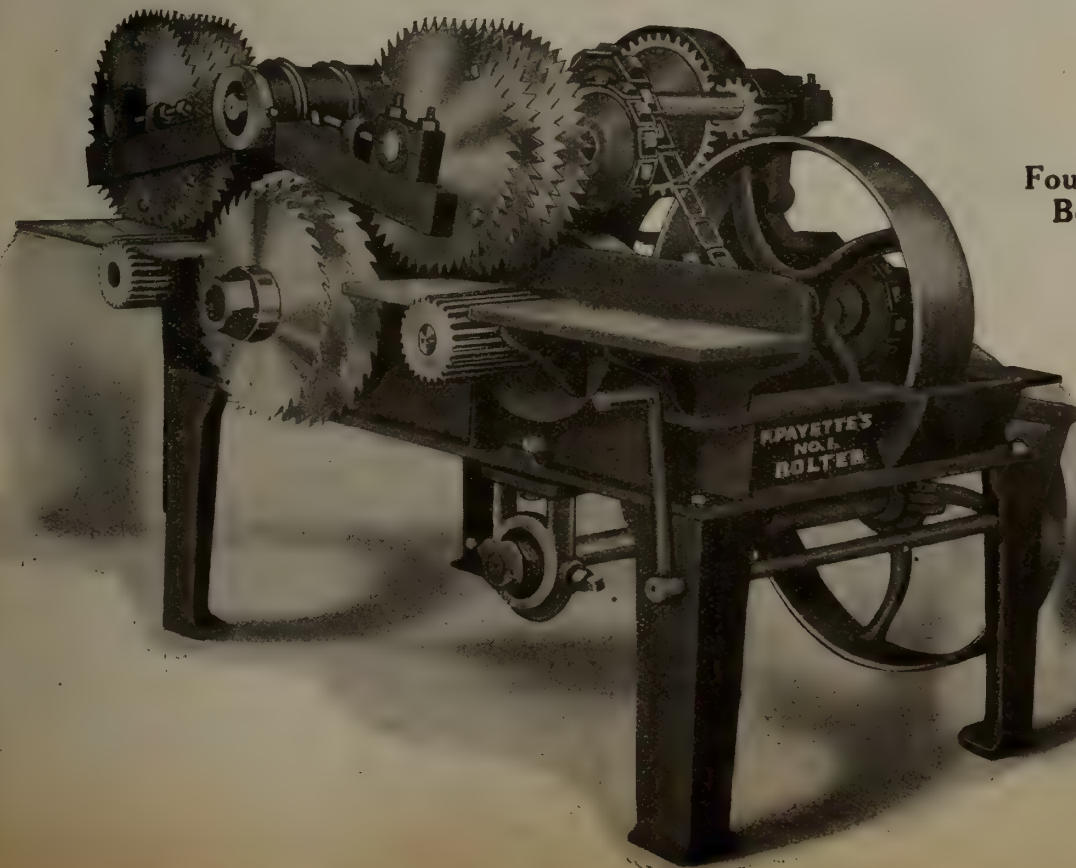
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18" Spar Oak Leather
Belt on an extremely
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128,350 Laths in Ten Hours

Our Lath-Mill and Bolter have made a test cut in ten hours of 128,350 four foot laths, 1½ in. by ¾ in., counted, tied and piled.



**Four-Saw
Bolter**

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Pembroke Lumber Co., Pembroke, Ont.
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Gloucester Lumber Company
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Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
Miller Company, Ltd., W. H.
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Gillies Brothers.
Gloucester Lumber Company
Grant & Campbell.
Hart & McDonagh.
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Long Lumber Company.
Mason, Gordon & Co.
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Sewall, James W.

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Waterous Engine Works Company

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VENEER MACHINERY

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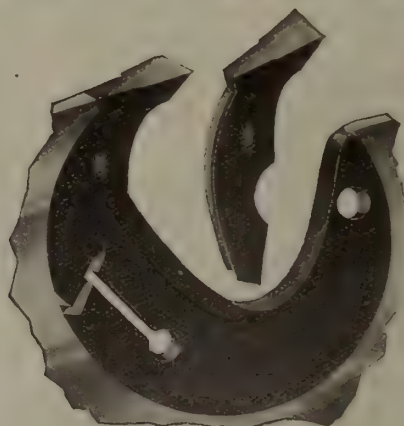
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Long Manufacturing Company, E.
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24-60 ton standard gauge Locomotives, built 1908-1909 by the Montreal Locomotive Works. In absolutely first class running condition. Complete with tenders and all equipment, and of the following specifications: Weight on drivers, working order, 76,450 lbs.; weight of engine, working order, 123,100 lbs.; weight of tender, working order, 138,950 lbs.; weight of engine and tender, working order, 262,050 lbs.; weight of tender, light, working order, 60,650 lbs.; heating surface, tubes, 1,230 sq. ft.; heating surface, firebox, 126 sq. ft.; heating surface, total, 1,356 sq. ft.; grate surface, 28 sq. ft.; diam. of driving wheels, 69 in.; cylinders, 18 in. diam., 24 in. stroke; working pressure 200 lbs.

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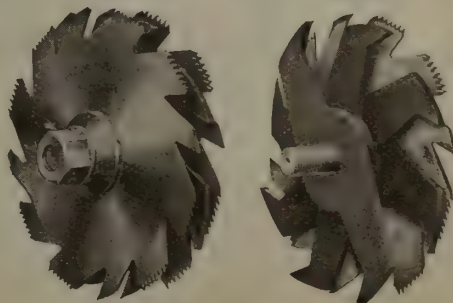
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quick adjustment, and may be
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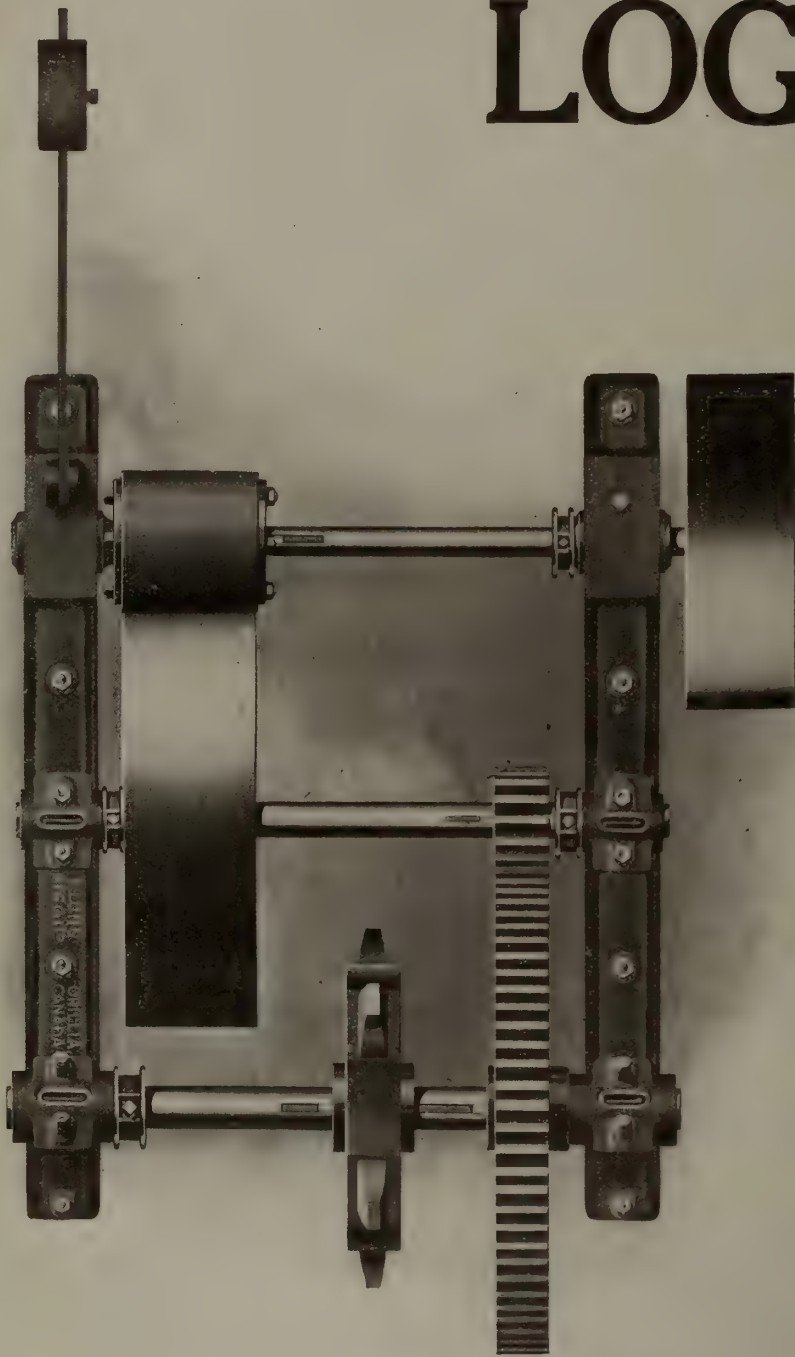
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The A. R. Williams Machinery Co., Ltd.
Winnipeg

Williams & Wilson, Limited, Montreal

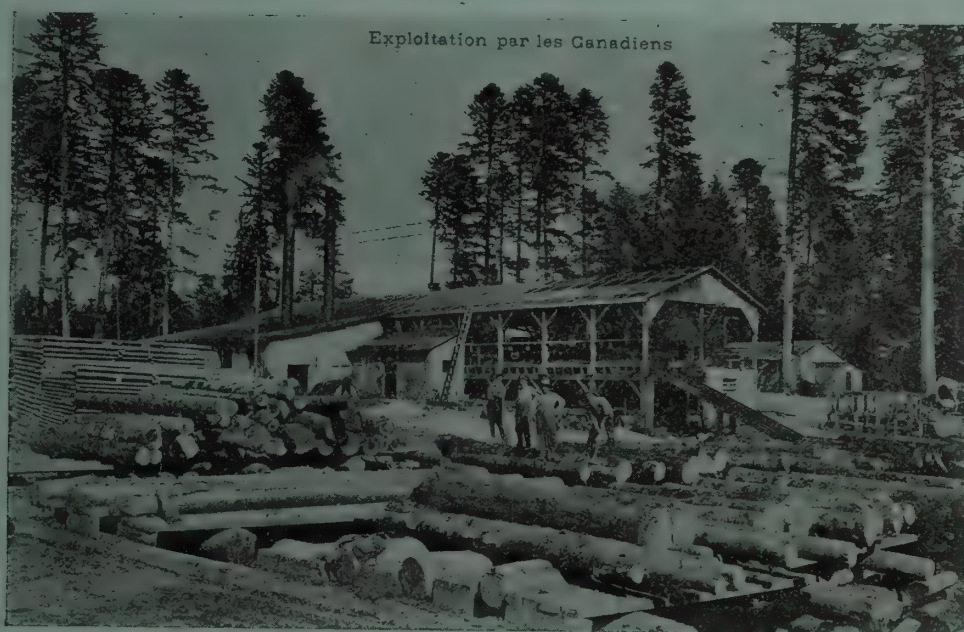


PERFORMANCE

PERFORMANCE is what really shows the true worth of any machine. In February 1916 England appealed to Canada for help in producing timber for war needs,

That Canada's response took a practical form is evidenced by the fact that in April the first draft of the Canadian Forestry Corps landed in England, and in May two more drafts fully equipped with WATEROUS Machinery followed.

This Machinery, designed and built to cut from 15,000 to 20,000 ft. per day, has turned out as much as 58,000 ft. in 10 hours.



A Waterous Outfit in the Jura Mountains, France

That this is not an isolated case, or the record of one mill, is shown by the many letters we have received from different parts of England and France, of which the following is an extract :

" . . . I have many WATEROUS mills running under me, each mill designed to fit into a different location, but all doing equally good work.

"I have no complaint to make of the WATEROUS Mills, in fact, I prefer them to anything I have been able to secure up to the present time, and I have many different kinds of machinery with which to do our work.

"To illustrate: I believe all records of the Forestry Corps, either in England or France, rest with ourselves in the Jura; one of our Company's output a few days ago was 51,300 ft. for one shift of 10 hours, cutting 3 x 9 plank. A mill of this kind that can put over a cut like the above I believe you can look upon as a fairly successful outfit. To sum up, with the Waterous machinery that I have running in the Jura I feel confident that I can out cut any combination that is now running in the Forestry Corps. . . ."

What we have done for the Forestry Corps we can do for you.

Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 85c per lb.; West of Fort William, 88c, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

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worth of mixed metal
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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

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say, but what users say**

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Will move a bag containing 60,000 logs,
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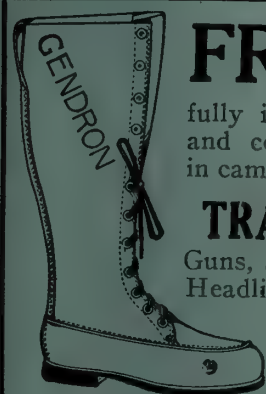
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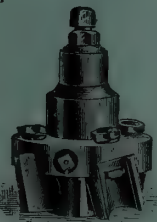
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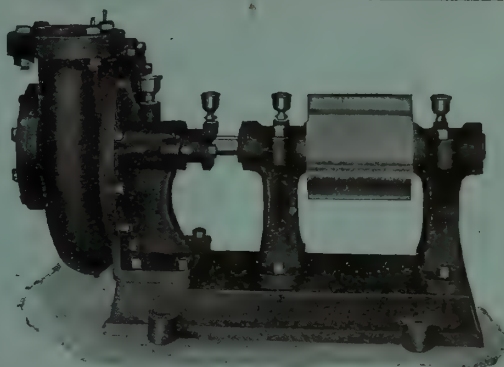
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in the hands of your woodsmen will give you satisfaction and save your money.



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We have a good assorted stock of

Hemlock White and Red Pine and Spruce

We can make up assorted cars for immediate shipment from our yard in Hamilton.

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It will be worth your while.*

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High Grade Lumber and Timber

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Ready for Shipment

2 x 4	10/16	3 x 5	12/16
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2 x 6	10/16	3 x 7	12/16
2 x 7	10/16	3 x 8	12/16
2 x 8	10/16	3 x 9	12/16
2 x 9	10/16	3 x 10	12/16
2 x 10	10/16	3 x 11	12/16

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8 x 8 to 16 x 16 16/32 ft.

Pitch Pine

6 x 8,	14/20
8 x 8,	12/20
8 x 10,	14/16
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The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



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we shall be glad to quote our keenest prices. Write, stating quantities, etc.

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Believe in Canada.

Help Make Canada a Land of Prosperity and Opportunity.

Keep Your Stocks In Good Shape.

We must take our part in the reconstruction of Europe. Canadian lumber will be required in large quantities which will keep the local supply low for some years to come.

Retail lumber dealers should have many years of big business ahead.

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B.C. Shingles
Always in Transit

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Peace Terms are now being prepared by the Allies.
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BIG WORK

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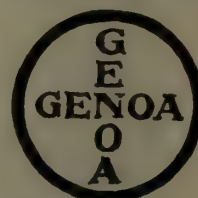
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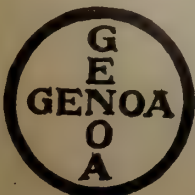
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Best Stock for Factory and Pattern Lumber

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1 in., 1¼ in., and 1½ in., Dry Basswood

Dry Birch Stock

We offer in Birch and Maple
End Stock 1 x 7 in., and wider, 1 x 6 in.

All thicknesses and grades in
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**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

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Rough Clear Fir,
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We have on hand a large stock of fir boards in the rough which we can run to any pattern, $\frac{3}{4}$ " thick, shiplap or surfaced boards S1S or S2S or tongued and grooved. Get our prices on these boards.

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These shingles are the very best manufactured, cut from the finest old growth red cedar timber. Write or wire at our expense for prices.

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in 4/4 and 8/4

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50 M 1 x 4 and up Mill Cull Spruce

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30 M 1 x 3 and up Crating Spruce

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Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Waterous log loader, 3 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws; lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Merston 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

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3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/4-in. guy and plate for brick pier.

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1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

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1—Waterous band saw grinder for 6 in. saws.

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Yes—Unusually GOOD Business

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WE OFFER YOU:

50 M'	2 x 3"	Merchantable Spruce
100 M'	2 x 4"	" "
150 M'	2 x 5"	" "
200 M'	2 x 6"	" "
50 M'	2 x 7"	" "
100 M'	2 x 8"	" "
60 M'	2 x 9"	" "
40 M'	2 x 10"	" "
150 M'	3 x 7" and 8"	" "
28 M'	3 x 9" and up	" "

3 Cars	1 x 3"	Cull Spruce
4 "	1 x 4" and up	" "
2 "	5/4 x 3 and up	" "
5 "	2 x 3 and up	" "
5 "	3 x 4 and up	" "
also		
	5/8 x 3" and up	Crating Spruce
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20" Sidney, Famous
16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.
2" x 36" Cowdry, gauge lathe.

Band Saws

36" MacGregor-Gourlay, circular resaw.
36" West Side, pedestal.
30" Cowan, bracket.
30" Ideal, pedestal (4).
27" Sidney, pedestal.
20" Crescent, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
No. 6 Sidney, Famous, variety.
Ballantine variable power feed rip.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
7" Fay, swing saw.
Vaughan, portable drag saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

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Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

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Humphrey automatic lathes (6).
Humphrey double slotters (4).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 58 Crescent universal woodworker.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor-Gourlay 12 spindle dove-tailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
No. 6A Fox wood trimmer.
2-spindle Cant-Gourlay shaper.
20" American wood scraper.
M63 Cowan spindle carver.
Hall, automatic shingle machine.
26" Dominion lath trimmer.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and felloe rounding machine.
No. 1 Defiance, automatic, spoke driver.
6" Linderman, automatic, glue jointer.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

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BRITISH COLUMBIA SPRUCE

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"For Immediate Shipment"

Cull Spruce

1 x 3	Cull Spruce	30,300 ft.
1 x 4	Cull Spruce	34,500 ft.
1 x 5	Cull Spruce	15,000 ft.
2 x 3	Cull Spruce	63,100 ft.
2 x 4	Cull Spruce	30,600 ft.
2 x 5	Cull Spruce	10,700 ft.
3 x 3 and up	Cull Spruce	13,870 ft.
3 x 5	Cull Spruce	37,400 ft.
3 x 6	Cull Spruce	44,900 ft.
3 x 7	Cull Spruce	29,650 ft.
3 x 8	Cull Spruce	25,150 ft.
3 x 9 and up	Cull Spruce	23,850 ft.

350 M. ft. 2 in. Hemlock, log run (Dead culls out).

65 M. ft. 4/4 1 in. Hemlock, log run (Dead Culls out).

600 pieces Spruce and Jack Pine Piles for immediate delivery, 20 to 50 ft.

In transit 2 cars 3X B. C. Shingles, and half a car of 2X B. C., balance 3X Shingles.

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For Transit Cars
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Fir Boards, Shiplap or Dimension

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Established 1905

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Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

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OTTAWA -:- CANADA

White and Red Pine, Spruce, Hemlock, Lath, Shingles, Boxes, Box Shooks, Factory Material

Write us your requirements.

Planing Mill, Ottawa and Rockland

Ready for Immediate Shipment

700,000 ft. $\frac{5}{8}$ Merchantable Spruce.
 200,000 ft. 1 in. Mill Cull Spruce.
 50,000 ft. $\frac{4}{4}$ to $\frac{8}{4}$ in. Canadian Chestnut.
 100,000 ft. Good Canadian Oak; can saw to order.
 30,000 ft. $\frac{4}{4}$ Basswood, Log Run.
 30,000 ft. $\frac{4}{4}$ and $\frac{8}{4}$ Beech, Log Run.
 15,000 ft. $\frac{4}{4}$ and $\frac{8}{4}$ White Ash.

Write me or phone for prices.

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 207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine
 Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.
 MIDLAND CANADA

LET'S GET TOGETHER

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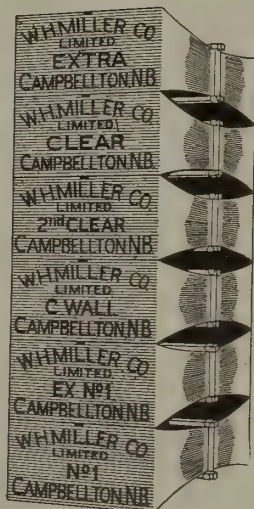
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Yards at—Nashville, Tenn. Mills at—Sumter, S.C.
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We also manufacture
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 Campbellton, N. B.

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We specialize in supplying air dried Cedar Shingles, these cost more than kiln dried Shingles but make a better roof and last much longer

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1 x 7 12/16 Good White Pine
6/4 x 7/up 12/16 Good White Pine
1 x 7 12/16 Good White Pine
6/4 x 4/6 12/16 Good White Pine
6/4 x 4/up 6/11 Good White Pine

1 to 3 in. Mill Run Norway.
1 to 2 in. Stained Outs C. and C. Face.
3 in. Mill and Dead Cull Norway.

Write for prices.

The Harris Tie & Timber Co.

Limited

Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

The Fesserton Timber Company, Limited

Cars in Transit

1 x 8, 10 and 12; No. 1, B.C. Hemlock, DIS
1 x 6, " " "
1 x 6, " " " Shiplap
XXX B.C. Shingles

Also can supply on short notice anything in B.C. Fir, Spruce or Cedar, etc.

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WHITE PINE, RED PINE
and HEMLOCK

15 Toronto St.

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Double Band Mill For Sale

Including :

Carriages Trimmer

Niggers Edgers

Loaders Resaws

Sprockets and Chain

Shafting and Pulleys

Engine—28" x 62"

Log Machinery

All the machinery for a clothes
pins mill

Filing Room Equipment

Write for prices and information

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Quality Guaranteed

Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.
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For Lumber and Contractors'
requirements

Rails, Locomotives, Accessories,
Cars, Lion Brand Babbitt Metal

Correspondence solicited

Sessenwein Bros., Montreal

Ten Band Mills to Serve You



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Nelson, N.B.	"	I. C. R.
Edmundston, N.B.	"	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	"	Temiscouata Ry. and N.T.R.
Glendyne, Que.	"	N. T. R.
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Cabano, Que.	"	Temiscouata Ry.
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ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

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Our new and efficient facilities make it possible to do your milling in transit quickly and at low cost. Prompt service is assured by three railway lines.

We are always glad to quote you very attractive prices and show you the quality of our work.

Ask Lumbermen who know and they will tell you to

TRY

Renfrew Planing Mill
Renfrew, Ontario

Get Our Special Prices on SPRUCE

375 M. 1" x 4" Merchantable	10 M. 1" x 9" Merchantable
370 M. 1" x 5" Merchantable	12 M. 1" x 10" Merchantable
330 M. 1" x 6" Merchantable	8 M. 1" x 12" Merchantable
100 M. 1" x 7" Merchantable	210 M. 2" x 6" Merchantable
40 M. 1" x 8" Merchantable	100 M. 2" x 8" Merchantable
	12 M. 2" x 10" Merchantable

The above stock is dry and ready for immediate shipment.

Also send us your enquiries for anything you may need in
WHITE PINE or NORWAY

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

We offer you the Best Grades of WHITE PINE, SPRUCE, HEMLOCK, HARDWOODS

Write for quotations

OLIVER LUMBER COMPANY
of Toronto, Limited

6 King St. West,

Toronto

Established
1873

GILLIES BROS.
Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE
RED PINE

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New York City: Guy E. Robinson, 1123 Broadway

We carry a large stock of Fir Doors

One Panel	2'0" x 6'6"	1 3/8
And	2'4" x 6'8"	1 3/8
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Bead	2'0" x 6'8"	1 3/8
And	2'4" x 6'6"	1 3/8
Cove	2'6" x 6'8"	1 3/8
Sticking	2'8" x 6'8"	1 3/8

Canada Lumber Co., Limited
WESTON, - ONT.

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Stock now in pile, dry:-

1 x 4 to 12 in. Mill Run White Pine.
5/4 x 4 to 12 in. Mill Run White Pine.
8/4 x 4 to 12 in. Mill Run White Pine.
2 x 4 to 10 in. Hemlock.
2 x 4 to 12 in. Norway.
1 x 4 to 8 in. Norway.
1 and 2 in. Mill Run Spruce.

Write for Quantities and Prices

REMEMBER OUR MILLING FACILITIES

SAVE FREIGHT

PILING and ROUND TIMBERS

Any length and size cut to order.

We are operating in the woods summer
and winter, and can make fairly
prompt shipment.

Write to

KNIGHT BROS. & McKINNON, LIMITED
Box 569 COBALT, ONT., CAN.

KEEWATIN PINE

WHITE AND RED

Grown in Ontario
on

Lake of the Woods

On the Extreme Northern Edge
of the

PINE BELT

Is Seldom Equaled and Never Excelled
in Quality, Texture and Durability

TRY IT

Keewatin Lumber Company, Ltd.

Mail Address: KEEWATIN, ONT.

Saw Mills, Planing Mills, Box and Shook Factories at
KEEWATIN and KENORA

FOR SALE

The following lumber sawed during May, June, July, and August.

Spruce and Balsam Fifth Quality and Better 8/13 ft. in Length		Hemlock, Merchantable	
1 x 3	20,000	2 x 5 and up	20,000
2 x 3	30,000	2 x 5 and up	20,000
2 x 4	100,000	White Pine (Merch.)	
3 x 3	75,000	2 x 5 and up	20,000
3 x 4	75,000	Tamarack (Merch.)	
3 x 6 and up	15,000	2 x 5 and up	20,000
		2 x 4	16,000
Spruce and Balsam, Culls		1 1/4 in. Spruce Lath	
2 x 3	25,000	3 carloads No. 1. 5 carloads	Culls.
2 x 4	20,000	5 carloads of Hemlock Bark.	
3 x 4	20,000		

We have a planing mill in connection with our saw mill.

SAVOIE & CO.

Manseau,

Quebec

REDWOOD

for Clear Finish, Mouldings,
Windows and Door Frames

Tank Lumber, Bevel Siding and many special uses

Write for descriptive booklets
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OF ILLINOIS — JOHN D. MERSHON, President

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Alabama Hewn Oak Timber

Trade



Mark

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Mobile, Alabama

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J. S. EMERSON

SITKA SPRUCE

Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

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Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

- 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
 - 1 left hand single cut Allis Band, 9 ft. wheels, Waterous Co.
 - 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Blower, located in mill.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
PARRY SOUND, ONTARIO

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada
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Eastern Buyers

Mountain and Coast Lumber

Selected to fill your your particular requirements by a staff specially trained for the purpose. Mountain Pine and Spruce s25 $\frac{13}{16}$? or Coast Fir and Cedar, shipped to-morrow? Our aim is to give you what you want when you want it.

*Finish Lumber, Yard Stock
Timbers, Shingles*

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Head Office: **Vancouver, B.C.**
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There is a shape and grade of Famous Five File to do any kind of work on metal or wood.

The dealer you buy files from can supply the shape and grade of Famous Five File you need.

And you may depend upon them to give you satisfaction.

They are:—

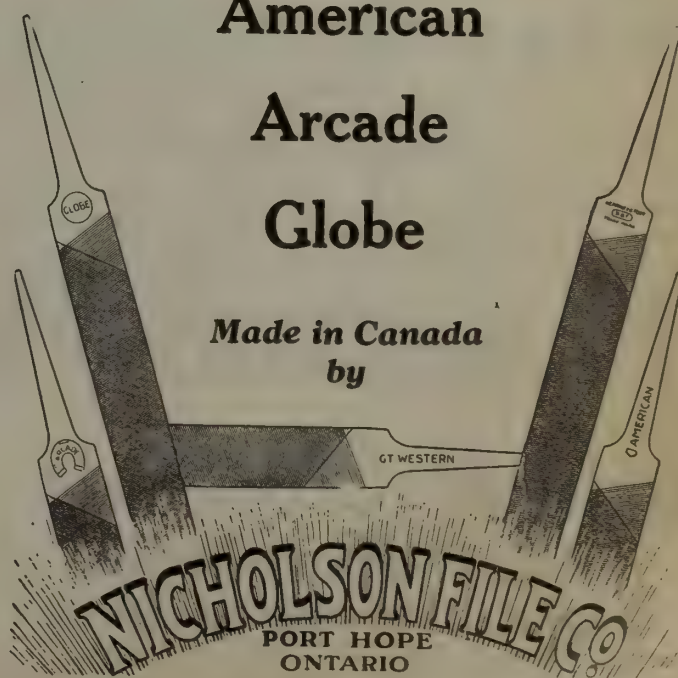
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Deals, Boards, Timber and Dimension material
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We are in a position to fill any sized order, and have every facility for shipping either by rail or water, making prompt shipments.

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HALIFAX, Nova Scotia

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

OFFER

125,000 feet 1 x 4 up 6/16 White Pine, Mill Cull.
16,000 feet 2 x 4 up 6/16 White Pine, Mill Cull.
100,000 feet 1 x 4 up 6/16 White Pine, No. 2 Cull.
100,000 feet 1 x 4 up 6/16 Red Pine and Spruce Cull.
50,000 feet 2 x 4 up 10/16 Red Pine and Spruce Cull.
Dry stock.

Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.
26 Ernest Ave. Limited
Toronto, Canada



Heavy Fir Dimension

Is Our Particular Specialty

The Heavier it is the Better we like it

**We Dress from 1 to 4 Sides up to
16-in. and 20-in., 60-ft.**

Our grade is positively right, and prices will please

Timberland Lumber Co., Limited
Head Office, Westminster Trust Bldg., NEW WESTMINSTER, B.C.

Mills at Craigs on the B.C.E.R.

Shipments by C. P. R., C. N. R., G. N. R., and N. P. R.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Quebec and Maritime Provinces Agents:
Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.									
		5/8-7/8 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.	4 in.
1st and 2nds..	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft	3,300 ft	
No. 1 Com.	1,000 ft	32,000 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft	2,500 ft	
No. 2 Com.		18,500 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft		
CYPRESS.									
1st and 2nds ..		24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft	3,000 ft	
Selects ..		44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft	12,000 ft	
No. 1 Shop ..		13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft	3,300 ft	
HARD MAPLE.									
1st and 2nds ..	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft	11,000 ft	
No. 1 Com.	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft	24,000 ft	
No. 2 Com.		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft	14,000 ft	
SOFT MAPLE.									
1st and 2nds ..	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft	2,600 ft	
No. 1 Com.	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft	2,800 ft	
No. 2 Com.		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft		
PLAIN RED OAK.									
1st and 2nds ..	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft	32,000 ft	
No. 1 Com.	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft	14,000 ft	
No. 2 Com.		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft	1,500 ft	
PLAIN WHITE OAK.									
1st and 2nds ..	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft	13,000 ft	
No. 1 Com.	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft	60,000 ft	
No. 2 Com.		58,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft	2,100 ft	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.					
SOUND SQUARE EDGED WHITE OAK									
About 500,000 ft. 2 in. and 3 in. x 6-8 in., 10 in., 12 in. and up to 10 x 10 in.									
We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.									

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

1 car 1 in. 1 and 2 White Ash.
 1 car 1 1/2 in. 1 and 2, White Ash.
 1 car 2 1/2 in. 1 and 2 White Ash.
 1 car 1 in. No. 1 Com. Wh. Ash.
 1 car 1 1/4 in. No. 1 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Wh. Ash.
 1 car 3 in. No. 2 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Beech.
 8 cars 2, 2 1/2, and 3 in. Beech and Maple Road Plank.
 2 cars 1 in. No. 1 Com. Cherry.
 1 car 1 1/4 in. No. 1 C. Cottonwood.
 2 cars 3 in. 1 and 2 Elm.
 2 cars 3 in. No. 1 Com. Elm.
 1 car 1 in. 1 and 2 Pl. Red Gum.
 1 car 1 1/2 in. 1 and 2 Pl. Red Gum.
 1 car 2 in. 1 and 2 Pl. Red Gum.
 1 car 1 in. 1 and 2 Poplar.
 1 car 2 1/2 in. 1 and 2 Poplar.
 1 car 1 1/2 in. Sap and Sel. Poplar.
 1 car 1 in. C. and B. Sycamore.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.

The demand for Hardwood Lumber will undoubtedly be extremely large as soon as business gets under way on a peace basis.

Production is about 50 per cent. of normal and will remain so for a year or two at least.

few months of normal business will take every stick of dry hardwoods in the market.

This lumber is here in our Buffalo yard—ready for immediate shipment. Why not let us send some of it to you now while (in most cases) permits can be obtained? Upon what can we quote you?

Would also appreciate your inquiries for Ash, Basswood, Gum, Hickory, Quartered Oak, Poplar (or Whitewood) and Sound Beech and Maple Planking.

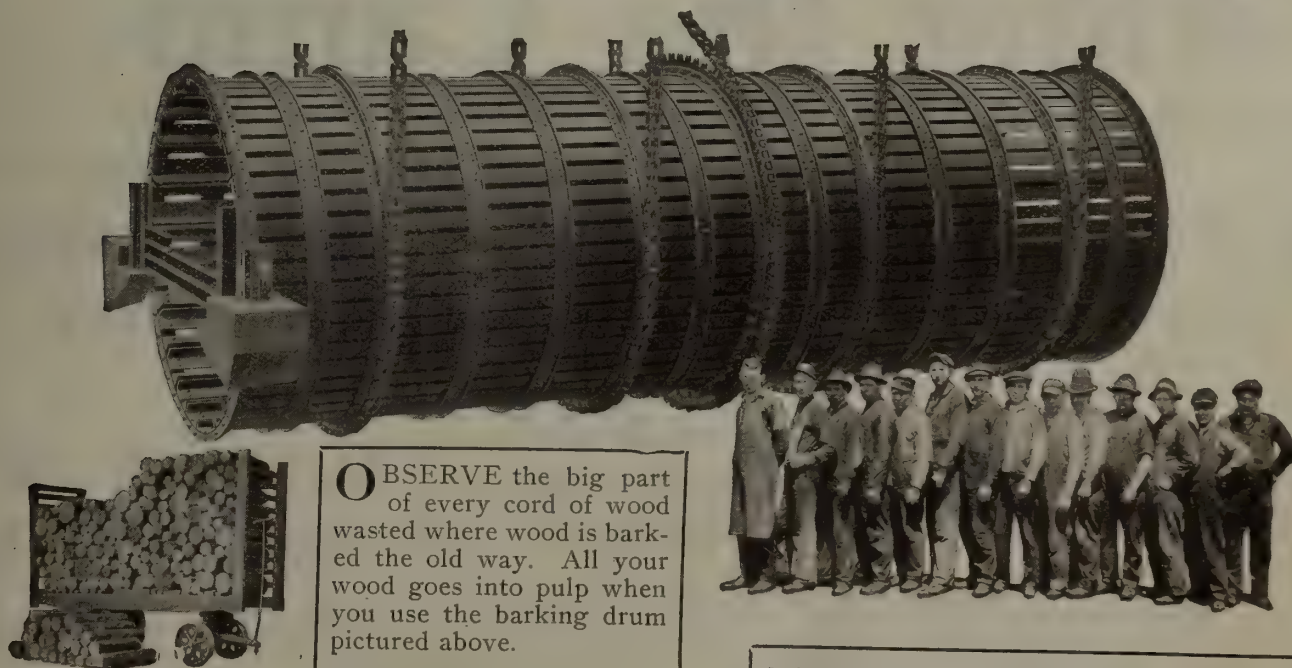
Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

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An economy too large to postpone



OBERVE the big part of every cord of wood wasted where wood is barked the old way. All your wood goes into pulp when you use the barking drum pictured above.

Write today for the figures

If your mill barks wood the old-fashioned way, let our engineer tell you the actual saving our method will accomplish in your mill. It will in no way obligate you to get the facts.

TWO of these men and our barking drum will release all the rest for other work. The annual saving reaches an astonishing figure. Labor is scarce. Investigate this short-cut.

Fibre Making Processes Inc., 440 South Dearborn St. Chicago

SIMONDS

A world famous line of Saws and Knives, and justly famous because of the years of steel quality experience put into their making. Write for your copy of the Simonds Saw catalog.

Simonds Canada Saw Co., Limited
 "THE SAW MAKERS"

St. Remi Street and Acorn Avenue
 Vancouver, B. C. MONTREAL, QUE. St. John, N. B.

In the U. S.—Simonds Mfg. Co.

Feeding the Camp

IF that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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HUGH C. MacLEAN, Winnipeg, President.

THOS. S. YOUNG, Toronto, General Manager.

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Making the Most of Every Opportunity in Lumber Market

It is gratifying to learn that the Canadian Lumbermen's Association is taking aggressive action in the matter of placing the industry on a firm peace footing. All the conditions surrounding manufacturing, sale and distribution will be radically changed owing to the cessation of hostilities in Europe, and many new fields for development will be exploited. Not only will there be the increased domestic consumption of lumber, but there is also trade with the United Kingdom and the devastated countries of Europe, as well as ocean carriage, facilities and rates of exchange, removal of embargoes, terms of credit and other momentous matters to consider. Columns have been written upon the splendid openings that present themselves in Great Britain and the European countries for the various lines of timber. There are only six sources of supply, Norway, Sweden, Finland, Russia, Canada and the United States. Russia is so torn asunder internally by revolution and Bolshevism that she is in no position to cater to the timber requirements of other lands. So far as Great Britain is concerned there is every disposition to favor her dominions beyond the seas who have played such historic part in the triumphant struggle for liberty, justice and democracy. All things being considered a preference will likely be given to Canada, and while sentiment does not play a part in ordinary business affairs, still, when matters weigh equally, favors are naturally extended to those nearest us or whose work and worth are held in grateful remembrance and appreciation.

While the Canadian Lumbermen's Association is doing everything in its power to foster both domestic and foreign trade and to ascertain just exactly what kinds, sizes and quantities of timber will be required for foreign consumption, it might be well for the Federal Government in its efforts to direct successful re-establishment and readjustment to proceed with public works in the various centres, construction on which was held up by the war. It is easy to declare that each great industry should take a lead and do so and so, but if the

Federal authorities point the way not only by proceeding with undertakings of a desirable character at home, but grant the necessary credit to Belgium, France and other countries, so that they may proceed to undo the damage that has been wrought by the war, a period of expansion and activity is sure to develop.

Now is not the time to sit down to speculate and theorize as to what will be the price of lumber, but rather is it the moment for action to shape our course so that the needs overseas can be adequately met and to co-operate in seeing that Canada secures her just proportion of the business that will be offered. There will, after a few months, be renewed activity in the furniture, piano, musical instrument and automobile and other home industries which will consume a large quantity of wood, while hemlock, spruce and pine will find every available outlet in building operations. One cannot help but feel that while there may be some penalties to pay in the way of perhaps a short-lived depression in certain lines, that everything augurs well for a substantial future of the lumber business. Stocks of mills were possibly never so low as they are at present. The cut next summer will be smaller and yet the uses of lumber will be greater and wider with the active structural campaign, the industrial expansion, the foreign demand and the shipbuilding programme. How there can be any permanent setback is more than can be described at the present juncture. The termination of hostilities is bound to prove a tremendous stimulus to the demand of products of the forest and the only displacement will be during the time required to revert to channels in which business ran smoothly before 1914. Every consideration should be given to the best method of developing the export trade and bringing about the closest co-operation between the lumber interests of the Dominion and foreign requirements so that senseless delay may be eliminated and strong, well directed business relations speedily established.

Regarding values it is difficult to speak; but it is easily conceivable that they are likely to be maintained many months at any rate, for in connection with costs the question of wages enters very largely. The reason of this is that the cost of materials of every kind consists mainly of wages, and it will not be possible to readjust the latter downwards, with the price of all foodstuffs and clothing still soaring.

There is no reason, therefore, why stocks which may be needed to-morrow should be sacrificed to-day, as the lumber has been produced at an outlay practically equal to its average selling price for several months past. With the maintenance of present prices, with stability and confidence on the part of manufacturers and wholesalers, with vigilance, and alertness to take advantage of every trade opening and with courage and unity on the part of the entire industry, there is no reason to fear but that Canada's great lumber activities will be strengthened and made increasingly prosperous in volume and variety in the years that are to follow the dawn of the brotherhood of man and the formation of the new league of nations.

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Knowing Costs of Doing Business Essential to Success

Knowing costs and securing an adequate profit are vital factors in the success and expansion of any business undertaking. There can be no subject of greater importance to the retail lumber merchant than a complete and effective cost survey. At the general meeting of the Ontario Association held a few months ago it was pointed out that constructive work along this line had not progressed as rapidly as it should, and, in response to the request for detailed information from members, only a few had furnished the necessary data. Blank forms had been sent out, but the number of these reports filled in and returned have been comparatively small in proportion to the list distributed. It is hoped in the near future that the Association will be enabled to prepare a valuable and reliable costs analysis, which will serve as a safe guide to the retail lumber trade. The percentage of total sales, which represents the cost of doing business, it has been shown from the statements already to hand, differ all the way from eighteen to over forty-five per cent. There should certainly not be

such a wide margin as this and there is something radically wrong with the management and operation of not a few businesses. Leaks should be stopped and expenditure controlled.

An industry closely allied to the lumber business is that of furniture manufacturing, and it is interesting to point out the steps which are being taken by the Furniture Manufacturers' Association along this line. Recently a survey was made of costs and the facts adduced were startling considering the capital invested in the industry. Reliable figures compiled by a firm of accountants from information supplied by fifty of the largest furniture manufacturers in Canada show that the average total profits for the last four years amounted to only $1\frac{1}{4}$ per cent. on the money invested, or $1\frac{3}{4}$ per cent. on the total sales, which, of course, means that on the total average there was nothing whatever available for shareholders.

The Association is taking a progressive step, and will shortly appoint a competent cost accountant and an accurate uniform system will be installed. Every effort will be made to introduce efficiency and the industry placed on a more substantial and scientific basis.

One of the advantages of a uniform cost system of this kind is that manufacturers will be able to check up one another by a process of tabulated information, which is impracticable when scarcely any two firms are figuring costs by the same method. The importance of being able to check up in this way will be realized when the members of the Furniture Manufacturers' Association meet to discuss the question of prices.

What has been accomplished and is about to be accomplished can very well be followed by the retail lumber merchants, who have for years managed their businesses too much on the mere guess work principle. They should know definitely what their overhead expenses are, what are the proper charges to include, those that should be excluded, how overhead items should be determined, etc. The cost of doing business to-day is heavier than at any previous period in the history of the retail lumber arena, and stocks never ran into so much money. There has been a serious lack of uniformity in arriving at costs and the adoption of a simple, uniform system of accounting is one of the pressing problems which should be speedily solved.

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How Far Will Present Available Labor Increase Production?

It is gratifying to learn that the labor problem is improving gradually, and that the seriousness in the help situation which has prevailed for the past two years, particularly in the woods end of the lumber industry, is about to be relieved. Wages are high and the costs of maintenance greater than ever. Every thing entering into camp supplies was purchased on the assumption that the war would continue until next spring. There is nothing tangible to warrant the assertion on certain sides that lumber is bound to be cheaper, if one may judge of what it is costing this season to produce the timber. The cut will be not only considerably decreased, but the expense is from 20 to 25 per cent. more per thousand feet log run than in previous years. It will be next July at any rate before the present logs are converted into lumber that can be shipped and just where lessened quotations are going to prevail is not discernible on the horizon. There is no indication that the outlay for shanty commodities will fall while wages in the bush are likely to be maintained at their present level during this season at any rate. The only advantage accruing to woods operators is that with the more abundant sources of labor supply more skilled help can be secured. During the past year or two not a few men engaged had been either very green at the work or advanced in years, all the active, energetic and efficient axemen being engaged in fighting overseas or doing splendid service with the Canadian Forestry Corps. Wages are running from \$50 to \$75 per month with all found, while the sleeping camp accommodation has of late years been greatly improved and every comfort and convenience provided for the men. When despatches in the press state that 10,000 men will be given work by the Canadian lumbermen and that released soldiers and munition factory workers will thus find an outlet for their energies, it must be remembered that comparatively few of either

class are adapted for woods operations. As pointed out by President Power, of the Canadian Lumbermen's Association, the work in the lumber camps is not easy. Men who have been trained to get high wages for watching machinery do the work in munition plants, are not likely to make good material for the lumber camps, where they will have to do real hard toil and do it well, for wages that may appear small to some of the munition workers. Then it is not every male who is capable of swinging an axe or trimming a log, but such as possess any qualifications in this direction will be given the preference at good wages. Hundreds of men can be accommodated in the camps of the Canadian lumbermen. It remains to be seen just how many are serious about wanting to turn their hand to something useful and productive, taking what is at home rather than idly waiting for something to turn up or spending in the meantime their substance in the vain hope that things will continue indently the same.

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Editorial Short Lengths

The exports of pulp, paper and pulpwood from Canada to the United States continue to show a gratifying gain each month, and it is confidently expected that the business abroad in these lines during the current fiscal year will reach the one hundred million mark. While in these days of heavy war expenditures, the piling up of enormous national debts and the raising of great Victory Loans, the figure of one hundred million, so far as a trade return is concerned, may seem comparatively insignificant, still its vastness as applied to the pulp and paper industry is realized when one points out that during the past two years the export figures have more than doubled. There is not the slightest doubt that Canada is destined within the next decade to be the greatest pulp and paper producing land in the world.

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Owing to the advent of peace there will probably, in the course of the next few months, be abolished a number of Boards and Commissions which have been doing war duty and service at Ottawa. There is a general impression, however, in business circles, that one particular body should be allowed to remain and continue its work with possibly changed functions. That body is the War Trade Board. Instead of placing embargoes on trade it might devote its energies and activities in the direction of promoting commerce. Canada needs an aggressive and alert Board of this character, with enlarged powers and representative in character, of all the leading industries of the Dominion, to grapple with and assist in the solution of post war problems and in fostering the development of the export business of the Dominion.

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Some effective publicity work has been undertaken through the press by a leading industrial company in Canada in regard to establishing confidence and "carrying on," now that war activities have ceased. The reason adduced for business confidence are cogent and timely. The organization advises merchants, wholesalers and manufacturers to put their shoulder to the wheel at this juncture and make their weight felt—the weight of their money, the weight of their example, and the weight of their enthusiasm. This should be done, not by waiting, but by going right ahead with all normal business expenditures that will pay a profit or can be made to break even, and by spending money where good judgment says that it will be profitable. If it is a new factory, new equipment or an advertising campaign, it should be started right now. Premier Lloyd George has declared that "timidity is fatal to great action," and the policy of "wait and see" will not answer in the present condition of affairs. It is neither sound nor convincing. The announcement further says that the needs of Canada and the Empire guarantee prosperity, and if we live up to our opportunities and responsibilities the Dominion has the materials and will get the men. A striking paragraph is worthy of reproduction and here it is: More houses are urgently needed in Canada. Owing to the scarcity of materials and labor, depreciation of buildings and machinery has gone on almost unchecked. It must be made good. In England the need is even more acute.

Canadian Lumbermen's Association Expands

Membership Greatly Increased and Aggressive Action Taken At Rousing Executive Meeting to Grapple With Peace Problems and Overseas Trade

What was described by a director of the Canadian Lumbermen's Association as "one of the best meetings we ever had," was held at the Windsor Hotel, Montreal, on November 26. It was nominally a session of the directors, but the presence of a large number of Eastern spruce manufacturers, called together to form an association, was taken advantage of, and invitations were extended to these gentlemen. They were present during a part of the session, and also lunched with the directors of the Lumbermen's Association, at the request of the latter.

As an outcome of the gathering a considerable addition was made to the membership of the Association, which has now quite an appreciable number of representatives from the Maritime Provinces. Co-operation formed the burden of the speeches at the luncheon—the necessity of a strong central organization to deal with matters of interest to the industry, and able to show a united front on all general questions affecting the trade. Such subjects as are of local interest could be handled by the provincial associations, but matters affecting lumbermen as a whole could be looked after by the parent organization, thus preventing overlapping.

The following were present: Messrs. W. Gerard Power, president; Arthur H. Campbell, Campbell-MacLaurin Lumber Co., Montreal; T. G. Wheaton, Cedar Products, Amherst, N.S.; Archibald Fraser, Fraser Companies, Ltd., Edmundston, N.B.; Sir W. Price, Price Bros., Ltd., Quebec; Angus McLean, Bathurst Lumber Co., Bathurst, N.B.; W. S. Hofstia, Price Bros., Quebec; P. C. Walker, Shepard-Morse Lumber Co., Ltd., Ottawa; W. Mason, Mason, Gordon & Co., Montreal; J. P. MacLaurin, St. Maurice Paper Co., Montreal; G. W. Grier, G. A. Grier & Son, Ltd., Montreal; R. F. Grant, St. Maurice Lumber Co., Three Rivers; W. E. Golding, Geo. McKean & Co., St. John, N.B.; R. A. Snowball, J. B. Snowball, Ltd., Chatham, N.B.; W. J. Roy, M. A. Grandbois, St. Casimir, P.Q.; J. L. Christy, Iberville Lumber Co., Sault-au-Mouton, P.Q.; H. E. Craig, Northern Timber Co., Ltd., Toronto; R. G. Cameron, Cameron & Co., Ltd., Ottawa; W. J. Bell, Spanish River Pulp and Lumber Co., Sudbury; W. E. Bigwood, Graves, Bigwood & Co., Toronto; J. G. Cane, J. G. Cane & Co., Toronto; Dan McLachlin, McLachlin Bros., Arnprior; Gordon C. Edwards, W. C. Edwards & Co., Ottawa.

The Chairman Reviews Conditions

Mr. Power stated that the meeting was called to discuss present and future conditions. Since they last met great changes had occurred; they had been relieved of the burden which had been on their shoulders for four years, but they were facing another important problem. A number of men were coming back and they would have to be taken care of. The lumber trade, he was sure, would do its part in this matter. Many of the men would have to be handled with kid gloves, and he was positive that the lumbermen would look after the boys in this way, particularly those who were formerly in their employment. There was certain to be a readjustment period; it would be a question as to what tonnage would be available for shipping lumber to Europe, and it would be advisable to approach the Federal Government so that the trade secured its fair share of the available tonnage. Mr. Power pointed out that on a deputation which recently visited Ottawa the lumbermen were not even asked to be represented. He then read the following telegram from Mr. E. F. Perry, secretary of the National Wholesale Lumber Dealers' Association: "Situation so undeveloped here am unable to express even a conditional opinion. Seems to me general feeling is that shortage of cut and big demand in other countries for lumber will bring to the lumber industry continued demand. Couple of conferences Atlantic City next week may throw light on general situation."

At the invitation of the President, Mr. M. Preisch, ex-president of the National Wholesale Lumber Dealers' Association, New York, made a brief speech. He referred to a large meeting of lumbermen at Chicago, where a feeling of pessimism at the beginning had given way to one of optimism. The meeting also expressed the opinion that the government should not fix prices beyond the present period, the trade preferring to "go it alone," believing that prices would be stronger.

Mr. W. S. Hofstia, New York, stated that among the pitch pine people in the States the feeling was very hopeful.

Mr. W. E. Golding stated that when in Ottawa last week he was assured that the government was desirous of removing the restrictions on the export of lumber into the United Kingdom, and the question had been taken up with the Canadian Commissioner in London.

In New Brunswick the manufacturers did not feel like manufacturing stock and then finding they were unable to ship it. The companies had to get out their logs now, and it was desirable that returned men should be released so as to help in the work.

Co-operation to Give Employment

The President stated that he had discussed the question of employment of men with the Canadian Pulp and Paper Association, which was willing to co-operate with the Lumber Association. Mr. Power proceeded: In working out the problems of soldiers' re-establishment it is quite impossible that a Federal Government Department for the purpose can adequately deal with the problem in an efficient and specialized way. It seems that it is necessary that the major industries of the country should combine to create among themselves the machinery necessary to promptly and effectively absorb the returned men rather than that the men should have to await government action and direction. Each industry or trade, having some form of co-operative association, should create among themselves a central distributing bureau for re-slating the returned men into the industrial scheme. To depend upon federal or provincial government activity in this move is to waste time and effectiveness. Let the industry that needs men organize to get them at once. By this method the returned men will be more quickly assimilated into the industrial activities of the country, instead of being pensioners and ultimately liabilities on the state instead of assets as they should be.

Mr. Power referred to the fact that three lumbermen were in Ottawa in the previous week calling on Ministers on lumber questions, yet they were all working independently of one another.

Mr. Laidlaw said that the lumber industry should be co-ordinated in order to deal with questions as a whole. Provincial associations, however, could deal with local questions. He understood that the Ontario Government had offered to carry out some propaganda for pine in the United Kingdom. The lumber industry as a unit might take up the question of advertising their goods to the British public.

Canada's Timber for Overseas Demand

The following letter, by the Hon. G. H. Ferguson, Minister of Lands, Forests and Mines, Ontario, addressed to a member of the Association was read:

"Now that the war is over, it becomes exceedingly important that active measures should at once be taken to see that the industries of the Province of Ontario receive their due share of business from overseas. There is no doubt that there will be a very large market for forest products, and it is most important that active steps should be taken to thoroughly canvas the situation and put before the allied countries the forest resources of Ontario and our facilities for handling their business. It seems to me that this is a matter that should engage the serious and prompt attention of Ontario lumbermen.

You are doubtless aware that the lumbermen of British Columbia selected a man who acts in an advisory capacity to the Agent General of the Province in Great Britain, and from information that reaches me, I believe that they are meeting with considerable success in impressing upon European customers the merits of B. C. lumber.

Would it not be well if the Ontario lumber interests were to get together at once and thrash this problem out? This Department will be very glad indeed to co-operate with you in every possible method, and facilitate in every way any effort the lumbermen may make along the line intimated.

"As the matter is one of pressing urgency and importance, I think some steps should be taken forthwith, and I would be glad to hear from you on the subject. If it will be of assistance, I would be glad to place this office at your disposal and arrange for a meeting on any date that may be suitable to you, and arrange to be here myself so that there may be a close co-operation between the department and the lumbermen."

Representative Lumberman—Not Politician

A long discussion followed, as to the necessity of the Federal Government sending a representative to the United Kingdom, France and Belgium, to place before the people the merits of Canadian lumber. Mr. Cane was very emphatic on the point of a representative lumberman being sent—instead of a party politician. The general view was that the man should represent the entire trade—not any of the provinces or any particular wood. It was not intended that he should interfere with the regular exporters' business, but should promote the interests of the industry. On the other hand, it was sug-

gested that Ontario or any other province might engage in a publicity campaign in the United Kingdom with a view to boosting its own particular products.

Mr. Power pointed out that the United States had sent trained men to Europe in order to show their products, and had made some substantial advances in the direction of advertising their products. Mr. Power also referred to the fact that a collection of American soft-wood timbers, which will be available for use in reconstruction work after the war, is now on view in the United Kingdom. It is understood that the collection will be exhibited in the chief trading centres of the United Kingdom. The exhibit has been undertaken by the Department of Commerce of the United States Government and is especially designed to explain the standard, grades and sizes regularly produced by the United States mills, and which may be had in the largest quantities and upon the most favorable basis of cost. The exhibit is in charge of a Trade Commissioner of the United States Department of Commerce. In Canada we should have the co-operation of the Federal and Provincial Governments with a view of sending a live man to Europe.

Mr. Clark made some strong observations as to the way in which the lumber trade had been ignored. The lumber trade was entitled to more recognition than it had received.

On the question of expense, it was suggested that the Federal and Provincial Governments should contribute to the large outlay necessary, but that the representative should be under the jurisdiction of the Association.

Referring to construction, a subject raised by Mr. Mason, Mr. Laidlaw said that in Toronto the builders were showing more activity.

Mr. Edwards stated that the shook trade was exceptionally brisk so far as his firm was concerned.

Mr. Edwards remarked that all their salesmen had been instructed to explain to customers the exact position as regards cost of production.

Increasing Membership in the East

An adjournment for luncheon was made, Mr. W. Gerard Power, who presided, in alluding to the activities of the Association, said the directors were anxious to increase the representation of the Lower Provinces. They were also anxious to co-operate on the subject of tonnage and other matters. The Association idea was one of vital importance, and in the United States it had met with great success. The Lumbermen's Association offered its best wishes to the Association of Spruce Manufacturers of Eastern Canada, and hoped that the two organizations would work together.

Sir William Price welcomed the suggestion of co-operation. Co-operation was absolutely necessary—it meant success. Paper manufacturers had been subjected to a great deal of persecution, which had brought about co-operation in the trade.

Mr. Bigwood also supported the idea of getting together. They had many things in common—legislation, insurance, representation at home and abroad, and in such matters the trade should be represented by one of themselves. It was necessary to have local associations, but let the whole industry be welded together for one common end.

Will Supply Much Information

Mr. Angus McLean declared that unless the lumber trade stood together and fought for their rights they would not accomplish what they desired. He had met a number of pessimists. The Spruce Manufacturers' Association would be able to secure such information so as to enable manufacturers to intelligently understand the market situation. In New Brunswick there had been a lack of information as to the amount of production. It was stated that the pine manufacturers were taking steps to organize, and he hoped it would be done.

Mr. Clark congratulated the manufacturers on having got together. The Canadian Lumbermen's Association represented every province—it could be the medium of voicing the united feeling of all the provinces. It was useless for every association to go to Ottawa—let this come through a central association.

Hon. C. W. Robinson was in a jocular mood. He made some punning allusions to three of the speakers. They wanted, he said, lots of "Power" in the lumber trade, and this could not be obtained without they had the "Price" and the "Bigwood." In New Brunswick the lumber business was of great importance, as it yielded a large revenue to the government. It was only by co-operation that the lumbermen could bring about those measures which were of advantage to the lumbermen and for the whole country. He was in favor of the removal of restrictions which hampered the lumber trade, and he understood that the Federal Government were willing to remove these restrictions. He moved a resolution to the effect that the two associations express a unanimous opinion that recognizing the many difficult problems arising from the signing of the armistice and in order to do our part in providing employment for the returned soldiers, increased production of lumber is desirable, but to encourage the manufacturers, the market conditions should be stabilized by the removal as soon as possible of all the present restrictions in trade with the

United Kingdom. We do therefore respectfully submit this to you for serious consideration and action."

Mr. Clark seconded the resolution.

After a few words from Mr. Preisch, Mr. Edwards recalled the reasons for re-starting of the Canadian Lumbermen's Association. While the Association had its ups and downs, they were encouraged to do even better than in the past. The resolution was agreed to.

At the invitation of the President, a large number of the members of the Eastern Spruce Association joined the Canadian Lumbermen's Association.

Next Annual Meeting in St. John

Mr. Gregory, having invited the Canadian Lumbermen's Association to hold its annual meeting in February next at St. John, the President promptly took up the invitation. It was unanimously agreed to hold the meeting at St. John, N.B., instead of Ottawa.

Mr. Mason, on behalf of the Association, expressed appreciation at the cordial co-operation shown by the Spruce Manufacturers' Association, and by those from the Lower Provinces.

On the motion of Mr. Angus McLean, a vote of thanks was passed to the Lumbermen's Association for their courtesy and for the invitation to the luncheon.

On the meeting of the directors of the Lumbermen's Association reassembling, the question of labor again came up, and the President was authorized to co-operate with the Canadian Pulp & Paper Association on this matter. A resolution was passed to the effect that it was understood that the expenses incurred should be borne by the Federal and Provincial Governments. The working out of the scheme regarding the placing of bureaus should be left to the executive of the Canadian Lumbermen's Association and the Canadian Pulp and Paper Association for final decision.

Some Matters that are Urgent

A resolution was also passed requesting the Government to obtain for Canada a portion of the indemnity from the Central Powers; to secure a share of trade arising from reconstruction, to repeal all war legislation as soon as possible, and to appoint a representative of the lumber trade on the reconstruction commission.

The question of a proposed increase by the railways of the stop-off charges was discussed. The proposal is to increase these from 1c per 100 lbs. with a maximum of \$5 per car to 2c per 100 lbs. with a maximum of \$8 per car. This increase will be opposed by the Association.

This concluded a very enthusiastic and harmonious gathering—full of promise for further vigorous activities, especially in view of the accession of strength from the Maritime Provinces.

After the meeting Mr. W. Gerard Power received a telegram from Mr. E. F. Perry, secretary of the National Wholesale Lumber Dealers' Association, announcing that the United States Government had cancelled the maximum New England spruce prices as of December 1st.

Death of Charles B. Williams

Chas. B. Williams, a widely known retail lumber merchant and planing mill man, whose place of business is at 11 St. Albans Street, Toronto, died on November 21, after several weeks illness. He was 48 years of age and had been engaged in the lumber line for a long period. He leaves a wife and one son, Lieut. Gordon Williams, an officer in the Naval Department, at Ottawa. Mr. Williams always took a keen interest in racing and was a member of the Ontario Jockey Club. He was a familiar figure at the Woodbine meetings and was popular in both lumbering and sporting circles. He was head of the firm of the C. B. Williams Co., Limited, with which he had been identified over twenty-five years.

Building Permits Will Be Large

Reconstruction and the development following peace should see building in Toronto next year to the value of between twenty-five and fifty million dollars, according to the City Architect's Department. This estimate of 1919 building is, of course, dependent on an easy transition from a war to a peace basis without unforeseen labor or financial obstacles.

Last year the building in Toronto slightly exceeded \$7,000,000, and although the aggregate for this year will exceed that of last it will hardly reach the \$8,000,000 mark.

In support of the large estimate for next year, it is pointed out that there has been little building during the past four years and the accumulated pressure and the extension plans that have had to be held in abeyance on account of the scarcity of labor and the steel shortage will give a great impetus to the building trades. In addition it is anticipated that there will be a determined attempt to secure export business.

Building Up Big Business in the Retail Yard

Kind of Stock that Should be Carried and the Way to Establish Strong Connection With all Classes of Customers—The Proper Facilities

The character of the stock carried in a yard will depend upon the local demand. This is modified, of course, by the price and adaptability of the different woods and materials. It would be foolish to stock beveled corn cribbing in the wheat belt or well curbing in a locality where it is necessary to bore all the wells. It is, of course, necessary to carry a larger and better assorted stock than was carried in days of yore, but it is wise to keep the stock as low as possible and still meet the needs of the community. Styles in lumber change the same as in other things, though, thank goodness, not so often. So it happened a few years ago that many of us were caught with several thousand feet of grooved roofing on hand. Some hung on to this and invoiced it from year to year. It took up room and held good money out of circulation. It was dead stock and the wise dealer soon saw the light and put it out for common boards. Some times, according to a writer in "Mississippi Valley Lumberman," it was necessary to sacrifice a little on certain goods and get the money to use than to hang on to them for years and then have to stand a loss. Any old-timer in the lumber business will remember the many styles of casings and blocks that are still stowed away in some sheds. Lucky is the yard that cleaned this old stock out before the ladies learned that plain finish is much more easily kept clean, as well as more attractive in appearance.

Must Cater to the Demand.

Some localities demand so many kinds of wood that a lumber stock means the investment of much more money than it might in another district. If the sales are equal, the yard with the smaller stock is far ahead at the end of the year. I believe in giving the customer what he wants and when he wants it. One big excuse the fellows who patronize mail order houses make is that the goods cannot be secured locally. Of course, this works both ways. The dealer says that if his customers send away for these things it does not pay him to stock them. The customer says that because his dealer does not keep these things it is necessary and perfectly all right to buy by mail. It reminds us of a bronco team that will not pull together. First one tries to move the load and then the other. Each one trying it alone finds it too heavy and so decides that it is no use to try together. This makes a balky team and so there are no results so far as progress with the load is concerned. Just as team work with the broncos is necessary so is team work in the community with dealer and customer necessary. Let the dealer make it known that he is anxious to have in stock any article that a customer may want, and failing to have it in stock will promptly secure it. This will encourage more home buying.

Trying to please the customer and striving to have in stock anything he may wish does not mean that we shall not make an effort to educate the public to different woods, etc., that may serve the builders as well or better than what has been demanded, and at the same time make it easier for the dealer and perhaps add to the profits. But this must be subtly done. There is a feeling abroad that if one offers a substitute, he has an axe to grind and does it not for the good of the dealer. So, often, unless advice is asked, it is unwise to tell a man that he has made a poor choice and should have something else.

Should Carry More Short Lengths.

One thing that we all should do more and more is to carry short lengths. In times past this has been the unpopular thing to do. Very few carpenters have specified the length of dimension that was to go into the building but ordered all long stuff and would cut the short pieces from this. Also nearly all the siding, boards, shiplap, and such material was ordered sixteen foot, no matter what the run or size of the building. So it has always taken a good deal of tact and talk to dispose of the short lengths that have accumulated. By judicious argument and an appeal to the intelligence of the contractor, he can often be converted to the habit of specifying in his bill of material the exact lengths of dimension that are to be used. With the other material usually after a heart to heart talk one can induce the contractor to use a percentage of short lengths and allow us to send out to a great extent at least the lengths that are convenient. In these days when the yard manager is making up more and more of these bills, it is easy to specify short lengths and sometimes even old stuff and so keep the stock clean and in a healthy condition. Short lengths can be bought for less money than the longer and answer the purpose just as well. This serves to help in two ways. It gives the dealer a

chance to make a little more money and at the same time conserve the timber of the country, which is a big item in these days of conservation and diminishing forests.

In selling lumber do not talk grades except on rare occasions, when the circumstances make it imperative. Show the customer the material, tell him the price and make the deal. He does not care, or at least he should not care, what grade you call any of the material. What he is anxious to do is to get material suitable to his needs and at the price he is ready to pay.

Have the Stock Handy

It is a fine thing, too, to give the price by the piece on many items when asked by a prospective purchaser. When the average man asks the price of a two or four by twelve, to tell him that it is worth forty dollars per thousand means nothing to him. The exact figure to give him will be governed by the judgment and custom of the dealer. Where lumber is figured at the odd cent amounts, of course, one would tell him the piece is worth thirty-two cents. I believe I should tell him that one stick would cost him thirty-five cents and that two could be purchased for sixty-five cents. It is worth a little more to a man when he is buying only one piece. It takes just as much of the manager's time and the buyer always wants to pick out a good stick, which upsets the pile and to that extent lowers the grade of the lumber in the pile.

No two men will arrange a yard in the same way. What suits one will not suit another. One stock is not exactly like another and this has its influence on the arrangement. But all agree that everything should be as handy as possible. I believe that in a yard as well as in any other place there should be a place for everything and that everything should be in its place. When one mixes up the piles of different material, having a pile of shiplap next to a pile of dimension, and flooring next to the common boards, it gives the yard a topsyturvy appearance and it takes more time to load out the lumber. In stocking a yard the manager should draw a diagram of his shed and decide just where each kind of material should be piled. Then he should place this material in the places provided and should always keep these spaces for the same stuff. One arrangement will not suit all, but I like to have all the dimensions down one side of the shed, beginning with the short two by fours and running up to the longest. Then the short two by sixes and on up to the long two by sixes. Then the two by eights, two by tens, etc. On the other side of the shed there is room for the shiplap run in same way, first the short and on up to the longest lengths carried. Then the boards of different grades still in the same order of short lengths first and long lengths last. The flooring, drop siding, finish, ceiling, and other light lumber can be put on the upper deck. These are not so commonly sold as dimension and boards, are more easily put up and perhaps stay cleaner than they would below. Then too, the piles are not subjected to the rough usage they would get down on the ground. So many customers hate to take the top boards. There seems no reason for this except a mere desire to tear up the pile and make more work for the manager, so having this light material above gives the manager an opportunity to keep his piles even and in good shape.

In piling, I believe the most satisfactory way when the stock is dry is to strip the dimension every five pieces in depth and all other material every ten pieces. Stripping keeps the piles in good shape and saves a lot of time when checking up the stock. Where the ground under the pile is damp it is a good plan to strip every layer for three or four layers. This gives the bottom pieces a chance to dry out and prevents the transmission of moisture from one piece to that above. In stripping, be sure that each lath is directly above the supports of the lumber. This is overlooked very often, especially by beginners. I have seen boards actually cut off by the enormous pressure in a pile when a lath was misplaced. And when not so disastrous, thousands of feet of good lumber has been pressed out of shape, provoking the man who has had to use it.

A three-master was launched at Canning, N.S., recently, which went one better over anything ever heard of yet. Vessels have been launched with their spars and standing rigging aboard for years. But this one was not only all rigged and her stores all on board, but also had her sails bent and the crew on board, and when she slid into the water one of the men took the wheel and headed her around, and the skipper ordered the sails set, and off she went on her first trip.

Hydroaeroplane for Forest Protection

St. Maurice Association Has Purchased One for Patrol Use and Believes It Will Render Great Aid

By Hy. Sorgius, Manager, St. Maurice Forest Protective Ass'n.

Although only conversant in a general way with reference to the possible application of the hydroaeroplane to forest protection, I am of the opinion that this machine will in the future be a valuable feature in forest protection work, both for the locating and reporting of forest fires. In other words we may call it "a moving observation tower."

The directors of the St. Maurice Forest Protective Association, at a meeting held on November 15, agreed to purchase a hydroaeroplane for the patrolling of our area beginning next spring. We have already corresponded with the Canadian manufacturers, asking them if they could build us a machine which would suit our purpose.

The advantages in the hydroaeroplane patrol, in my opinion, would principally be the locating and reporting of forest fires, and also in the rapid transportation of a small crew of men and equipment to the fire. The main feature in forest protection is prevention; secondly, to get



"Moving Observation Tower" with 150 miles an hour speed, consuming six gallons of petrol each hour.

at a fire when it is in its infancy, and we believe that, with the use of a hydroaeroplane, we will be able to detect and reach almost every forest fire before it has a chance to make any headway. In a country like ours there are large areas where, should a forest fire start it would take from a couple of days to a week to get the necessary help and equipment to the scene of the blaze. During all this time the flames are burning large areas of valuable timber, but with the use of the hydroaeroplane we shall be in a position to get men and equipment to the fire in a short time, thereby giving the men a good chance to extinguish same.

The State of Wisconsin had the hydroaeroplane patrol for one year and the Commission of Conservation is so greatly taken up with the efficiency of such a patrol that it is the intention to establish a permanent aeroplane patrol throughout Wisconsin, now that the war is over.

I may say that it is the opinion of our members that the hydroaeroplane is of great value for forest protection work and that it will be economical and satisfactory. Whether or not this important patrol will prove practical in our work, we are going right ahead with the establishment of the same for next spring and we will be in a far better position at this time next year to give you data as to cost and efficiency of said system.

Shipbuilding News from East and West

Alex. McRoberts, of Collingwood, who was employed as a foreman in the shipyards in that town, died recently from influenza, which was followed by pneumonia. He was 43 years of age.

W. R. Huntley and Son launched from their shipyard at Parrsboro, N.S., a four-masted schooner called the Governor Parr. She is 218 feet in length, 39 feet beam and 18 feet depth, 3,000 tons register, classed for thirteen years in Bureau Veritas, fitted with fifteen horse power Fairbanks-Morse engine for hoisting power, and electric lighted throughout with a Delco lighting system. The vessel spreads four thousand yards of canvas. She is constructed of oak, birch, spruce

and hard pine, has stockless anchors and all the latest improvements.

Establishing for herself in the Great Lakes Dredging Company of Fort William, a record for construction, which leads Canada in wooden shipbuilding, the War Nipigon, the second of the wooden vessels built at the head of the Great Lakes, sailed for the east recently. The keel was laid on May 18th, the boat was launched on September 21st, completed on November 11th, and sailed on November 15th, an average of 350 men being employed in the work. The ship, which was built for the Imperial Munitions Board, is modern in every respect. In the construction of the War Nipigon 1,500,000 feet of Douglas fir direct from the Pacific Coast was used. The boat is fitted with triple expansion engines, two Howden water tube boilers, the horse power development being 1,300. The cargo capacity is 3,100 tons dead weight. There is accommodation for sixteen of a crew, and the boat is 261 feet length over all, 250 feet between perpendiculars, 43 feet 6 inches beam and 24 feet molded depth. The War Nipigon is fitted with electricity, and will be equipped with wireless on arrival at Montreal.

The tug Gordon Brown, which has been rebuilt, was launched recently at Port Stanley, Ont. She is owned by the United Fish Co.

A. E. McMaster, secretary-treasurer of the Port Arthur Shipbuilding Company, Port Arthur, Ont., has joined the staff of the Whalen Pulp and Paper Co., and has taken up his residence in Vancouver.

Arthur Conmee, son of the late James Conmee, M.P., who is a brother-in-law of James Whalen, president of the company, has succeeded Mr. McMaster at Port Arthur.

A contract has been awarded the Pacific Construction Company, Coquitlam, B.C., for the construction of five wooden ships, two of 1,500 tons and three of 3,200 tons.

The last of eight trawlers built by the Collingwood Shipbuilding Company for the Naval Service Department, was launched recently at Kingston. These trawlers are 125 feet and are to be used in patrol work.

The schooner Meriam H, built in the yards of the Acadia Shipbuilding Company, of Saulnierville, N.S., was launched recently. The vessel is 157 feet over all, 126 feet keel and 33 feet beam, and has been purchased by A. S. Randell, of St. Johns, Nfld.

The four-masted full-rigged schooner Edgewood, built by the Quebec Shipbuilding & Repair Company at their plant on the St. Charles River, was recently launched in the presence of a large number of spectators. The plans for the launching were so admirably laid that the use of jacks was unnecessary. The trim craft sailed off the ways the minute the men started the wedges going. The Edgewood is 200 feet over all, with a keel of 177 feet, and a depth of 15 feet, is of 147 tons register with a dead weight tonnage of 1,240 tons. She is built of B. C. fir and Canadian spruce, oak and birch. The keel, stem and stern are constructed of oak and the balance of the ship with the remaining woods.

That wooden ships will be in demand for ocean freight for the next decade at least and the wooden shipbuilding industry of British Columbia can look to a growing demand for their products is the opinion of W. S. D. Cook, general manager of the Lyall Shipbuilding Company, of North Vancouver, who returned recently from an extended trip to the East in connection with shipbuilding matters. Shortage of steel and pressing demands for bottoms has assured the well-built wooden vessel its place in the requirements of the world's water transportation, he says. Mr. Cook, in expressing this opinion, stated that it is not his alone, but is generally held among shipping men.

With so many of the largest yards turning to steel construction, there is naturally much speculation regarding the outlook for wooden shipbuilding; especially in the Pacific Province. It is recognized that there will always be a demand for wooden construction in places where there is plenty of shipbuilding timber of the right quality, if only because of the cheaper production thus made possible. Ships are now being built of wood reinforced with steel and iron-banded wooden schooners are also proving satisfactory. For various reasons the steel ship has an undoubted advantage over its wooden brother, but it is always possible that just as iron replaced wood to a certain extent and steel replaced iron, some other material will replace steel. In the meantime, the builders of wooden ships appear to be finding plenty of work at highly profitable prices.

News was recently received in St. John, N.B., that Robert Robertson had passed away in London, England. He was a former resident of St. John, and in the palmy days of wooden shipbuilding his father did an extensive ship chandlery business. His two sons, Robert and George, were connected with the establishment before and after the fire in 1877.

One of the largest transactions ever made in ocean-going wooden ships on the Pacific coast has just been completed by the shipping firm of Thorndyke & Trenholm, of Seattle. It was announced that the firm has purchased for French interests six wooden motorships being built by the Lyall Shipbuilding Company, of Vancouver. The consideration was given as about \$3,000,000. The ships are of 3,000 tons dead weight capacity each.

Wholesale Lumbermen Discuss the Outlook

Every Phase of Productive Domestic and Foreign Situation Reviewed—Prospects Are Encouraging for Export Trade in Forest Products

The November meeting of the Wholesale Lumber Dealers' Association, Inc., which was held at the Albany Club, Toronto, on November 15th, was one of the most interesting yet conducted. A. E. Clark occupied the chair and there was a very representative attendance.

In opening the business meeting, after the conclusion of the dinner, Mr. Clark said that they were meeting for the first time under conditions of a peace which they hoped would be permanent. The arrival of peace brought to the front many problems which they would have to consider thoroughly, and he thought it would be a good plan to call upon each of the members present to express their views regarding the trade situation and the outlook, so as to furnish a guide for the formulation of plans for future business. Various opinions were being expressed, some optimistic and some otherwise, in regard to the outlook. Personally, he felt that life in the lumber business, or in any other line of business, was a good deal what we made it for ourselves. There were a great many things that might be said both pro and con regarding the outlook. They were not met together to put forward one side to the exclusion of the other, but to consider all the phases of the question and to find out how they could best prepare to deal with the developments of the future. Mr. Clark then called upon the members one by one to express their views, commencing with A. C. Manbert, of the Canadian General Lumber Company, Toronto.

The Fundamentals of the Situation

A. C. Manbert, after his introductory remarks, treated the members to an analytical discussion of the problems which may be expected to develop out of the return of peace, dealing chiefly with those features which are related to the problem of exchange. Everybody would seek to find out some sort of an analogy in past events to serve as a guide to what might be expected to develop out of present conditions. No two men would absolutely agree in their views on the subject and no two would be likely to draw the same parallels from the events of the past.

The most recent case of striking similarity to the present situation was that which arose out of the Civil War in the United States, and that, of course, in no degree approximated the present case. Vast as were the events growing out of the Civil War, they were limited to this continent and affected a situation entirely different from that which existed to-day in Europe. It was difficult also to find an answer to the present problems in any specific or peculiar illustrations because each illustration was generally allied to some other controlling condition which qualified it to a greater or less degree.

The speaker said that we might think, for instance, that out of the present situation of restricted supply there should develop a tremendous demand, but common sense would tell us that that point of view must be qualified by more or less remote conditions which came into effect and upset our calculations. So, we had to view the thing in the large and try to get at the fundamentals of the situation.

The fundamentals were, in his view, these: That for a period of four years, generally speaking, the world had been developing abnormally, and under extreme urge, in an arbitrary direction, and that out of that process there had developed a familiarity with new conditions, which had become more or less accepted. To-day we had reached a point where all of these familiarities had to be changed because of new events coming into the field. Instead of the whole world being engaged in intense activity to make things to be thrown into one vast bon-fire, we were now content to put out the bon-fire and turn our energies into channels of a purely constructive nature.

Foreign Lumber Stocks are Low

It seemed reasonable to expect that all this destructive work would result in depleted supplies, declared Mr. Manbert. The reservoirs of products were more or less generally empty. In England, for instance, stocks of lumber in the yards were practically nil. The same conditions, more or less, prevailed in other countries. Fundamentally, the conditions of prosperity were on the following basis; given a scant supply and an unsatisfied demand and we would have expansion; while with an excessive supply and a scant demand we would have depression. The thing we were all seeking for was to know what were the peculiarities, what the special conditions of the situation, because it did not start from such a simple process as this,

but from a governmental and controlled situation wherein individual initiative was not free, but hampered by various restrictions imposed against our wills, which determined the freedom with which we could govern our various actions. This made the situation intricate because we did not know how fast or how far this other situation would conform to our energies which stood ready to supply these respective needs.

It was not alone a question of producing these things, but also of paying for them. Many people were saying that we could not have good times because Europe was bankrupt and could not pay. Ordinarily we thought that the man who could supply the things that were required must become prosperous, but in the affairs of nations exchange entered, and when exchange reached a prohibitive rate one nation could not buy until the situation was cleared up. These things were determined by more or less arbitrary conditions outside of the control of governments. They had to be arranged by means of governmental interference or governmental assistance. In other words, Great Britain to facilitate the purchase of supplies in the United States, had made a loan from the United States, and the money so borrowed was spent in the United States. We in Canada would undoubtedly have to have something of the same sort brought about here in the near future. Canada would have to supply credit for the purchase of her materials. Individually, we could not give the necessary credit, but through our government we could. It was not a simple matter of our selling the things over there, or of their wanting our products. All the mechanics of the transaction had to be arranged for.

Continuing, Mr. Manbert said that the interests and the necessities of the situation were such that perhaps never before had so great a measure of intelligence, consecration and intensiveness been manifested in politics and affairs. It seemed to him that the degree of progress which we could make in the settlement of the situation would be determined entirely by our capacities for dealing with it. In other words, we could not turn at once and develop a new manner of doing things, but it must be built up in a halting and restricted fashion the same as the process which had worked us on into the war until the nation was finally entirely interested and determined and engrossed in that enterprise.

Passing Through Probable Periods

So, if we were to make an attempt to imagine what was going to follow the present situation, we must expect a period of some degree of heistation, then a gradually increasing impetus in a new order which would progress until that time should arrive when the new order would show an increased supply and a satisfied demand. We knew this much, that men generally lived more or less to satisfy their desires for comfort, housing, clothes, etc. As soon as these desires were satisfied we fell back and rested. So it seemed probable that we must have a period of hesitation, a period of development, a period of accomplishment and then a period of rest. How short or how long would be these various periods, it would take a wiser man than he to say and he would like to have this information now, because with it he would be the next Baron Rothschild.

H. G. McDermid, of the Union Lumber Company, Toronto, put his ideas in brief and vigorous form, saying that if the lumbermen all preached optimism, showed that they felt optimistic and gave evidence of it freely, it would not be long before prosperous times arrived. "Keep at it," he said; "spend some of your money in advertising how you feel, and you will get the retailers throughout the country feeling pretty much as you do."

The chairman, being reminded by Mr. McDermid's remarks, of the work of the Ontario Retail Lumber Dealers Association, reported that at a meeting of lumbermen which he had attended recently, at Montreal, it had been brought to his attention that the Ontario Retail Lumber Dealers' Association was working upon a list of standard finished sizes for millwork, and that the Toronto members of the Retailers' Association had already adopted a list of standard sizes for millwork in white pine, spruce and hemlock, which was being considered by the rest of the Association with a view to their being adopted as standard for the whole of the province. Mr. Clark suggested that the Wholesale Lumber Dealers' Association might co-operate with the Ontario Retail Lumber Dealers' Association in this

matter so that the standards adopted would promote the use of Canadian stocks.

W. J. Lovering, Toronto, treated the members to a review of an interesting trip which he had recently taken across Canada to the Pacific Coast. He referred to the situation created in the Mountain district of British Columbia by the failure of the Prairie markets. All through the Mountain section the mills were stocked up with lumber which was cut for the Prairies, but for which they were now seeking markets elsewhere. In the Coast district the whole lumber trade was being held up by the demand for shipbuilding timbers and for aeroplane stock. The mills on the coast were being piled up with the offal from the stock which they had been getting out at high prices for ships and aeroplanes and for this accumulation of clears, and number one and two common it was almost a case of "make us an offer."

The chairman pointed out that what Mr. Lovering had said was an indication of the lack of association between the lumber interests of eastern and western Canada. He suggested that the Wholesale Lumber Dealers Association should consider trying to persuade the B. C. lumbermen to work in conjunction with the lumbermen in the east. If the east and the west could get together it would do a lot toward stabilizing the lumber market.

P. J. McCormack, Toronto, Eastern Sales representative of the Canadian Western Lumber Company, Fraser Mills, B.C., made an announcement or two which pleased all the members present. The British Admiralty, he said, were asking for quotations in British Columbia on no less than 700,000,000 feet of material for house construction, mostly small timbers, boards and dimension which they wanted as soon as it could be shipped. The British Government also had recently sent out an enquiry for 4,000,000 feet of clear fir. When the quotation was cabled to them the order was placed within 48 hours.

Necessity of Holding Stocks Firmly.

W. E. Bigwood of the Canadian General Lumber Company, Toronto, and Graves Bigwood and Company, Byng Inlet, Ont., discussed the situation from the manufacturers' point of view. During the past week or two he had met several manufacturers in other lines such as wool, cotton and boots and shoes, and he found among them all the same feeling as among the lumber manufacturers, that in order to assist in sound business conditions it was necessary for the manufacturer to hold his stocks firmly. The chief fact in connection with the situation was that stocks in all lines were depleted and had cost a great deal to produce. Yet they had to recognize that a change was taking place and that normal conditions could not be brought about in a week or a month. Indeed, if they wanted to create a panic or to slaughter their stocks it would be necessarily only to force them on the present market. Next year, he believed, the stock on the market would not equal 60 per cent. of this year's stock. He thought that the situation in the Georgian Bay district was similar to that in the Ottawa Valley and in the East.

The allied countries were to-day in great need of lumber and, therefore, it would be unnecessary to sacrifice stocks on the Canadian market. The allied countries simply had to turn to the countries which would be able to supply the stocks. He had heard to-day that the Dominion Government was negotiating a loan of \$500,000,000 to Belgium and France with a view to having all the money spent in Canada. The lumber industry would undoubtedly obtain its share of the business thus created.

Mr. Bigwood had had an interview that afternoon with the Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines for Ontario, and had been assured that the Government of Ontario was alive to the necessity for demonstrating Ontario's natural resources to the world, so that when normal times returned Canada would be in a position to take her proper place in the trade world. He understood that the lumbermen of British Columbia had a man in the field in Great Britain to promote the use of British Columbia forest products. The southern pine manufacturers had taken a similar step and some of the western lumbermen in the States had representatives on the ground who were studying the problems of the markets. There was no question that the allied governments were going to deal direct in every way they could. Canadian lumbermen therefore, were in line to get their portion of the immense trade that would come, if they stood by their guns and were ready to serve them.

Optimism Should Prevail on All Sides

F. T. Verrall, of McBean and Verrall, wholesale hardwood dealers, Toronto, said that the hardwood trade had been good during the war. The volume had been somewhat light, but the prices good. As to the future, they saw nothing to worry about. They were simply waiting quietly to see how the situation would develop.

H. J. Terry, of Terry and Gordon, Toronto, considered that the present was no time for pessimism. England was practically cleared out of lumber. There would be an abnormal demand for the rebuild-

ing of Belgium and Northern France, as well as for the delayed work in Great Britain. If the lumbermen just stood ready, and displayed their optimism heartily, there would be no question about the outcome.

The chairman reported that a few weeks ago the representative of one of the largest lumber importing houses in Great Britain had told him that there was less lumber in Great Britain to-day than ever before within his memory, and had added "if, and so far as, Canada can supply us, we will not buy anything from Norway and Sweden."

C. W. Wilkinson, of the Union Lumber Company, reported that he understood the largest operators in the Ottawa Valley had decided that it would be necessary next year to obtain \$10.00 a thousand more for their lumber than they had been receiving this year. Moreover, when the Ottawa Valley manufacturers announced the prices they wanted they usually were closely enough in touch with conditions to know that they would be able to get them.

Some Evidences of the Revival

He had received a notice that morning from the National Wholesale Lumber Dealers Association of the United States to the effect that the \$2,500 restriction on building had been removed, and that it was now permissible to build anything up to a value of \$10,000. This ought to stir up the building business across the line. In Great Britain the shortage of houses was almost beyond relief. He had seen it stated recently in some journal that in pre-war days the largest number of houses ever put up in one year was 150,000, and that during the first year after the war there would be 300,000 houses put up. Moreover, Lloyd George had recently made the statement that there would be enough building work in Great Britain and Europe to keep all the mills in North America going for ten years.

H. J. Terry secured the floor at this stage to say that he had heard the statement made that the first cargo of deals was at that moment being loaded for Great Britain in the lower Provinces.

A. Read of Read Brothers, Limited, Toronto, said that they did not have to go to Great Britain to find evidence of business revival. He had seen it stated in the papers that morning that the T. Eaton Company were going on with the erection of their large mail order building in Toronto; also that there would soon be definite developments in Toronto's mystery block. He had also been told by a manufacturer that he had sent out enquiries for a large quantity of lumber for portable houses for Great Britain. Then there was the big power canal that was to be constructed at Niagara Falls and no doubt also the new Welland Canal would be completed.

N. L. Smith of the Wm. Laking Lumber Company, Toronto, said: "Optimism is the word. This is the time for optimism. I believe that hardwoods, in a few months, will be at an even greater premium than they have been during the last few months."

Alex. Gordon, of Mickle, Dymont & Son, Barrie, Ontario, gave an excellent review of the trade situation. He did not see any reason why lumber should be any lower in price than it was at present. In fact, he thought that some lines were sure to advance. Bearing in mind that manufactured stocks had been consumed, leaving a clean sheet for the manufacturers to start upon, firm prices and even some advances seemed inevitable. There was no doubt that there would be a heavy demand for lumber across the seas, as soon as we could get into shape to produce the stock. Possibly there would be a lull in trade for a short time, while manufacturers were readjusting their affairs and arranging new ways of doing business. It was not likely that any of the manufacturers would return to their old methods of doing business. They had all learned a great deal during the war, and he believed that one of the important results would be that manufacturers would adopt more modern methods in the future. If the Victory Loan was utilized for the purposes suggested, it would stimulate all lines of business to a remarkable extent, and he could not see any reason for entertaining doubt about the future. The output for the coming season would unquestionably be light. The expenses of operating would be abnormally heavy and, consequently, prices could not go down.

Good Business in Canada From Now On

D. C. Johnston of the Union Lumber Co., Toronto, gave a breezy talk upon the value of being optimistic. He advised the members to preach good times to the very best of their ability. We were going to have some mighty good business right here in Canada from now on. A lot of construction work was going to be carried out, as well as a great deal of improvement work. He saw no excuse for anything except optimism regarding the situation and outlook.

The chairman drew attention to the fact that during the next few years America would have the task of filling up the storehouses of Europe. We would have to grow the grain for this purpose, put the men on the farms, house them and clothe them. All this meant that trade was going to be splendid.

A. C. Manbert again arose in order to discuss a feature of the

situation which had not yet been touched upon. In November and December of every year, he said, the trade always had to face a period of dullness. Ordinarily, they would not think much about this, but it now happened to come concurrently with the peculiar situations arising out of the conclusion of peace, and as all of us were, more or less, keyed up, any little cessation of business naturally struck us as needing perhaps something more than the ordinary explanation. Lumbermen should remember this fact, as it was certainly most important. The end of the year was a period in which they all took stock, and settled up for their last year's purchases. The manufacturers were figuring up what they had done during the year, and the buyers were getting ready to take their January 1st inventories. Therefore, in the very nature of things there must be some hesitation.

The question of costs had been touched upon. Lumbermen who had any intimacy with production, Mr. Manbert said, and who were paying the operating bills, at the present time, knew what this meant. He reminded his hearers that, so far as they were concerned, it would be next July before new lumber would be in condition to be shipped on the market. They had a long time to wait therefore, and inevitably a considerable volume of stock would be consumed during that time under a normal demand.

Canada's Portion of Export Trade

The chairman, in summing up the results of the discussion, said that there were, no doubt, many things that the Wholesale Lumber Dealers Association could do to promote trade. He suggested that during the next two or three weeks the members individually should devote a good deal of thought to the subject and be prepared to make suggestions at the next meeting, for the promotion of the general interests of the lumber trade. During the third week in November the Canadian Lumbermen's Association would be holding a meeting of directors, with the idea of formulating plans to meet, not so much the local as the export situation, and to try, either through themselves or in co-operation with the Government, to work out a scheme for securing for Canada its portion of the export lumber trade. The

lumbermen of British Columbia had organized for this purpose, the southern lumbermen were promoting their interests in the export trade with vigour. They already had lists and details of everything they manufactured and their literature was going to Great Britain and Europe in large quantities. Canadian lumbermen had to do something more than throw up their hands and think that the trade would come to them of its own accord. They would have to go after it, and it was up to the Wholesale Lumber Dealers Association to take their part towards this end. They would, at least, be able to stand behind the Canadian Lumbermen's Association, and co-operate with it in the promotion of their export trade.

D. C. Johnston spoke again, briefly, in order to draw attention to the importance of considering the cost of replacing stock that was now being sold. The wholesaler or retailer had a certain class of trade which he had to take care of and could not afford to dispose of stock without giving full consideration to the cost of replacing it. It was not going to cost any less to get out lumber this year, just because the war was over. It was too late now for this. The end of the war would not have any effect upon the cost of supplies, which had been contracted for the camps for the present winter.

In view of the fact that the third Friday in December will be very close to Christmas, the members decided to hold their December meeting on the second Friday, namely, December 13th.

C. W. Wilkinson, chairman of the Membership Committee, reported that since the last meeting, one new member had joined the Association, namely, the Allen-Stoltze Lumber Co., Ltd., of Vancouver, B.C., represented by R. G. Chesbro.

A resolution of condolence was carried in connection with the death of Hugh Brennen, to be sent to Mrs. Hugh Brennen, and also one to the Wm. Laking Lumber Co., Toronto.

H. G. McDermid, on behalf of the wholesale lumbermen of Toronto, who subscribed to the cost of a full-page advertisement in the Toronto daily newspapers in connection with the Victory Loan, reported upon the matter and expressed the appreciation of the Victory Loan Committee.

Ba Gosh! Dere's Good Tam Comin' on da Lumber Beezness

Lumbermans 'Canayen:

Dats not verree offen I'm come on Toronto an, ba gosh, I'm not soree, for dats one dang dry place. No wiskee blanc, no gin, only Victree Bon, an one dose feller wat sell dese Bon, he catch me too an tak mos all ma monee.

But dats not wat I'm try for tel you, Mon Vieux, I'm gon tel you bout de Lumbermans Supper las wik.

You see, ma boss have her office on Toronto, but he have beeg mill near ma place on Quebec, an he sen me lettre for come on hees place an tel hows de beezness go below.

I'm come up las Friday an me an de boss we talk mos all de day on her office. Bout tree clock we have leetle bite for eat, but not nuff for Chantier mans an Im hongry like bears wen he say bout 7 clock. How you like come on de Lumberman Supper?

Supper, dats de word, an its catch me bout de top ma overall for Im hempty like Severe Leveilleurs jug on New Year night. I say pretty queek Im tak chance wit dose Lumbermans for Im one mesef an can eat de pork an bean four, five time a day an get fat.

We go on a place wat de Boss say are Club an deres lots de wel dress feller dere too, but Im see nottin for eat.

We hang aroun beeg room for bout a hour an smoke an look de picture on de wall an jus bout de tam Im gone tel de Boss we better go on restaurant for get a bite, a officer come on de room an say someting. Im not hear wat he say but dose feller get up an go down stair, an Im go wit dem for Im not tak a chance for lose my supper.

We go on nudder beeg room an dere I be glad for I see a beeg table all fix for de grub. De Boss he give me place near herself an wen we all ready a couple dose officer come on wit de—no, we didn get de pork an bean, but we get lots de udder stuff, soup, feesh, bif steak, an poudine.

Some time we have to wait leetle wile for more grub an dose feller sing den. Dats mak me lonesome for Im tink on de tam wen we sing wen we wait for de drink, but dis tam deres no drink only de black coffee on leetle cup. Jus bout de tam Im commence feel well dose feller quit de eat an one dose officer bring box de cigar. He give me one bout a foot long wats keep me smoke for mos a hour.

Deres tall young feller on de head de table an he turn on nudder beeg feller an say, "you read a minute," but he read for mos half de hour. Den de firs fellers say few word an de gang lif der hand. Den

he say agen, "we talk bout de lumber beezness," and spik on one dose feller.

Im not know dere name but Ba Gosh, dats good bunch de sport, for every one say deres good tam on de lumber beezness.

Dey talk bout de war an beeg price for de lumber now, an more beeger price nex year, an dey tel us deres no stock on de lumber yard en Angleterre, an dat deres lots de place en France an Belgique wat are broke down an have be build agen. Den dey say deres small cut on Canada dis year an Im know dat mesef for Im mak jus bout haf de log I mak las winter an dats small cut too.

De first young feller spik few word after each one tel her story an he spik well too.

One feller tel of her trip on de Wes, on Winnipeg, Calgaree an de Coas, an tel de price for shingle, siding an lots de ting.

Nudder feller talk bout boosting tings here, an dat word boosting mak me sad agen, for dats de word de feller use wen he boost my monee out ma pocket for Victree Bon.

One man wit leetle poleon on her chin mak verree good spich; anyhow it soun like good spich for all de gang clap dere han.

Nudder beeg mans talk bout de bush an no matter he have trub for get de logmaker an have seekness on de camp, he say deres be good tam on de Spring. He mak me feel good agen for I know deres more as me have trou on de camp.

All dat gang have someting for say wen de young feller ask her. Some not say much but wat dey say are "good courage, an don trow your stock over de side, for you haf get some more nex year."

Ba Gosh dats fine bunch de feller, an bout de tam we go on our bed on de chantier, de young feller say someting bout close de meeting an we all stan our feet an seeng God Save de Keeng.

De Boss he tak me out an come on de station wit me an buy me bed on de sleeper but dose sleeper bed not made for chantier mans an after Im leave de town Im go on de smoker room an smoke, an count ma monee, an tink of de good tam Im gone have nex year. An Im gone sleep an dream deres beeg feller wit tree teet on hees mout, an beeg black face, catch me an mak me buy nudder Victree Bon an jus bout wen Im gone tel her "go to de dev" Im wake up and de officer on de car say we come on Coteau.

Bien a vous, Casper Lamarche.

Lac au Loup, Quebec.

Personal Paragraphs of Interest

Wm. Leak, of Toronto, left a few days ago for California, where he is spending the winter.

W. D. Lummis, of Toronto, is on an extended business trip to British Columbia and will be absent several weeks.

P. C. Walker, of Shepard & Morse Lumber Company, Ottawa, recently spent a few days in Toronto calling upon the trade.

Walter C. Laidlaw, of the R. Laidlaw Lumber Company, Toronto, returned recently from a two weeks' successful deer hunting expedition at Nairn Centre, Ont.

H. S. Perkins, of Calgary, representing the Mountain Lumber Manufacturers' Association of B. C., who spent some weeks in Toronto, has returned to the west.

Hugh A. Rose, of Toronto, representing Mason, Gordon & Company, has returned from a business visit of several weeks throughout Quebec, New Brunswick and Nova Scotia.

T. M. Lewis, of Toronto, representing Knox Bros., who are eastern representatives of the Victoria Lumber & Mfg. Company, Chemainus, B.C., left recently on a business jaunt to the coast.

L. D. Barclay, of Toronto, eastern representative of the Canadian Western Lumber Company, has been on an extended business trip to the principal towns and cities in the Maritime Provinces.

E. R. Sutherland, after spending several weeks in Toronto and other points in Ontario has returned to Winnipeg. Mr. Sutherland is salesman for the Otis-Staples Lumber Company, Wycliffe, B.C.

Hon. William Currie, managing director of the Continental Lumber Company, Limited, River Charlo, N.B., and Speaker of the New Brunswick Legislative Assembly, spent a few days in Toronto recently.

H. A. Hamilton, accountant for Hart & McDonagh, Toronto, who was seriously ill for several weeks, is able to resume his duties, which were looked after in his absence by C. C. Jackson of the travelling staff of the firm.

J. P. Johnson, of J. P. Johnson and Son, and P. J. McCormack, of the Canadian Western Lumber Company, Toronto, recently returned after enjoying a deer hunting expedition in the vicinity of Kinmount, Haliburton county.

Henry Sorgius, of Three Rivers, Que., manager of the St. Maurice Forest Protective Association, and Ellwood Wilson, of Grand'Mere, Chief Forester for the Laurentide Company, were in Toronto recently on important forestry matters.

H. A. Leak, of Leak & Company, Toronto, recently returned from an extended business trip to the Pacific Coast. He visited a number of Mountain and Coast mills and reports that they regard the outlook for business in the spring as very good.

Sir Henry Egan, managing director of the Hawkesbury Lumber Co., Ltd., and J. B. Fraser, president of the Fraser-Bryson Lumber Co., Ltd., have been elected members of an advisory board of the Ottawa branch of the Royal Trust Company.

R. B. Miller, formerly of the University of Toronto, is now with the Yale University School of Forestry at New Haven, Conn., and is at present lecturing on forest management and state forest law. In a few weeks he will spend some time on special work in forestry. Mr. Miller has many friends in the lumber industry who will be pleased to hear of his progress.

Geo. Oakley, of Toronto, has been elected chairman of the Association of Canadian Building Industries, which was recently organized and will have its headquarters in Ottawa. The new organization is composed of general contractors, sub-contractors, supply men and others, and all builders' exchanges have been asked to affiliate and co-operate with the new national body.

Word comes from San Francisco that A. L. Williams, of C. Leary & Company, one of the largest lumber-dealers in the British Isles, who is studying the timber situation in the west, stated that Great Britain must have 500,000 new houses and that many hundreds of thousands of new houses must also be built in France and Belgium. He says that the bulk of the lumber required for this purpose will come from the Pacific Coast. Mr. Leary recently paid a visit to Toronto and called upon a number of leading members of the trade.

A. L. Naylor, a member and director of the Naylor-Osborne Co., Ltd., of Essex and Sandwich, Ont., passed away recently from typhopneumonia, following a short attack of influenza. He was the youngest son of Mr. and Mrs. C. E. Naylor, of Essex, and was in his 30th year. He was married in 1914 to Miss Gladys E. Van Every, who survives him along with an infant daughter. The late Mr. Naylor was a prominent member of the Methodist Church, and was actively connected with its different organizations. His passing is deeply deplored by a wide circle of friends.

Capt. Douglas Weir, late of Montreal, who was in charge of the Forestry Department, with headquarters in London, England, died

recently. He leaves a wife and infant son, and was a victim of influenza. Capt. Weir enlisted at the outbreak of the war, and in view of his special qualifications was first attached to the Permanent School at Quebec as an instructor of officers in training in Forestry and Veterinary Science. Later he was in charge of the detachment of the Army Service Corps at Halifax which went overseas in June, 1916, and upon its disbandment in England he was placed in charge of the Forestry Department, with headquarters at London.

Watson Griffin, superintendent of the commercial branch of the Department of Trade and Commerce, Ottawa, addressed a large gathering at the Board of Trade, Montreal, on November 22, on the subject of export trade. He referred to the great opportunities now presented, and warned merchants that they must rely largely on individual effort in competing for world trade. He was of opinion that there was more to expect from vigorous selling campaigns by manufacturers than by depending upon government assistance. A large number of moving pictures of Canadian natural resources and industries were shown. These included logging operations and the manufacture of lumber in British Columbia, together with scenes of the building of wooden vessels.

The many friends of Geo. B. Nicholson, M.P., of East Algoma, who is a member of the firm of Austin and Nicholson, lumbermen and general contractors, Chapleau, Ont., will sympathize with him in the loss of his only son, Lieut. Lorne Weller Nicholson, who was recently killed in action. He was only 23 years of age, and went overseas with the 227th Battalion of Sault Ste. Marie, being later transferred to the 4th C. M. R.'s. and went to France in 1917. He was wounded with shrapnel in January, but recovered quickly. He was again wounded in April and was in a Canadian hospital in France when it was bombed and more than 300 lives lost. Lieut. Nicholson was then transferred to the Prince of Wales Hospital in London, where, after some months, he fully recovered. He rejoined his battalion on September 29th last, being in the lines continually from that until his death.

Eastern Provinces Look for Good Business

Chas. J. Brooks, of Toronto, eastern representative of the Vancouver Lumber Company, has returned from a business trip throughout Quebec and the Maritime Provinces. Mr. Brooks reports business quiet with most of the firms in the east, but the prospects are bright. He was in Halifax the day that peace was declared and states that the garrison city, which is being rapidly rebuilt, held a most enthusiastic demonstration.

Eastern firms which have spruce deals and were resawing them in order to dispose of the stock, have ceased doing so as it is felt with the early resumption of trade with Europe, there will be an excellent market for deals which were in active demand before the outbreak of the war. Holders of spruce lumber are most optimistic over the requisitions for their product.

Mr. Brooks, who was born in Prince Edward Island, and also worked for a time in the mills at St. John, met many old friends and they all expect an active building season next year. Construction of military hospitals and convalescent homes is engaging the attention of the trade at Halifax and other points.

Canada Will Get Big Lumber Orders

Speaking at the Association of Building Industries in Ottawa recently Hon. A. K. Maclean, acting Minister of Trade and Commerce, and Chairman of the Cabinet, informed the members that arrangements were nearly completed by which very large orders for lumber would come to this country from the devastated parts of Europe. He estimated the building materials necessary to reconstruct France alone at ten billion dollars, but pointed out that it would have to be Canada's part to finance both France and Belgium to the full measure of the materials which will be supplied them. In addition to this, the building program in England called for the construction of between three and four hundred thousand houses, and Canadians, as producers of certain kinds of building material, must participate very largely in this business.

Lumber Employees Lead in Victory Bonds

The annual business meeting and luncheon of the Seaman-Kent Company was held recently in Toronto. Mr. Frank Kent and Mr. J. A. Sinclair, of Meaford, the latter secretary-treasurer of the corporation, being chairman and vice-chairman. At their home town last week the employees of the company, together with all local returned soldiers, who were their special guests of honor, banqueted at the Paul House in celebration of the company's lumberjacks who led victoriously in the local Victory Loan drive, eighty per cent. of the men being themselves shareholders in their country, as bond buyers.

What Canadians Did in Timber Line

They Proved their Mastery Over the Forests in France as Evidenced by the Large Quantities Cut

There are more than sixty companies in the Canadian Forestry Corps scattered throughout France and England. Each one of the corps is capable of performing any description of work which may consist of building huts, aerodromes, making railway ties, tent poles, axe handles, in fact, any wooden thing required by the army, says Frank Carrol, of Quebec, a widely known newspaper man, who visited France and England last summer.

Towards the end of March, 1917, a Directorate of Timber Operations, in France, was organized to take over the work of the Canadian Forestry Corps, presently operating for the British and French armies in French forests.

The demands of the armies for timber were ever increasing and the quantity of shipping tonnage available to handle that timber was decreasing rather than increasing to meet these new demands.

Since that date the production of the Canadian Forestry Corps in France has been steadily increasing, and, from a total of 11,500 tons in March, 1917, made up of 5,500 tons of sawn material, 3,500 tons of



Energetic Members of 80th Company, Canadian Forestry Corps.

Sitting (left to right) Lieut. A. O. T. Beardmore, Toronto (now with 1st Canadian Tank Battalion in England); Capt. G. W. Stoddart, contractor, Bradford, Ont.; Standing—Lieut. E. B. G. Reid, Sudbury, Ont. (formerly of the lumber department of Foley, Welch & Stewart); Lieut. L. R. Avery, Ottawa (son of the late F. W. Avery, Ottawa, lumberman of that city, and for fourteen years in the lumber business in California); and Lieut. R. R. Sparks, Ottawa, Adjutant of the Company, and a former widely known newspaper man of the Capital.

round, and 2,500 tons of fuel, it has steadily grown until in May of this year it had reached a total of almost 150,000 tons, made up of 90,000 tons of sawn lumber, 10,000 tons of round lumber, and 50,000 tons of fuel. During this same period the strength of the corps increased; rising from a total of slightly over 2,000 in March, 1917, to a total of just under 13,500 at the end of May, 1918.

When the work was taken over by the present Directorate there was approximately seven mills being operated by ten Canadian companies, whereas, at the present time, there are fifty-one saw mills, and two re-saw plants, being operated by fifty-eight companies, in addition to which two other companies are specially employed on aerodrome construction work with the Independent Force R. A. F. Another interesting fact illustrating the growth of the corps is that the production for the first six months of the present year was practically 50 per cent. in excess of the production for the whole twelve months of 1917.

During the first six months of this year over 183,000,000 feet of sawn product have been produced, and, if approximate comparative values are given to the quantities of sawn lumber, round timber and fuel produced, the value of the sawn timber is almost 85 per cent. of the total value of the products of the corps. At the present time, sawn lumber is being produced at the rate of over 1,400,000 feet per day, and in order to meet the heavy demands of the armies for standard gauge and other sleepers in connection with their railway construction programmes over 350,000 sleepers are being produced each week.

The main sources of supply of standing timber for this sleeper production are the oak forests of Normandy and Central France and

the immense pine areas of the "Landes," south of Bordeaux. This latter area comprises over 2,500,000 acres of almost flat sand lands, which have been planted with Maritime pine since the end of the 18th century. One of the main sources of supply of sawn lumber, in addition to the sources mentioned previously, is the large fir and spruce forests in the mountains of the east of France, in the Department of the Vosges, Doubs and Jura, which are being largely operated by the Canadian Forestry Corps for the French army. The forests in the former of these Departments are mainly located in mountainous country presenting many difficulties from a lumberman's point of view, and in one case the timber had to be lowered by cable to the mill from a slope of over forty-five degrees.

In most of the operations of the corps the logs are transported from the stump to the mill by railroad, since climatic and natural conditions do not permit of adopting the usual Eastern Canada methods of winter hauling over snow or ice roads, and floating by river or lake from the forest to the mill. About ninety miles of railroad are now in use, including short spurs of standard gauge, and long stretches of one metre, three-foot and two-foot gauge tracks. The cars which are operated by these narrow gauge railroads have been mainly built by the corps and various means of traction are employed, including steam locomotion, petrol tractors and horses.

Thinks Canada Has Big Advantage

A recent despatch from Bellingham, Wis., to an American trade paper, speaks of the influx of Canadian forest products and the need of the American tariff receiving attention. It is declared that British Columbia is reaping a rich harvest in American markets as the result of the favorable workings of the tariff. The despatch then goes on to say: With not a cent of tariff to pay on lumber imported into this country and with the American millman confronted by a Canadian tariff running from 7½ to 47½ per cent., the Canadian manufacturer is doing a thriving business in this country. The first is enabled by this protection to do a business in the United States valued at millions of dollars yearly and in the meantime American lumber producers, seeking in vain for an adequate market for their commercial lumber, are compelled to curtail their production or close their plants. This is the case in many communities of the Northwest, Bellingham among others. For example, because of its inability to relieve the congestion in its yards by the sale of its "side" cut the Bloedel Donovan Lumber Mills has been forced to discharge 300 men during the last six weeks.

Figures secured from the Great Northern by this week speak eloquently of the inroads of the British Columbia lumber manufacturer in the United States behind the high tariff wall which Canada has erected and through the gap which the United States created when it let down by granting outside manufacturers of lumber free entrance to this country. In the light of present events—the closing of mills and the curtailment of the production of others, largely the result of this favoring tariff, lumbermen believe—these figures are peculiarly significant.

The Great Northern's records for the first nine months of 1918 show that through Blaine, Wash., alone 876 carloads of lumber and 1,057 carloads of shingles passed into the United States during that period. This is equal to 22,000,000 feet of lumber and 237,825,000 shingles, on a conservative estimate. The lumber, also figured conservatively, is worth \$528,000 and the shingles, on the same basis, \$736,000, or a total of \$1,264,000. In the corresponding period of 1917 the lumber imports from British Columbia through Blaine were 380 carloads and the shingle imports 405 carloads, showing an increase of 250 per cent. in shingles and more than 200 per cent. in lumber. Thus, more than 200 carloads of lumber and shingles from Canada have passed monthly through Blaine, itself a big lumber and shingle manufacturer, and the influx is unabated. In addition a vast quantity of lumber and shingles pass through Sumas into this country every month.

To northwestern lumbermen the need of an American tariff wall, or at least of a reasonable reciprocity measure, was never more apparent than now. As proved by congested yards and growing imports, the situation in the Northwest is more serious than it has been for months and undoubtedly further curtailment of lumber production will be necessary, and although not all of this can be laid at the door of the Canadian tariff and the lack of an American tariff, a very considerable part of it can be, in the estimation of well informed lumbermen.

Edward Clark, of Edward Clark & Sons, Limited, Toronto, recently returned from spending three weeks looking after affairs in connection with the firm's six camps in Vermont, where a large quantity of spruce, birch and maple will be taken out this season. He reports that labor is much more plentiful in that state since the termination of the war.

The Soldiers' Co-operative Lumber Company



Sir Douglas Cameron,
Winnipeg.

To complete arrangements for launching 1,500 returned soldiers in the lumber business in British Columbia, Sir Douglas Cameron and Thomas Meredith leave Vancouver soon for England, where they will make a personal selection from the men coming home from the war zones. A federal charter is being sought for the Returned Soldiers' Co-operative Lumber Co., Ltd., with an authorized capital of \$1,500,000.

The mills will be operated on a co-operative basis, the soldiers having full share in the management. It is explained that each of the 1,500 returned men should take \$100 in stock.

Returned men only will be employed in the mills and camps and in the agencies which the company proposes to establish

throughout Canada, the United States, Europe and elsewhere. The workers will live in community settlements, and will be paid current lumbermen's wages. The company has secured an option on eight large saw mills in British Columbia with a capacity of 150,000,000 feet yearly, and on timber limits aggregating 5,000,000,000 feet. The provisional officers of the company are Sir Douglas Cameron, president; R. W. Gibson, Victoria, vice-president; Thomas Meredith, general manager.

It was stated recently that many Canadians were interviewed in France on the proposal, and from brigadiers to privates they were enthusiastic.

Assembling the Hulls of Flying Boats

The accompanying illustration affords an interior view of the assembling department of Canadian Aeroplanes Ltd., Toronto, in which the hulls of F-5 flying boats are being assembled. The photograph was taken by the Exhibits and Publicity Bureau of the Commercial Intelligence Branch of the Department of Trade and Commerce and was published in a recent issue of the "Weekly Bulletin."

It is announced that the Commercial Intelligence Branch of the Department has established an Exhibits and Publicity Bureau, which has in charge the preparation of moving pictures for display abroad and the exhibition in Canada of samples of manufactured articles required in countries overseas where Canada has trade commissioners and commercial agents. B. E. Norrish has been appointed supervisor of the Exhibits and Publicity Bureau, and has been given direction over all Canadian Government moving picture work. He has associated with him Arthur E. Reeves, a widely-known moving picture photographer, and a capable staff of assistants. By means of moving pictures of all the important activities from the Atlantic to the Pacific, it is proposed to advertise Canada in every country, and Canadian Trade Commissioners have made arrangements for the exhibit of the films in Australasia, New Zealand, South Africa and the United Kingdom. As lantern slides, in some cases, can be more conveniently exhibited than moving pictures, a series of still photographs for lantern slides is being prepared. One of these still photographs, representing the assembling of hulls of F-5 flying boats at the works of the Canadian Aeroplanes Ltd., Toronto, is shown on this page as already stated. Moving pictures depicting the making of aeroplanes and all the processes from the cutting down of aeroplane spruce in B. C., to the completion of the machine itself in Toronto, have been secured. Similar moving pictures will be taken of other Canadian industries, and it is proposed, in connection with the Canadian Trade Commissioners Service, to enter upon a most extensive propaganda which will make Canadian enterprises known throughout the world.

Pulp Companies Will Employ Many

The Canadian Pulp and Paper Association recently received a request from Hon. G. D. Robertson, Minister of Labor, for information as to the number of additional men for whom the industry can find employment this winter, in view of the discontinuance of war industries and the certain dislocation of labor conditions as a

result thereof. Normally the industry gives regular employment to about 25,000 mill operatives and office employees, and, at certain seasons of the year, to about as many more woodsmen. For the past two years labor, especially of woodsmen, has been scarce and difficult to get. Work can probably be found for several thousand men at the present time, provided they are of the right kind. The industry has contributed about 2,500 men to military service. Most of these men were assured by their employers that their jobs would be restored to them when they returned to civilian life. They constitute a first claim upon the manufacturers.

The Rock Bay Camps Win Honor Flag

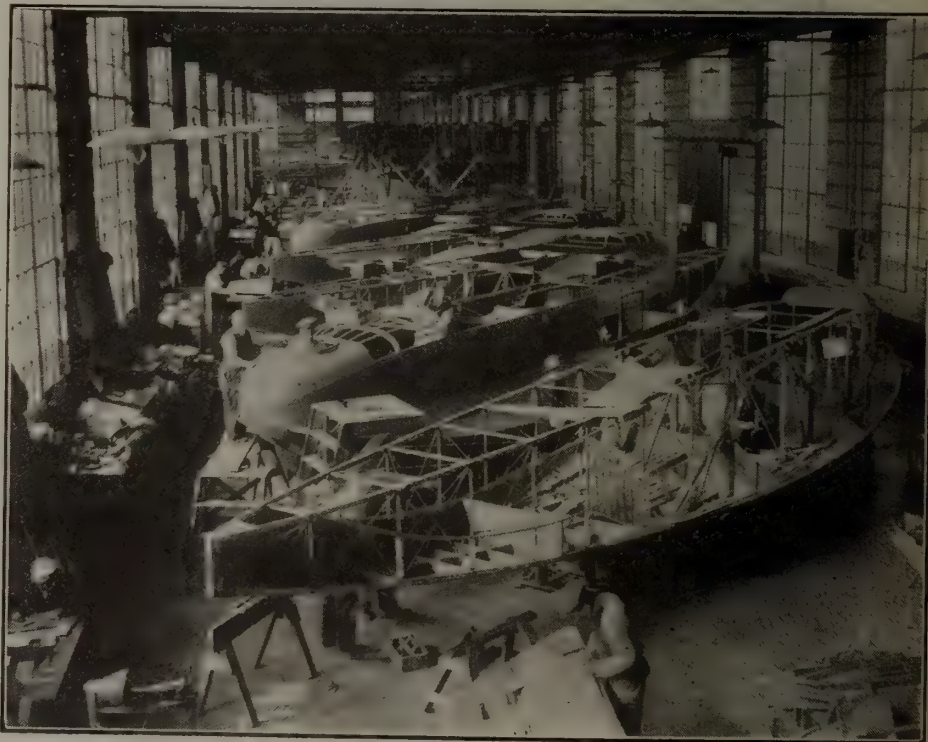
Ever to the fore on occasions of national importance the B. C. Mills Timber & Trading Company, the pioneer lumbering concern in the province, and its employees responded finely in the Victory Bond campaign, the total amount subscribed being no less than \$170,000.

The employees in the several logging camps at Rock Bay and Cardero Channel made a splendid response, applications totalling \$64,000 (most of them paid in full) being received from that source, which response was very gratifying to the officials of the company.

The camps are naturally proud of their achievement, for it gives them a larger per capita amount than any other camp situated between Vancouver and the north; and thereby entitles them to the honor flag for the district.

The subscriptions received from the employees of the Hastings mill, Vancouver, together with that from the company, totalled \$106,000, an excellent showing, especially when one considers the fact that a good many of the employees were affected with the "flu," and could not be reached. Thus, with the \$64,000 from the camps, the total amount subscribed by the company and its employees was \$170,000.

The company gave to all its employees who wished to take advantage of it, the benefit of an extended payment plan; and it gladly undertakes all the clerical work in connection with the payments, and the safe-keeping of the bonds. The foregoing facts are evidence of



Assembling department assembling hulls of F-5 Flying Boats Canadian Aeroplanes, Limited, Toronto.

the good feeling and the hearty spirit of co-operation which exists between the company and its employees.

A member of the staff of the company canvassed the Hastings mill employees, and the company facilitated the work of the canvassers of the Victory Loan Committee at the camps in every possible way. Arrangements were previously made for their convenience. They were personally assisted on their rounds by Mr. P. Des-Brasay, the logging superintendent; and the company placed at their disposal the yacht "Davy Jones" for their trip to the company's and other logging camps.

The new tern schooner the Marah, built by the Yarmouth Shipbuilding Company, has been launched at Yarmouth, N.S. The vessel is 158 feet over all, 128 feet keel, 33 feet beam and 13 feet depth of hold. Her net tonnage is 421, the gross tonnage being 472. She is classed in Bureau Veritas twelve years classification.

Spruce Manufacturers of Busy East

Live Organization Formed to Deal with Trade Questions
in This Branch of Lumber Industry

At a meeting of the spruce manufacturers of Eastern Canada, held at the Windsor Hotel, Montreal, on November 26, under the presidency of Sir William Price, of Price Bros., Ltd., Quebec, and the Wayagamack Pulp & Paper Company, it was decided to form the Association of Spruce Manufacturers of Eastern Canada. The objects are to promote the interests of manufacturers and to deal with various trade questions affecting this branch of the lumber industry.

The following were present: Messrs. J. F. Gregory, Murray and Gregory, Ltd., St. John, N.B.; F. C. Beattey, Stetson, Cutler & Co., St. John, N.B.; Richards Manufacturing Co. and Shives Lumber Co., Campbellton, N.B.; Thomas McCarron, River Ouelle Pulp & Lumber Co., St. Pacome, P.Q.; Archibald Fraser, Fraser Co., Ltd., Edmundston, N.B.; W. E. Golding, Geo. McKean & Co., New Brunswick Ry. Co. and River Valley Lumber Co., St. John, N.B.; Hugh Mackay, Malcolm Mackay, Ltd., St. John, N.B.; W. M. Smith, Smith Lumber Co., Woodsock, N.B.; J. E. Merritt, Chaleur Bay Mills, Restigouche, N.B.; Angus McLean, Bathurst Lumber Co., Bathurst, N.B.; R. A. Snowball, J. B. Snowball, Ltd., Chatham, N.B.; J. B. Chouinard, Murray and Gregory, Ltd., St. John, N.B.; J. A. Rousseau, St. Anne, P.Q., and Matapedia Lumber Co., Rimouski, P.Q.; H. R. Vann, Louise Lumber Co., Quebec; A. MacLaurin, St. Maurice Paper Co., Three Rivers, P.Q.; J. L. Christy, Iberville Lumber Co., Sault au Mouton, P.Q.; Walter J. Ray, M. A. Grandbois, Casimir, P.Q.; B. H. Dunfield, Dunfield & Co., Halifax, and Hill and Dunfield, Windsor, N.S.; R. F. Grant, St. Maurice Lumber Co., Three Rivers, P.Q.; I. J. Soy, Christopher Lake Lumber Co., and Maple Leaf Lumber Co., Londonderry, N.S.; W. H. Miller, W. H. Miller & Co., Campbellton, N.B.; F. McEvoy, Sydney Lumber Co., Campbellton, N.B.; Hon. C. W. Robinson, Robert Wright & Co., Moncton, N.B.

The chairman pointed out the benefits of co-operation and the value of getting together for the discussion and defence of their common interests. This was the keynote of the discussions.

It was decided to form the association, Sir W. Price being elected president, Mr. Angus McLean vice-president, with Mr. A. C. Morrison, of Price Bros., Quebec, acting secretary.

The following were also elected as executive committee: New Brunswick, Messrs. A. Fraser, W. E. Golding, J. F. Gregory, A. McLean, W. B. Snowball, W. H. Miller, and F. C. Beattey; Nova Scotia, Hon. C. W. Robinson, I. J. Soy, and B. H. Dunfield; Quebec, Sir W. Price, A. MacLaurin, W. Gerard Power, R. Montgomery, and Ed. Ouellette. Sub-committees were appointed as under: By-laws, Mr. A. MacLaurin, chairman; classification, sawing, specifications, and practical work, Mr. Golding, chairman; contracts, terms, and payments, Mr. Angus McLean.

The head office will be in Montreal.

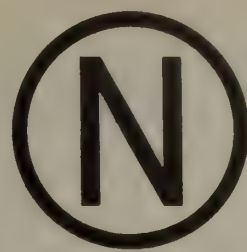
General McRae Now on His Way Back to Canada

Brigadier-General A. D. McRae, who is a former vice-president of the Canadian Western Lumber Company, at Fraser Mills, B. C., in which organization he is still financially interested, is returning to Canada after some years in England and will spend some time in Toronto. Gen. McRae was Canadian Quarter-Master General and later was appointed director of organization in the new Ministry of Information. Now that the war is over it is likely that the General will remain in the Dominion. He intimates that the armistice which was signed early in November, is no great surprise to the Ministry of National Information, as that body had considerable to do with the bringing about of present conditions and well justified its existence.

Speaking of Gen. McRae, "Canada," which is published in London, England, recently said in part:

General McRae has brought the Quartermaster's department of the O.M.F.C. to a state of very high efficiency, where it can now be safely left in the able hands of Colonel Hogarth, who is promoted to be Brigadier-General.

The General is only 43 years of age, being born at Glencoe, Ontario. His wide and varied business experiences have equipped him with a knowledge of men and affairs which he should turn to good account in his new appointment, as director of organization in the Ministry of Information. Successful in many forms of business enterprise—insurance, banking, lumbering and afterwards land settlement on a great scale—for some years prior to the war he had resided in Vancouver, where he was the controlling brain of many important undertakings. Immediately on the outbreak of war he resigned all his directorships and offered his services to the Government, who appointed him Lieut.-Colonel in charge of all remounts west of the Great Lakes. He is a noted horseman, and he turned his experience and knowledge to such good advantage that his work was highly commended by the Canadian Royal Commission which was appointed for the investigation of all war purchases.



For Sale

BIRCH

16/4 100,000 ft. No. 1 Common and Better.
16/4 50,000 ft. Sound Boxed Hearts.
12/4 100,000 ft. No. 1 Common and Better.
12/4 100,000 ft. Sound Boxed Hearts.
10/4 50,000 ft. No. 2 Common.
8/4 400,000 ft. No. 1 Common and Better.
6/4 500,000 ft. No. 1 Common and Better.
5/4 100,000 ft. No. 1 Common and Better.
4/4 750,000 ft. No. 2 Common and Better.

Merchantable Spruce

1 x 4	80,000 feet
1 x 4 and up	90,000 "
1 x 5	60,000 "
1 x 6	50,000 "
1 x 7	40,000 "
1 x 8	20,000 "
1 x 9 up	30,000 "
2 x 4	40,000 "
2 x 5	10,000 "
2 x 5/6	30,000 "
2 x 6	15,000 "
2 x 6 up	30,000 "
2 x 7	10,000 "
2 x 7/8	15,000 "
2 x 8	100,000 "
2 x 9	75,000 "
2 x 10	120,000 "
3 x 4 up	300,000 "
3 x 8 up	70,000 "

If any of the above items interest you we shall be glad to quote:—

E. M. Nicholson & Co.

202 Board of Trade Bldg.

Montreal, P. Q.

Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

Cuts of Hemlock—now sawn. Cash. Apply Box 809, Canada Lumberman, Toronto, Ont. 21-24

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4 ft. Hardwood and Softwood Slabs and bundled edgings. Cash. Apply Box 808, Canada Lumberman, Toronto, Ont. 21-24

Hardwood Wanted

Hardwood planks suitable for Tool Handles. Ash, Maple and Hickory. Will contract for five years' supply.

Canada Foundries & Forgings, Ltd., Welland, Ont. 23-4

For Sale-Lumber

FOR SALE—Twenty carloads Heavy White Oak Ship Timbers. Apply Georgian Bay Shipbuilding Co., Midland, Ont. 20-23

For Sale

Right to cut Pine and Birch on the following timber limits:—

Berth No. 4 McCraney, 11¼ sq. miles.
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For further particulars apply

BANK OF MONTREAL,

16-23 Hamilton, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

Basswood and Poplar For Sale

For sale—Log run balm basswood and poplar, 8 ft. long. About two million feet for delivery during next season. Can be cut to order. Box 819, Canada Lumberman, Toronto, Ont. 23-24

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Also Maple, Ash, and Basswood Logs; also 500 cords dry soft wood cedar posts.

P. ADAMS & CO.,

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Two cars 2, 2¼, and 2½ in. Bending Oak, 8 to 16 ft. long. One carload White Oak ship timbers, 8 x 8 and larger, 10 to 16 ft. long, the other carload sound square White Oak Plank, 3, 4 and 5 in., 8 to 16 ft. long.

FRED FERRIS,

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Maple For Sale

60 M. ft. Maple, 1¼ in. x 3¼ in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

White Pine Slabs and Edgings

For Sale—Six hundred cords white pine slabs and edgings, for immediate shipment. Sudbury rate of freight. Box 814, Canada Lumberman, Toronto. 23

Hardwood For Sale

140 cords of 36 in. Hardwood, dry; 100 cords of 39 in. Hardwood, dry; 500 cords of 4 ft. Hardwood slabs, dry. For full particulars apply Fassett Lumber Co., Ltd., Fassett, Que. 23

Red Oak For Sale

Car 1½ in. No. 1 Com. and Btr. Red Oak, dry, very wide, well manufactured. Will make close price for prompt shipment. The Elgie & Jarvis Lumber Co., Limited, 23-24 18 Toronto Street, Toronto.

Wanted-Machinery

WANTED

Second Hand Steam Engine

200 H.P. State how long used. Refuse burner complete, medium size. Sheet iron ½ in. thick. Spikes 12 in., 14 in. and 16 in. Boom shackles ¾ in. to 1¼ in.

D. G. RHEAULT,
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For Sale-Machinery

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfacers, 30 in. x 6 in.

1—No. 199 Berlin Buzz Planer.
1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Rails and Logging Cars For Sale

250 pieces of 30 ft. 45 lb. rails, A.I. condition, and 10 standard gauge Logging Cars. Bishop Lumber Co., Limited,
23-24 Nesterville, Ont.

For Sale

Band Resaw, for slabs, horizontal, No. 24, Meehan Johnson. Four bandsaws, 1 automatic band saw sharpener, 1 lap grinder, 1 stretcher, 1 brazing table, 1 set band saw swedge shapers. Also 1 lath machine and 1 bolter. Apply Box 798, Canada Lumberman, Toronto, Ont. 21-24

Logging Equipment For Sale

Including ten teams with big wheels, sleighs, etc., and steam log loaders, skidders and all material necessary for camp use. All in first-class condition and can be released promptly. For particulars write Post Office Drawer "D," Ludington, Mich. 22-25

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

ACCOUNTANT for a wholesale lumber concern in Montreal, Que. Must be first-class and have had experience in the lumber business. Apply, giving full particulars as to experience, references, and salary required, to Box 813, Canada Lumberman, Toronto, Ont. 23

YOUNG, PRACTICAL SAW MILL MAN as assistant mill manager for centrally located Ontario White Pine Saw Mill (200,000 feet, 10 hours, with many years timber). Must have tact and quality of leadership and have practical knowledge of every branch of sawmill work—millwrighting, sawing, filing, etc. State age, married, religion and salary expected. Give references as to experience, character, etc. Early promotion to the right man. Box 802, Canada Lumberman, Toronto, Ont. 21-24

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-tf.

ACCOUNTANT AND BOOKKEEPER, 25 years of age, with several years' experience on mill and woods end desires to make a change. Would prefer mill, but not averse to logging end. Can furnish first class references. Apply Box 812, Canada Lumberman, Toronto, Ont.

POSITION WANTED—As Office Manager, or Accountant with Lumber & Woodworking business, 15 years with one large Ontario Company; 5 years treasurer and office manager. Practical knowledge in Lumber, Factory and Office departments. Aggressive and up-to-date methods, best credentials. At present engaged. Apply Box 816, Canada Lumberman, Toronto, Ont. 23-24

Business Chances

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Mill Plant and Limits For Sale

43 Miles Limits on 31 Mile Lake, Gatineau Valley, containing Basswood, Spruce, Fir, Pine, Cedar, Birch, Maple and Pulpwood. New Waterous 8 ft. Improved Double Cut Band Mill complete. Steam Alligator, Boats, Sleighs, Wagons, Harness, etc. For further particulars apply to

A. W. STEVENSON,

P. O. Box 2624,
Montreal, Que.

8-t.f.

Wanted—Man with Small Saw Mill

to cut three million feet or more each year for five years. We put the logs to the mill, and pay saw bill each month. Location, Northern Ontario.

We own the timber, and might consider a partnership with the right man. Box 818, Canada Lumberman, Toronto, Ont. 23-24

Logging Contract Wanted

Capable contractor would log half million feet upwards in good timber on short haul. Box 817, Canada Lumberman, Toronto, Ont. 23

Opportunity for Live Salesman

Having disposed of my sawmill am opening an office in Toronto to wholesale lumber and wish to get in touch with a live, energetic, experienced lumber salesman who understands buying from the mill and has had experience in selling in car lots to the trade in Toronto and Western Ontario. I will invest sufficient capital to carry the business. Profit to be divided after allowing for salary and expenses or would form a partnership with the right man. In first letter give full details of experience, also state age and religion. Must have excellent references. Strictly confidential. Box 815, Canada Lumberman, Toronto, Ont. 23-2

Manufacturers of
WIRE For TYING, BUNDLING
and many other purposes.
NAILS, etc.
LIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion.

"SALADA"
Send for samples and prices
SALADA TEA CO. TORONTO

L. & H. Lumber Co., Inc.

77 Kilby St., Boston, Mass., U.S.A.

Successors to

William E. Litchfield

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AND DEALERS IN

**Western and Northern
HARDWOODS**

WE WILL BUY

Factory Flooring.
1 and 2 in. Ash, Log Run.
Clear Maple Square, 4 in. to 8 in., in lengths 8 ft. and longer.
Maple and Birch, Good and Common.
1 to 2 in. Basswood, Log Run.

WE OFFER

Ash, Oak, Walnut, Sycamore, from
Litchfield Bros., No. Vernon, Ind.
Selected Philippine Mahogany.
From Boston and the Coast

DR. BELL'S**Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S. Kingston Ont.

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We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH

138 York St. - Toronto, Ont.

COAL CREEK LUMBER CO.

Port Alberni, B. C.

FIR TIMBERS LUMBER

We dress from one to four sides up to 16 in. x 30 in., 50 ft.

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**CUT YOUR SELLING COSTS**

Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

Rates and Samples on Request.

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'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

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WALTER HARLAND SMITH
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\$2.00 a Year

24 Issues

Big value to any Lumber
Manufacturer or Dealer.

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CANADA LUMBERMAN
347 Adelaide St. W., TORONTO

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ROCHESTER, N. Y.

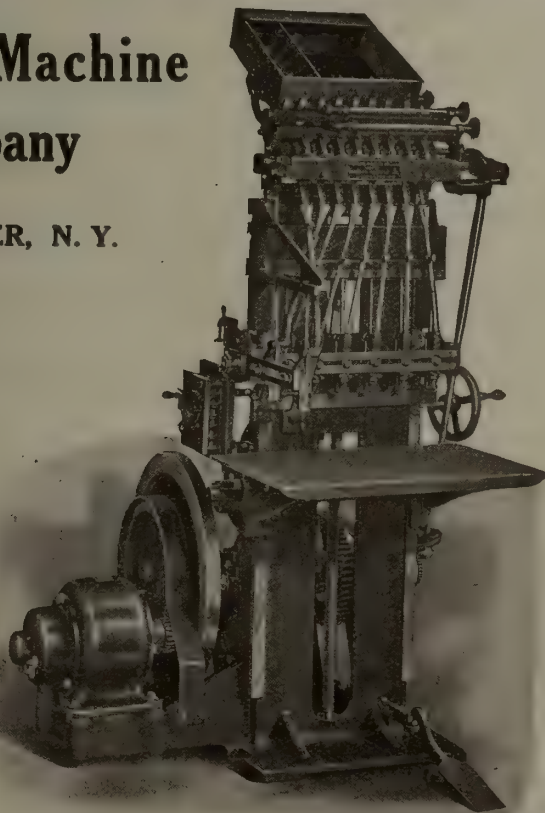
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of—

Nailing
Machines,

Lock Cor-
ner Box
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Matchers,

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Machines.



Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
ROCHESTER, N. Y.

USED STEAM ENGINES FOR SALE

One Left-Hand Improved Horizontal Simple Automatic Laurie Corliss Engine.

Diameter of Cylinder	28"
Length of Stroke of Piston	48"
No. of Revolutions per minute..	75
Fly Wheel	18" x 12½" Face
Weight	40,000 lbs.
Rated Horse Power	625
I. H. P.	700
Max.	950

One 25" x 50" Left-Hand Wheelock Engine.

One 20½" x 46" Left-Hand Wheelock Engine.

These engines are in excellent condition.

Photograph and full particulars will be sent on application to

GUTTA PERCHA & RUBBER

LIMITED

Toronto, Canada

JOHNSON'S Veterinary Remedies

are the surest, the most economical and the best medicines with which to equip your stables. They have been on the market for twenty-five years and still retain their superiority over all others.

The quality never varies, it is our first consideration.
Prices taking effect July 1st are as follows:

Johnson's Horse Liniment No. 1	Per Gal.	\$7.00
Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
Johnson's Horse Liniment No. 1	Pints, Per Doz.	10.00
Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy ..	Quarts (8 Doses each) Doz.	30.00
Johnson's Horse Colic Remedy ...	Pints (4 Doses each) Doz.	15.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb Tins	each 2.25 Doz.	24.00
¼ lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders, 1 lb. Pkgs. Doz.		
Johnson's Condition Powder, No. 2	doz.	2.75
Johnson's Horse Worm Powders, ...	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
Johnson's Antiseptic Dusting Powder		
(For Drying and Healing Sores, Proud Flesh, etc.)	Per Doz.	8.00
"Kreoline," antiseptic, deodorizing	Per Gal.	1.50

Our Family and Van Remedies are as follows:—

Pine and Tar Cough Syrup	Big 4 Liniment—Mosquito Oil
Purgative Pills	X Ray Liniment
Little Liver Pills	Cholerine Mixture (Diarrhoea)
Porous Plasters	Headache Powders
Stomach Bitters	Sarsaparilla
Laxative Cold Tablets	All Healing White Ointment

All Drugs and Patent Medicines at Market Prices.

Mail orders solicited — Prompt shipments made.

A. H. JOHNSON WHOLESALE DRUGGIST
Collingwood, Ontario

Review of Current Trade Conditions

Ontario and the East

There are so many perplexing problems confronting the lumber trade at the present time and so many currents and cross-currents in the channels that it is difficult to present any very clear view of the situation. The feeling of the wholesale trade with respect to the future conditions and the need of fostering wider markets with the Mother Country and Europe in order that Canada may get her fair share of the material that will be required in rebuilding the shattered war zones, are pretty well set forth in the report which appears in another column of the "Canada Lumberman." It will be seen that the keynote is optimism. Good business is bound to follow, and builders everywhere are talking of a revival of conditions such as has not been witnessed since 1913. Various industrial plants will make extensions, more conveniences of life for the farm, the house and the factory will be turned out, into all of which more or less wood enters and has to be purchased.

Scanning the horizon there is everything favorable in the way of what is known as good times in the lumber business, now that the shipping restrictions which went into effect about the middle of September and cut off United States business to a very large extent have been removed. There is now perfect freedom of transportation and owing to the greater supply of labor there is not likely to be any car congestion this winter. The traffic situation last spring was at its very worst, but there will be no repetition of this undesirable state of affairs if the railway war boards are able to gauge accurately the outlook.

Stocks all over the country are low and there is a disposition on the part of every prescient member of the trade to hold fast. They see no reason why lumber should come down unless certain persons are seized with cold feet and do not stop to consider replacement values. There is no immediate possibility of the cost of production going down to any great extent. Woods operations and wages are heavier than last year and the only probable reduction in the productive end is that there may be a drop in the sawmill labor, say six months from now. This, however, is a long way off and the part played by the labor at the sawing end as compared with the cutting, skidding, driving and towing is only about 40 per cent., the latter constituting 60 per cent. of the outlay. Help is more plentiful, but the release of men suitable for the woods comes at too late a date to be of any particular benefit, except in the way of efficiency, for this season. Wages are well maintained and the cost of all camp supplies goes up the while.

What is tending to make some members of the trade take a rather sombre view of affairs is that the end of the war happened to synchronize with the usually quiet months of November and December, when there is generally not much stock moving. Under ordinary circumstances the transient tranquility would be accepted as a matter of course, but when attention is forcibly directed to it by the sudden cessation of European hostilities there have been a few timid ones prepared to throw up their hands and declare that there is nothing immediately ahead but stagnation or depression. It is inevitable that there will be a period of transition from the old order of things to the new order engendered by peace. The dislocation and realignment cannot be effected without the disturbances of certain branches of the trade. It is stated that from 70 to 80 per cent. of the products of the forest have been going into munition boxes, aeroplanes, escort wagons, trucks, military camps, etc. This is just the proportion which formerly went into building operations and the change from a war basis to ordinary normal requirements cannot be affected without some visible jolts.

There is no doubt that domestic consumption will take up any slack left by the reduction of government requirements, but it will not do so at once. A little patience and courage are required to bridge the chasm. There is every assurance that the future is one that is bright in all respects for the needs in European countries for lumber will be very great. Shipbuilding activities will go on uninterruptedly and if Canada grants credits to devastated Belgium and France to the extent of \$500,000,000 each, it will mean that the call upon the Dominion to supply building and other material will usher in an export business such as has not been witnessed during the past decade.

Careful observers of the situation declare that as soon as the readjustment now beginning is finished, there will be greater activity than there has been for many moons and it is predicted that the greatest period of prosperity that the lumber industry has ever experienced will be forthcoming, if only patience is exercised. Confidence begets confidence and if clear vision is maintained and a hopeful spirit holds sway there is no doubt that everything is bound to come out en-

couragingly. Naturally there is some hesitation at present and a disposition to mark time, but the after-the-war effects will be such that before this month next year those, now giving away to pessimism and despair, will regret that they did not wear the smile that wins its way in everyday affairs of a life as well as in the struggle for business supremacy.

Great Britain

There is not much that can be said at this juncture regarding the timber trade until it is definitely known what the shipping facilities will be in the way of ocean tonnage and whether the present government control will continue for any lengthy period. Speaking of the present rationing system the Timber Trades Journal says that it will probably be several months before there will be any release and it is well that such supervision should prevail. But there is a fly in the ointment, and here it is: At present nearly all trades are in much the same predicament, some better controlled than others, but all hampered by the centralization of commercial operations in too few hands. This centralizing policy is the root of the trouble. Its consequences are that intricate and elaborate systems have to be invented for organizing and checking the work; little or no discretion can be allowed to individuals, and we are afraid that it makes very little difference whether the administration is in the hands of business men or of government officials. This last unfortunate fact is borne out by the timber control itself. The great majority of the employees both at the Control offices at Newman Street and at the Government buyer's office at Salisbury House are men of experience in the timber trade; but they are now mere cogs in the wheels, and although their individual excellence may help to give the machine a better appearance and make it run more smoothly, yet they can only perform their allotted tasks, and have no power to alter the real nature of the machine's work; they may do their tasks well, but whether these tasks are of utility or not is not theirs to decide. Many members of the trade have lately been giving thought to this question, and as they have all come to the conclusion that free competition will for a time be out of the question, the necessity of devising some better scheme than the present is very strongly felt. There are several vital points about which the trade should be given some information. In the first place, as regards importing; will the British importers be, as of old, in competition with the Continental firms, or will there be co-operation between them? If the latter, as is probable, then there must almost necessarily be central buying. But the British trade wishes to take a larger and more responsible share in the purchasing than it is permitted to do at present, and to bring this about its members will have to co-operate with the timber importers in France, Belgium, and Italy. This will make it necessary for the merchants in these countries to organize and to appoint representatives. In short, if for a while international buying of timber is essential, the trade itself should be prepared to undertake the work. We believe ourselves that this inter-allied buying may be almost taken for granted; and, as far as Great Britain is concerned, if trade representatives were appointed to look after the needs of the different ports, the first step, that of importing suitable wood to the various districts, would be solved.

The price question will be tremendously difficult, but as purchasing prices will almost certainly be fixed, in conjunction with our Allies, the selling prices in this country must obviously be limited; for the great bulk of the wood at first imported will be for national purposes, such as housing schemes, &c., in which the Government will be financially interested. This brings up the vexed question of rationing. Free competition being relegated to more normal times, and the available supplies of wood being far below the demands and not capable of satisfying them all, rationing of some description seems to be inevitable. For if no rationing were attempted, to whom is the wood to be sold when there may be half a dozen claimants for it, and all offering the maximum price? Liverpool advises are that the general situation of the market is unchanged. The tone is quiet, and there is only a small amount of business passing through. The chief items of trade consist in supplying Government orders, and private business is almost infinitesimal. The majority of importers are experiencing a hand-to-mouth existence, and so far as the future is concerned there appears to be no relief from the present situation for some time after the war is over. It may be said that the timber trade is in no worse position than that of any other trade, and that business will develop again in the course of time; but meanwhile it is extremely disappointing to look back to the exceedingly prosperous days prior to the war, and to consider



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited
SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

how long it will take before these good old times will come back again. In the first place, there will not be any great increase in the volume of trade until prices come down to a reasonable level. To attain this object the imports of foreign-grown woods will have to be considerably multiplied, and importers must be allowed to trade freely without having to obtain licenses ere they can bring forward their shipments.

United States

The restrictions which have curtailed the general commercial lumber business since the beginning of the war have been lifted. One of the first to go was the embargo placed on all shipments of forest products east of the Mississippi river and north of the Ohio and Potomac rivers. It will not be long before the industry is as free as ever. One of the latest announcements is that the restrictions on the manufacture of furniture which were to have become effective on December 1st have been withdrawn by the War Industries Board. All building regulations have also been lifted. The market has naturally been quiet and buying has been rather limited, but there is a general feeling of confidence that there will be no abrupt changes in the volume of business and that as government orders taper off commercial orders will increase. Spruce and airplane operations have been suspended. The steady gait of national life is now being resumed and the labor situation is improving rapidly. Stocks at the mills were probably never so low as at the present time, and this year's cut will be less than that of last season, which should tend to stabilize prices.

A hopeful view of both domestic and export trade is taken by the various lumber bodies, and in a recent market letter sent out by the Hardwood Manufacturers' Association, it is pointed out a lull of perhaps sixty days is inevitable. Industries have pursued the policy of carrying a much smaller stock than was generally true in pre-war

times and there should not be the slightest doubt that cessation of hostilities will prove ultimately a tremendous stimulus to the demand for hardwood lumber.

It may take a little time to bring about the readjustment, but it is sure to come, and as soon as the readjustment now beginning is finished there will be greater activity than there has been for many months, and the greatest period of prosperity the hardwood lumber industry has ever experienced is predicted; for that reason lumbermen should be patient.

A Reconstruction Conference of the Industrial War Service Committee will be held this month at Atlantic City to consider various problems that confront the nation, and in this connection an exchange says: The readjustment of prices and wages also presents a serious problem. War prices and war wages cannot be continued. This is particularly true of industries which produce for export. If we are to build up our foreign trade in the markets of the world, we must produce so that we can sell on a competitive basis with other countries. We cannot do this and pay the wages which have ruled in industry during the war. But wages cannot come down unless the cost of living also comes down. Otherwise, the purchasing power of millions of citizens will be impaired.

An interesting despatch from Washington is the announcement of the removal of all remaining restrictions on non-war construction by the War Industries Board. All building operations of whatever character may now proceed without permits either from the Board or the State Councils of Defense. This action was taken on recommendation of the building industry and the state councils of defense. No estimate has been made as to the value of building projects held up during the war, but officials expect that resumption of work will afford employment for thousands of workmen now being released from war industries.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Conditions Are Quiet in St. John Market

The war is over, but it has set the manufacturers to thinking more seriously than ever. What is going to happen to his business? This applies particularly to the lumber merchant who at the present moment has large crews in the woods getting out a cut of logs to be manufactured during the coming year. Always has the lumber manufacturer been forced to gamble a year ahead, but not always has it been so uncertain as during the past two years. To-day the lumber manufacturer is marking time in so far as sales and shipments at St. John are concerned, as no arrangements have been made at the present writing for shipments to Great Britain or France by steamer.

The Government's claim to day is that the war is not entirely a settled question, and boats cannot be relieved which are fitted up for the work and may yet be needed; therefore all that can be done is to await developments. No prices are being offered; neither are the deal merchants keen to buy at any price.

Local building is at a standstill and any Government work is being held up. All military work is also being held in abeyance and will, no doubt, be cancelled as soon as definite peace is proclaimed. So just at present we must wait both for a demand and a price. Very little can be said of the American market. It is dead, and practically no Canadian goods are moving to lumber centers and no inducements are being held out by the purchasers for the large lumber yards that any orders will be placed before spring. Prices remain unchanged, but as no business is offered the price cuts no figure. Laths, shingles and short stock are in no great demand. Locally shingles are good and prices are fair.

Ottawa Expects Prices to Hold Firm

Very little change has taken place in market conditions and much speculation is going on with respect to demand and prices, present and future. The embargo on shipments to the United States has been lifted and the Imperial Munitions Board has notified woodworking plants to cease shell-box manufacture.

Taking conditions as they stood the indication, based on reports from well-informed sources were that the spruce market was going to soften and that most of the trading to be done for the next few months will be in pine stocks. The demand for pine remained firm and prices kept up. Spruce did not have the same demand as a month ago.

A new era of building in the United States and Canada, dealers believed, would follow the war, and would begin to assert itself in the spring months. If such a revival comes about sash, doors,

frames, and interior fittings will be in strong demand, and consequently stock for building purposes should, at least, hold their present price.

All international conditions were most difficult to gauge or brightened with the lifting of the embargo, but the prospect of European or Continental business did not brighten in the same measure.

The consensus of opinion of shippers to the English market was that little relief could be expected before the end of February or the spring months. For the next month or so they look upon the season as being usually a bad one for the transportation of stocks. Then again they have no assurance that the embargo to England is to be immediately lifted or the British Government go out of the lumber business.

Even if such a circumstance came about at once the lumbermen have no guarantee when they will receive bottoms if they cared to ship in the winter months. Lumbermen believed food and other necessities to the warring countries would continue to get priority for many months to come.

Outside of spruce for domestic purposes, such as shell box manufacture there was nothing whatever to warrant any decline in price. In fact the whole outlook was, outside of the spruce market, that lumber prices would remain absolutely firm for the next six or twelve months to come.

With the Ottawa and most of the Ottawa Valley mills the log production season, though it has been under way for only a short time, is already three weeks or one month behind, due to the influenza epidemic. When the camps were established, supplies put in, and the workmen were employed, it was all done on the prin-

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- Lot 42, Con. 2, 100 acres, 95 of timber.
- Lot 42, Con. 1, 100 acres, 70 acres cleared and under cultivation, new barn, silo and house.
- Lot 43, Con. 2, 100 acres, 30 of timber.
- Lot 44, Con. 2, 100 acres, 25 of timber.
- Lot 46, Con. 1, 100 acres, 30 of timber, 70 of wood.
- Lot 47, Con. 1, 100 acres, 30 of timber, 70 of wood.
- Lot 41, Con. 1, Village Lot with Boarding House.

TOWNSHIP OF ORO

- Part of Lot 37
- Part of Lot 38 300 acres, 200 of timber.
- Part of Lot 39
- Lot 5, Con. 4, 60 acres, 30 of wood.

TOWNSHIP OF VESPRA

- Lot 35, Con. 2, 100 acres, 10 of timber.

TOWNSHIP OF MEDONTE

- Part of Lot 11, Con. 6, 125 acres.
- Lot 51, Con. 1, 100 acres, 20 of timber.

MILL, CIRCULAR (Capacity)

- Hardwood, 25 M.
- Hemlock or Pine, 50 M.
- Two 85 H.P. Boilers.
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- Highest nor any tender not necessarily accepted.

Henry Wise Estate
St Catharines, Ont.

ciple that the war was "going on." Consequently high cost conditions in the logging camps will at least prevail for this season's cut. It will take upwards of a year, at least, to convert the logs into lumber. Stocks are already low and this season's cutting programme mapped out months ago, has been seriously hindered. Consequently if a heavy European or continental demand springs up suddenly there is little or no prospect of the market being flooded with "cheap" lumber. Any such supply is not now in sight and is not likely to be seen or heard of within the next year.

This year, beyond a doubt, unless there is a large migration of released munition workers to the woods, there will be one of the lowest log outputs that Ottawa Valley companies has witnessed for many years. Though some of them may attempt it, it seems a futile effort for them to try and catch up with the woods programme they carried on in pre-war years, and their chances of getting the stock down to the sawmills and having it ready for sale are not now seemingly any better, if as good, as one or two years ago.

The whole sum and substance of the situation is that the stocks required, if the European demand suddenly asserts itself, is that the stocks are not going to be here to meet it. Not only for the spring months but for the fall months of 1919 as well.

The general outlook, so far as representative lumbermen cared to forecast, it may be summed up as follows: Little chance of shipment to the English market before the middle or end of February. Very small improvement looked for in Canadian domestic trade before the spring months. Outlook for factory conditions after Christmas not very bright and prospect of late winter months rather discouraging.

So far as the shipment of stocks went, they moved a little faster to the United States than during the previous two weeks. Nevertheless there was perhaps on hand a greater quantity of lumber awaiting shipment than during a corresponding period a year ago. This could hardly be looked to as an exceptional or substantial increase in sales during the fall months. Rather the operations of the American embargo ended to keep the shipments back. Briefly, the lumber was sold this year the same as last, but it could not go forward as fast.

Hence its accumulation at the shipping point. Rail transportation remained good. Shingle and lath were slow. Inquiries and orders from the United States were about the same as during the previous month, or if anything, picked up a little.

W. C. Edwards Company reported bush operations being about one month behind, due to influenza epidemic. The closing of the mill at Rockland afforded additional labor, which was sent to the woods. Log making for this season's operations, it was intimated, would represent an increase of twenty-five per cent. over other year's operating expenses.

The John R. Booth sawmill closed during the second week of November. Jackson Booth believed that as soon as European transit opened up there would be a heavy demand, considerable of which would be for 3 in. pine, and grades normally going to the English market.

D. G. Gilmour and Co., lumber brokers, reported that the outlook for export business appeared bright. For the last two weeks orders and inquiries were rather quiet. The demand from the United States was mainly for a little spruce and some pine.

John A. Belford, lumber broker, reported that the tendency was that the price of spruce would fall, but that the pine market was going to stay firm and be the market to buy in. Three in. stock, he believed, would be in good demand when the European market opened up.

Will Widen Export Business in Paper

As first steps in the plans of Canadian pulp and paper producers to enlarge their foreign markets, now that the ending of the war gives promise of better shipping facilities, the Canadian Export Paper Company, Limited, the foreign selling agency of some of the big mills, announces the conclusion of arrangements for the further development of trade with South America and Australasia.

George F. Steele, General Manager of the company, in discussing the outlook for continued expansion in Canadian exports of paper, stated that he believed a promising market was opening up in South America, and with that in view, the Export Company had recently concluded arrangements with one of the largest trading organizations in South America, whereby it would become the exclusive representative of the export companies for the products it had to sell.

As to Australasia, the company has been represented by its own agencies right along, and before the war a company like Laurentide had been a large exporter to Australia and New Zealand. The shortage of ocean tonnage had reduced the volume of the business during the war, but the Export Company believes that a new period of expansion is now opening up. Because of this, the Export Com-

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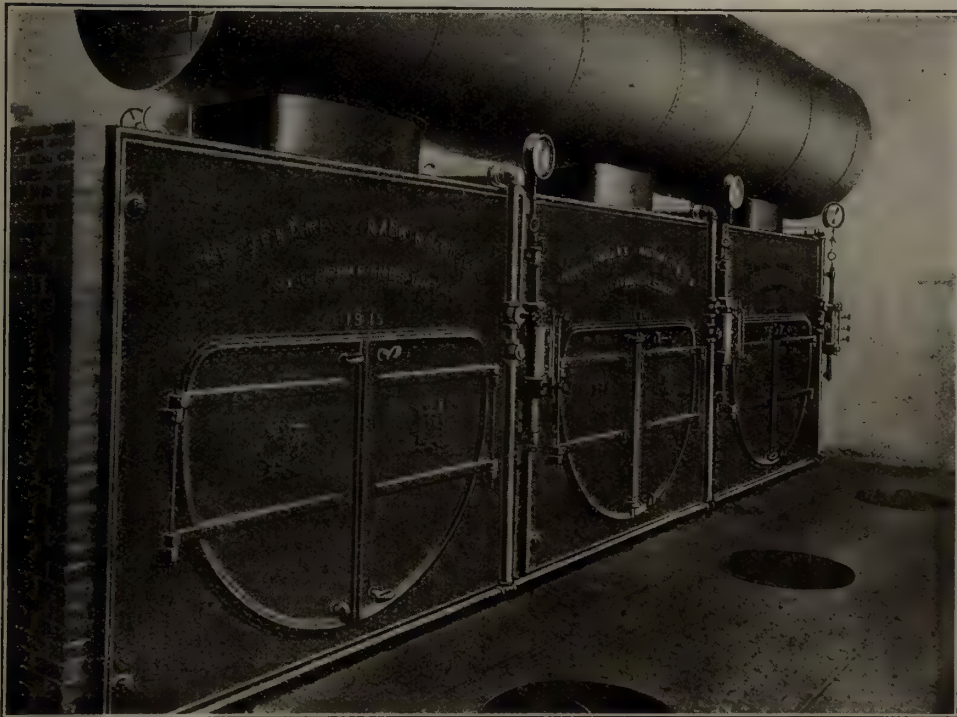
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pany had decided to send a special representative to look over the field, discuss plans for expansion with the company's agents there, and report back to the headquarters of the company at Montreal.

Montreal Awaiting After-War Developments

For the moment, trade in Montreal is slow. The feeling of uncertainty as to what the immediate future will bring forth is having a very marked effect on business. Firms just now are not in a mood for buying, except for absolutely immediate needs. Hitherto the demands for making shell boxes for ammunition factories and for other war purposes have made up, to a large extent, for the paucity of orders for construction, but these are now cut off, with the result that practically in every direction there is an absence of business.

There is a general belief that the lumber trade is faced with a period of dullness until conditions readjust themselves—until we get more light on what the Government will do in the way of meeting the situation. Reliable firms, manufacturers and wholesalers are not willing to take a leap in the dark; their policy will be one of watchful waiting. At the same time there is no expectation that prices will fall. As one manufacturer put it, "they cannot fall; the expense of manufacturing is such that there is no margin for any drop in prices. The cut, too, will be small, and I believe that the market will be a strong one."

While conditions may be adverse for a short period there is a feeling of optimism as to the market in the spring—a feeling of confidence that we shall witness a revival of buying, prompted by increased commercial activity. Practically every wholesaler spoken to took a very hopeful view of the outlook, although admitting that there will likely be a period of readjustment.

This also holds true of the export branch. The season is now closed, and from the point of exporting for commercial purposes it has been the worst experienced. A considerable amount has been shipped on Government orders, and a very large quantity of B. C. fir and spruce has also passed through the port for Government account. While it is impossible to say what amount of space will be available next season, there are anticipations that the Government will not overlook Canada when the question comes up of placing orders and furnishing ships to replenish the stocks required in the United Kingdom and France and Belgium. Through the Imperial Munitions Board the British Government recently asked prices from exporters of large blocks of 2 to 4 in.

spruce deals, 6 ft. and up. The British Government have also been making inquiries as to the placing of very extensive orders for B. C. fir. At present it is pretty much in the nature of a guessing competition as to how makers will shape, but those who are interested in this branch of the lumber business are pretty sanguine that we shall soon witness a resumption of the old time activity in shipping stocks to the United Kingdom.

Exports of pulpwood, pulp and paper continue to expand. The figures for the first six months of the fiscal year exhibit remarkable gains in pulp wood and chemical pulp, as under:

Paper	\$11,298,689	\$18,074,595	\$22,221,644
Pulp chem:	5,957,305	9,492,734	15,903,189
Pulp mech.	2,784,751	4,140,819	2,512,086
Total	\$20,040,745	\$31,708,168	\$40,636,919
Pulp wood	4,100,360	4,566,786	9,327,901
Total	\$24,141,105	\$36,274,954	\$49,964,820

During September the total was \$7,689,134, compared with \$7,456,552 in 1917. Pulp wood increased from \$1,115,884 to \$1,217,635; paper from \$3,323,910 to \$3,549,837; and chemical pulp from \$1,742,228 to \$2,584,097; while mechanical pulp decreased \$1,274,470 to \$337,565.

Help Scarce and the Cut Limited

The Bathurst Lumber Company, Bathurst, N. B., state that they have sufficient pulpwood on hand to carry them through the winter season. They add that the supply of labor for camps in the woods is limited, and that conditions are far from being satisfactory. Men were scarce when logging was started a few weeks ago, but since the epidemic of influenza struck the province, camps in many cases, have been practically depleted. It is a question whether the companies are going to be able to get men to go back into the woods for making logs. The company state that there is no doubt at all but what most of the mills in the portion of the province around Bathurst will have but little to do next year. In regard to the pulp division of their business, the Bathurst Lumber Company declare that they are not making any additions at the present time and so far as the demand is concerned it is very good.

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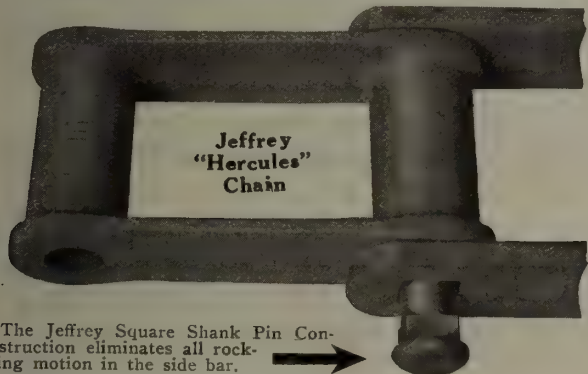
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.

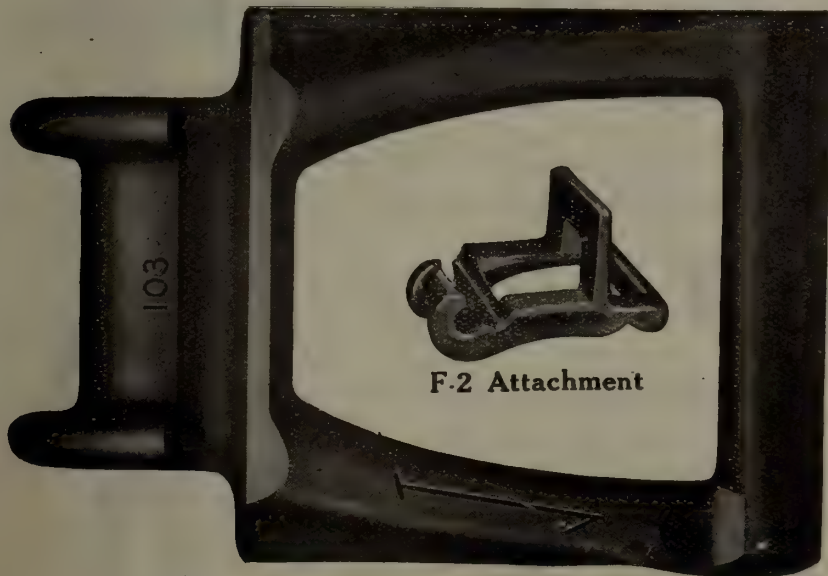


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The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



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The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



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K-5 Attachment



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For Log Hauls with S-1½ Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

European Trade Should Be Heavy

Lumber Exporters However Declare the Chief Difficulty is That of Ocean Tonnage Which is Uncertain

There is a general feeling among Montreal lumbermen that Great Britain, France and Belgium will look to Canada for heavy supplies for reconstruction purposes. Stocks are very low in Great Britain; one of the largest exporters stated that the firm's yards have been bare of stocks for fifteen months, and that the space has been used for raising potatoes. Instead of a normal stock of from 14 to 15 millions, there has not been a stick in the yards.

Of course enormous quantities of lumber have been used in Belgium and France for war purposes, and it is possible that these can be turned to account, to a certain extent, for reconstruction purposes.

The question of tonnage is a difficult one, depending upon the action of the British Government in releasing vessels for commercial purposes; and as to neutral bottoms, as to whether they will not be engaged in European trade. How much stock has Norway and Sweden? Will Russia be able to release any lumber? Norway and Sweden are nearer to the European markets, freights are cheaper, and lumber should also be cheaper. But against these may be set the fact that the demand is almost certain to be very heavy, and that Canada will, as heretofore, obtain a good share of the business.

One explorer stated that in his opinion, little dependence can be placed, in the immediate future, on space in liners which, in normal times, took the bulk of the lumber from Montreal. There would be a comparative small amount required to cover grain, and that exporters would have to look to tramps to carry the largest tonnage of lumber. His firm were already on the market for tramps. Freight, it is assumed, will come down to an appreciable extent.

The shipping season for Montreal is now over. Those spoken to confessed that their views are largely guesswork—were all unknown factors, such as the extent of the demand, the action of the British Government re shipping, etc., which has to be reckoned with. There is also the question as to whether foodstuffs will be given priority over lumber.

There is little optimism in shipping circles as to the immediate prospects of readjusting and regularizing their old-time passenger and

freight services until demobilization is over. Already there have been promises made by the Imperial Government of ships to be returned to their owners, which have been rescinded within a day or two.

"It is quite impossible to get out any schedule of our sailings," was the announcement at the Canadian Pacific Ocean Services, "for we ourselves do not know from day to day what ships will be at our disposal."

The same story is heard in several quarters, and although various steamship companies are "hoping" to get vessels back into regular service, they confess that they may be baulked of their hopes at the last moment. It is not only the task of transporting troops that now makes a demand on tonnage, but the shipping of food to Europe, and for this reason it is not expected that passenger traffic will develop much until the spring.

Very Expensive Season in the Bush

Writing to the "Canada Lumberman," from the district around Thessalon, Ont., a leading woods operator says that the present season is a very expensive one for lumbering operations and is regarded by many as the most expensive of any in the history of the industry. Men's wages are high and labor is very hard to get. Supplies of all kinds keep increasing in price, but this is not all. It has rained in the Thessalon district almost continuously for the last ten weeks with a result that the woods are flooded. Last, but not least, the influenza broke out in the camps and almost crippled operations in some places. There will be a falling off this year in production of about 50 per cent. Some of the largest operators are doing very little while others have cut down the winter programme to the minimum.

Good Work of St. Maurice Association

During the past season there were 93 fires on the territory under the jurisdiction of the St. Maurice Forest Protective Association, Ltd., Three Rivers. These were divided as follows: Lightning, 3; river drivers, 10; sectionmen, 5; railroad, 31; jobbers, 3; settlers, 7; trappers, 1; cache keeper, 1; portager, 1; old fire, 1; improvement gang, 1; and unknown, 29. The fires burnt an area of 346 acres of merchantable timber. The cost of extinguishing these fires will amount to less than \$1,000. The cost of patrolling for the past season will be about 1-3 of a cent per acre.

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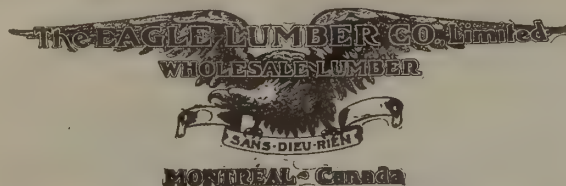
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EDGINGS

Ontario

Fire recently destroyed the planing mill and carpenter shop of the Peterboro Planing Mill, Dublin St., Peterboro, Ont.

A meeting of the Georgian Bay Log Picking Association was held in Toronto recently, at which there was a large attendance of members. Only routine business was transacted.

The Armstrong Lumber Co., Port Arthur, Ont., have purchased property on the Lakefield Shore, near the Government Wharf, on which they contemplate starting work at once on the erection of a large lumber mill.

John Drake, Clairngorm, via Strathroy, Ont., will rebuild his sawmill which was completely destroyed by fire recently. The loss is estimated at \$4,500. The owner will be in the market for machinery and equipment.

Sir Clifford Sifton of Ottawa, who for several years past has been chairman of the Commission of Conservation, has resigned. As chairman of this important body since its inception, he has been personally responsible for its policies.

The Board of Trade of Cochrane, Ont., has passed a resolution urging upon the Ontario Government to extend the Temiskaming and Northern Ontario railway from Cochrane to James Bay. It is pointed out that the continuation of the line would tap a country rich in pulpwood and other timber.

Judgment has been obtained in Ottawa by John Lumsden, president of the Lumsden Lumber Company, Limited, against the Dominion Explosives, Limited, for \$136,000, one of the largest judgments ever obtained in the Ottawa courts. It was for lumber and moneys loaned to the defendants by Mr. Lumsden.

The entire plant of J. R. Booth, Ottawa, with the exception of what is known as the Board Mill, was forced to close down recently owing to a strike of the pulp workers and boilermen, who to the number of about 400 quit work, owing to the refusal of the company to grant an increase of wages which had been demanded.

A charter has been granted to Manson's, Limited, with headquarters in Hawkesbury, Ont., and a capital stock of \$300,000 to own, operate and manage mills and factories for the manufacture of ground wood pulp, sulphate pulp, paper and paper materials and to buy, sell and deal in timber, lumber, pulp wood and products of the forest generally.

Thomas Adams of Ottawa, town planning adviser of the Commission on Conservation, has been engaged for some time on a comprehensive report on housing and reconstruction. The co-operation of the public is invited in making known any cases of bad housing conditions, or hardships due to high prices and rents, and information on these matters should be sent to the Commission of Conservation.

A. E. McMaster, who for the past two years has been secretary-treasurer of the Port Arthur Shipbuilding Company, has accepted the position of secretary-treasurer of the Whalen Pulp and Paper Mills, Vancouver, B.C., and will take up his residence in that city. Previous to his departure Mr. McMaster was presented by the management and heads of the departments of the shipbuilding company with diamond studded gold cuff links and a diamond stick pin.

The Canadian Bond, Hanger & Coupling Company Ltd., manufacturers of the bond "double sure" transmission lines have moved from Alexandria, Ont., to their new plant at the corner of Villiers and Munitions street, Toronto, Ont., where, in addition to an increased production capacity of over one hundred per cent., the company possess the most modern facilities. The company have also purchased ample ground adjoining their new site so that their plant may be extended at any time.

Laforest & Clemow, Limited, have been incorporated with head office at Sudbury, Ont., and a capital stock of \$250,000, to carry on in all its branches a lumber, timber, pulpwood and sawmill business and to manufacture, produce, buy, sell, import, export and deal in timber, logs, lumber, and wood of all kinds and articles in the manufacture of which timber or wood is used. The provisional directors of the new company are L. Laforest, T. Clemow and W. J. Laforest, all of Sudbury, Ont.

P. W. Gardiner & Son of Galt, Ont., recently purchased the retail lumber yard of the Galt Lumber Company, of which the late Thos. Gardiner was proprietor. For the past seven years the firm of P. W. Gardiner & Son have been exclusively engaged in the manufacture of doors and sash, etc., for the wholesale trade. The retail yard will be conducted entirely independent of the sash and door factory. For many years they conducted a retail business in Galt, and are fully conversant with the requirements of the building trade.

The Board of Trade of Port Arthur, Ont., is acting in conjunction with the Industrial Committee of the Municipal Council in the matter of securing new industries for the city. On instructions of the Board a committee will interview J. J. Carrick, ex-M.P., who was in 1916 granted the right to cut pulpwood and other timber on the Pic river concession, to see what progress, if any, he has made towards the erection of his pulp and paper mill. At the same time Mr. Carrick will be tendered the active assistance of both the city council and the Board of Trade of Port Arthur in order to get his enterprise under way.

Eastern Canada

The Caledonia Lumber Company, Bridgewater, N. S., has dissolved.

R. D. Messier, lumber merchant, Montreal, P. Q., has been registered.

A company, one of whose members is S. E. Elkin, M.P., of St. John, is preparing to start airplane manufacturing there and to operate an air transport service between the Maritime Provinces and Upper Canada and the United States.

H. E. Trudeau, Limitee, has been incorporated with head office at Montreal, P.Q., and capital stock of \$20,000, to carry on business as manufactur-

ers of and dealers in lumber and timber of all kinds. Among those interested are H. E. Trudeau, of St. Laurent, and H. G. Lajoie, Montreal.

The Lumber mill belonging to the Cumberland Syndicate, River Hebert, N. S., was completely destroyed by fire recently. The loss is estimated at \$25,000 with insurance of \$4,000. Those interested in the company are J. C. Purdy, R. S. Carter, M. P. P.; Wm. Beatty and R. B. Atkinson.

Thadee Brisson Limitee has been incorporated to carry on business, among other things as general lumber merchants. The chief place of business is at Chicoutimi, P. Q., and the capital stock of the company is \$20,000. The incorporators include T. Brisson, C. Brisson and H. Tremblay, all of Chicoutimi, P. Q.

The statement is made that plans are under way in order to increase the output of the North American Pulp and Paper Company. It is proposed to increase the output of pulp to 300,000 tons annually and to increase newsprint paper to 120,000 tons per annum. This compares with the present output of pulp of 115,000 tons.

To relieve the print paper situation in the United States Director-General McAdoo, in co-operation with Chairman Hurley, of the United States Shipping Board, has arranged for furnishing the necessary ships for the transportation of wood pulp from Gaspe, New Brunswick, to Portland, Me., for the International Paper Co.

The Canada Cabinet Works Ltd., has been incorporated with head office at Montreal, P.Q., and capital stock of \$48,500, to conduct business as woodworkers and carpenters and to produce, manufacture, buy and sell at wholesale and retail all articles made of wood and leather. Among those interested are H. S. Ross, Westmount and E. R. Angers of Montreal.

The Stearns Lumber Company has been incorporated with head office at Montreal, P.Q., and capital stock of \$20,000 to carry on in all its branches a lumber, timber and pulpwood business and to manufacture and deal in timber, logs, lumber and wood of all kinds. Among those interested are M. E. Languedoc, C. Sinclair, J. P. Charbonneau and Wm. Taylor, all of Montreal, P. Q.

Owing to the estimates exceeding the amount allocated to the construction of the storage dam at the outlet of Lake Jacques Cartier, sixty miles north of Quebec, for the Québec Streams Commission, the bids recently sent in have been returned. The dam would be of considerable benefit to some lumber mills on the Jacques Cartier River. It was to have been provided with a stop log sluice.

The Matane Lumber and Development Company has been incorporated with head office at Montreal, P. Q., and capital stock of \$2,000,000, to manufacture, purchase, sell and deal in any and all kinds of mechanically ground wood pulp, chemical pulp, paper, lumber and to operate lumber mills, timber lands, etc. Among those interested are L. A. Cannon and L. Casgrain, of Quebec, P. Q.

The new sulphite pulp plant of the Fraser Companies Ltd., which is now in operation at Edmundston, N. B., will turn out about 150 tons a day. J. D. Jensen, a Swedish pulp expert, who completed the installations for the Fraser Companies, recently paid a visit to Newfoundland, and states that the pulp mills there have been hard hit by the war. In regard to pulpwood the Fraser Companies state that there will be a considerable shortage in this year's cut, but they do not expect that it will run as high as the shortage in saw logs.

Plans were being revived in Montreal recently for building a \$3,000,000 pulp mill in the province, one of the direct developments of the coming of peace. A representative of Belgian capital is working on a plan that was first developed just before the war for the erection of a mill that would produce sulphite pulp exclusively, on the theory that this could be done advantageously without adding newsprint as a co-product. Belgian capital is already represented in the Belgo-Canadian Pulp and Paper Co., and also in the Laurentide Company.

Referring to the outlook of the lumber industry W. Molson Macpherson, President of the Molson's Bank, at the annual meeting said that as a result of a scarcity of labor in the woods this winter the output of lumber next year would show a considerable decline and would be largely increased in cost. While the pulp and paper trade was expanding very rapidly and Canada was taking a leading position in these industries, largely because of her extensive natural advantages in water powers and forests, the wood was being used in such quantities that the replenishing of the forests by re-planting should engage the attention of the Provincial Governments.

Western Canada

Robert Clark, of Hoppington, B. C., passed away recently in Vancouver, from an attack of pneumonia. At one time he operated a shingle mill at Langley Prairie and for the past eleven years had resided in Hoppington.

Work is in progress on the erection of a box factory for the Timms Market Garden Company, Langley Prairie, B. C. The factory will be equipped with up-to-date machinery and will have a complete outfit of planers, resaws, etc., all of which will be run by electric power.

The Pacific Coast Islands Improvement Company, Ltd., has been incorporated with head office at Vancouver, B. C., and capital stock of \$10,000, to carry on business among other things as exporters, importers and dealers in lumber, logs, piles and poles and timber of all kinds.

Sealed tenders are being received by the Minister of Lands for B. C., until December 18, 1918, for the purchase of License X858, to cut 1,019,000 feet of cedar, balsam and hemlock on two separate areas known as Blocks A and B, situated on Rosemary Lake, Range 1, Coast District. Two years will be allowed for the removal of the timber.

H. W. Taber, manager of the Monarch Lumber Company, Regina, Sask., thinks that the end of the war will have little or no effect on lumber prices for some time to come. The recent outbreak of influenza worked hardships with the lumber business in many places in the west for the reason that a large number of contractors' gangs were ill while the farmers were too busy fighting the "flu" to make purchases of building material.

P. G. Bradley, Wm. Bradley, John Renwick and D. R. MacPhee, of Olive Milestone, Sask., have become owners of a timber limit in B. C. The timber consists of over 11,000 acres and is located at Castlegar Junction, about 25 miles west of Nelson. The sawmill is on the property and it is estimated that there is over 15,000,000 feet of timber on the limits, which includes ties, telephone poles and saw logs. D. R. MacPhee has been appointed general manager.

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1917 Cut

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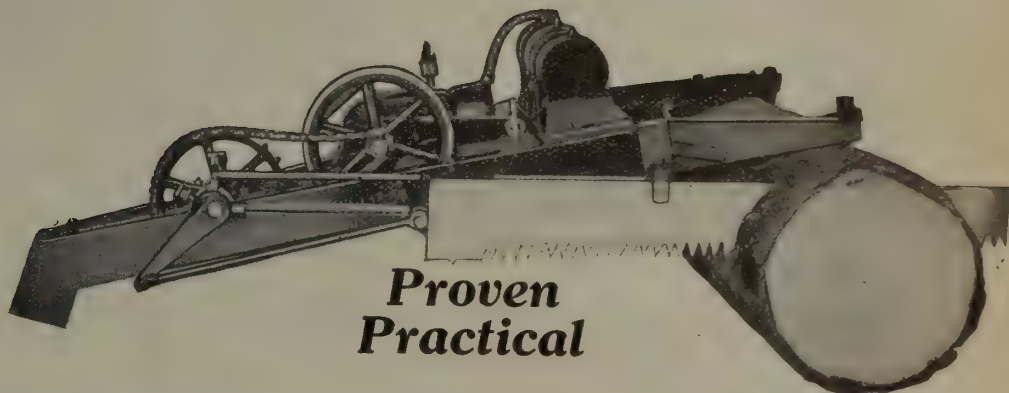
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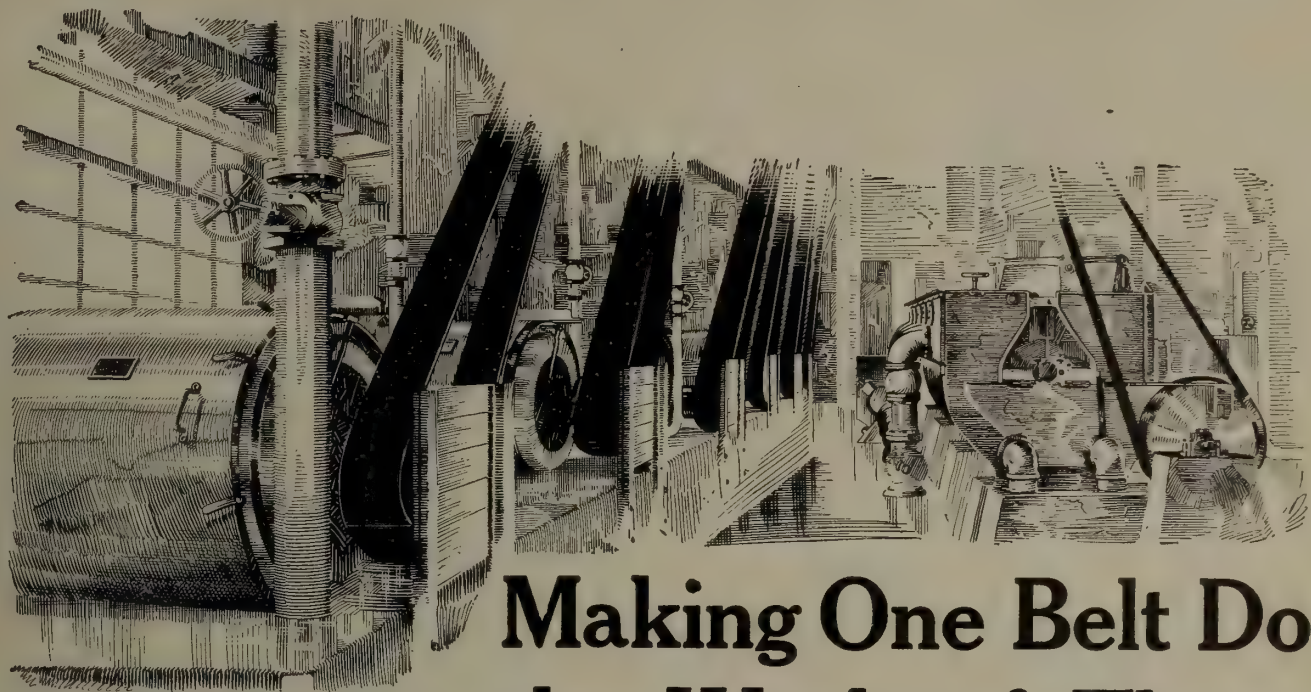
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2 x 4/7 Good Strips	63 00	66 00	
1 x 8 and up Good Sides	75 00	77 00	
1 1/4 and 1 1/2 x 8 and wider Good Sides ..	88 00	90 00	
2 x 8 and wider Good Sides ..	90 00	92 00	
1 in. No. 1, 2 and 3 Cuts ..	55 00	58 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts ..	65 00	67 00	
2 in. No. 1, 2 and 3 Cuts ..	70 00	72 00	
1 x 4 and 5 Mill Run	47 00	49 00	
1 x 6 Mill Run	48 00	51 00	
1 x 7, 9 and 11 Mill Run	49 00	50 00	
1 x 8 Mill Run	50 00	52 00	
1 x 10 Mill Run	53 00	55 00	
1 x 12 Mill Run	54 00	57 00	
5/4 and 6/4 x 4 Mill Run	47 00	49 00	
5/4 and 6/4 x 5 Mill Run	47 00	49 00	
2 x 4 Mill Run	47 00	49 00	
2 x 6 Mill Run	48 00	50 00	
2 x 8 Mill Run	48 00	50 00	
2 x 10 Mill Run	51 00	53 00	
2 x 12 Mill Run	51 00	53 00	
1 in. Mill Run Shorts	39 00	40 00	
Red Pine:			
1 x 4 and 5 Mill Run	43 00	45 00	
1 x 4 and 5 Mill Run	41 00	43 00	
1 x 6 Mill Run	44 00	46 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	50 00	52 00	
2 x 4 Mill Run	43 00	45 00	
2 x 6 Mill Run	44 00	45 00	
2 x 8 Mill Run	44 00	45 00	
1 in. Clear and Clear Face ..	53 00	54 00	
2 in. Clear and Clear Face ..	53 00	54 00	
Spruce:			
1 x 4 Mill Run	41 00	42 00	
1 x 6 Mill Run	43 00	44 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	47 00	49 00	
Mill Culls	34 00	36 00	
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1 x 4 and 5 in. x 9 to 16 ft. ...	31 00	33 00	
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1 x 8 in. x 9 to 16 ft. ...	38 00	39 00	
1 x 10 and 12 in. x 9 to 16 ft. ...	38 00	39 00	
1 x 7, 9 and 11 in. x 9 to 16 ft. ...	35 00	37 00	
2 x 4 to 12, 10 and 16 ft. ...	36 00	37 00	
2 x 4 to 12 in., 12 and 14 ft. ...	35 00	36 00	
2 x 4 to 12 in., 18 ft. ...	37 00	38 00	
2 x 4 to 12 in., 20 ft. ...	38 00	39 00	
1 in. No. 2, 6 ft. to 16 ft. ...	28 00	29 00	
2 in. No. 2, 4-in. and up in width, 6 to 16 ft. ...	28 00	29 00	
Douglas Fir:			
Dimension Timber up to 32 feet:			
6x8 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	52 50		
6x12, 8x12	53 00		
14x16, 16x16	53 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		
Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain ..	62 00		
Fir flooring, 1 x 4, edge grain ..	62 00		
Fir flooring, 1 x 4, jat grain ..	44 75		
No. 1 and 2, 1-in. clear Fir dough 50 00	60 00		
(Depending upon widths).			
No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough ..	60 00	64 00	
No. 1 and 2 2-in. clear Fir rough ..	53 00	61 00	
1 x 5 and 1 x 6 Fir casing ..	62 00		
1 x 8 and 1 x 10 Fir base ..	64 00		
1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping ..	72 75		
1 1/4 and 1 1/2 x 8 x 10 x 12 F. G. stepping ..	62 75		
1-in. clear Fir, d. 4 sides ..	49 50	57 50	
1 1/4 x 1 1/2 in. clear Fir, d. 4 sides ..	57 50	59 50	
XX B. C. cedar shingles ..	3 50		
XXXX 6 butts to 2 in. ...	4 40		
XXXXX 5 butts to 2 in. ...	5 17		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$75.00	\$58.00	\$40.00
5/4 & 6/4 ..	80.00	63.00	35.00
8/4	110.00	75.00	45.00
10/4 & 12/4 ..	130.00	100.00	60.00
16/4	140.00	115.00	65.00
Ash, Brown			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	70.00	50.00	35.00
5/4	75.00	60.00	30.00
8/4	78.00	65.00	32.00
Birch, dry weight 4000 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	65 66	48 50	38 40
5/4 and 6/4 ..	67 70	50 55	40 45
8/4	70 72	51 57	42 45
10/4 and 12/4 ..	85 90	70 73	50 54
16/4	95 98	80 83	55 60
Basswood, dry weight 2500 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Com.
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4 ..	80.00	65.00	35.00
8/4	82.00	67.00	37.00
Chestnut, dry weight 2800 lbs. per M. ft.			
	No. 1	No. 2	No. 3
	1s & 2s	Com.	Wormy
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4 ..	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
		Com.	Com.	Com.
4/4	58.00	\$45.00	\$35.00	\$28.00
6/4 & 8/4 ..	63.00	50.00	40.00	28.00
12/4	85.00	75.00	50.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1 Com.
		Com.
4/4	\$65.00	\$42.00
5/4 & 6/4 ..	70.00	60.00
8/4	70.00	60.00

Gum, Sap

	1s & 2s	No. 1 Com.
		Com.
4/4	\$50.00	\$45.00
5/4 & 6/4 ..	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
		Com.	Com.
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1	No. 2	No. 3
		Com.	Com.	Com.
4/4	\$58.00	\$45.00	\$38.00	\$28.00
5/4 & 6/4 ..	63.00	48.00	38.00	30.00
8/4	70.00	60.00	50.00	35.00
12/4	95.00	80.00	60.00	40.00
16/4	105.00	90.50	55.00	45.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ... \$38.00
No. 2 and better ... 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
		Com.
4/4	\$85.00	\$60.00
5/4 & 6/4 ..	92.00	65.00
8/4	100.00	70.00
10/4	100.00	95.00
12/4	105.00	95.00
16/4	115.00	95.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.
		Com.
4/4	\$130.00	\$85.00
5/4 and 6/4 ..	132.00	95.00
8/4	135.00	100.00

Red Oak, quarter cut.

	1s & 2s	No. 1 Com.
		Com.
4/4	\$ 95.00	\$70.00
5/4 & 6/4 ..	110.00	85.00
8/4	115.00	90.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
1-in. x 7-in. and up \$60 00 70 00
1 1/4-in. and 1 1/2-in. x 8-in. & up 70 00 75 00
2-in. x 7-in. and up 72 00 76 00
No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:
1-in. 53 00
1 1/4-in. and 1 1/2-in. 60 00
2-in. 60 00

Pine good shorts:
1-in. x 7-in. and up 50 00
1-in. x 4-in. to 6-in. 40 00
1 1/4-in. and 1 1/2-in. 58 00
2-in. 58 00
7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings .. 47 00 50 00
Pine, No. 1 dressing strips .. 40 00 45 00
Pine, No. 1 dressing shorts .. 38 00 40 00
Pine, 1-in. x 4-in. s.c. strips .. 44 00
Pine, 1-in. x 5-in. s.c. strips .. 44 00
Pine, 1-in. x 6-in. s.c. strips .. 46 00
Pine, 1-in. x 7-in. s.c. strips .. 46 00
Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00
Pine, 1-in. x 10-in. M.R. 51 00
Pine, s.c. sidings 1 1/2 and 2-in. 47 00
Pine, s.c. strips 1-in. 40 00
1 1/4, 1 1/2 and 2-in. 42 00
Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
Pine, s.c. and bet., shorts 1 x 5 36 00
Pine, s.c. and bet., shorts, 1 x 6 40 00
Pine, s.c. shorts, 6'-11', 1"x10" 45 00

Pine box boards:
1"x4" and up, 6'-11' 38 00
1"x3", 12'-16' 42 00
Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00
O. culls r & w p 26 00

Red Pine, log run:
mill culls out, 1-in. 32 00 36 00
mill culls out, 1 1/4-in. 38 00
mill culls out, 1 1/2-in. 38 00
mill culls out, 2-in. 34 00 41 00
mill culls, white pine, 1"x7" and up 34 00

Mill run Spruce:
1"x4" and up, 6'-11' 32 00 33 00
1"x4" and up, 12'-16' 34 00
1"x9" and up, 12'-16' 40 00 42 00
1 1/4"x7" 8-9" and up, 12'-16' 40 00 42 00
1 1/4"x10" and up, 12'-16' 46 00
1 1/2" x 2" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing

		46 00	27 00
Hemlock, 1-in. cull	25 00	30 00	35 00
Hemlock, 1-in. log run	30 00	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	30 00	35 00
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	30 00	32 00	
Soft Elm, common and better, 1, 1 1/4, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn	52 00		
1 x 10 No. 2 barn	46 00		
1 x 8 and 9 No. 2 barn	42 00		
Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft. 4 75	5 00		
No. 2 white pine	4 50		
Mill run white pine	4 75		
Spruce, mill run 1 1/2-in.	4 00		
Red pine, mill run	4 25		
Hemlock, mill run	4 00		
32-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.	5 00		
Clear butt, 18-in.	4 00		
18-in. xx	2 75		
Spruce logs (pulp)	13 00	15 00	

QUEBEC, QUE.

White Pine
First class Ottawa waney, 18-in. average, according to lineal. 80 90
19 in. and up average 85 95

Spruce Deals
3 in. unsorted Quebec, 4 in. to 6 in. thick \$31 00 \$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00
3 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak
According to average and quality
55 ft. cube 85 95

Elm
According to average and quality,
40 to 45 feet, cube 95 1 05
According to average and quality,
30 to 35 feet 75 85

Birch Planks
1 to 4 in. thick, per M. ft. 40 00 45 00

SARNIA, ONT.

Fine, Common and Better
1 x 6 and 8 in. \$80 00
1 in., 8 in. and up wide 90 00
1 1/4 and 1 1/2 in. and up wide 100 00
2 in. and up wide 105 00

Cuts and Better
4/4 x 8 and up No. 1 and better 75 00
6/4 x 8 and up No. 1 and better 85 00
8/4 x 8 and up No. 1 and better 87 00

No. 1 Cuts
1 in., 8 in. and up wide 63 00
1 1/4 in., 8 in. and up wide 72 00
1 1/2 in., 8 in. and up wide 73 00
2 in., 8 in. and up wide 76 00
2 1/2 and 3, 8 in. and up wide 100 00
4 in., 8 in. and up wide 105 00

ST. JOHN, N.B.

Spruce
Wholesale to the Retailer
Random Lengths 10 to 35 feet.
2 x 3 D 1 edge and 3 x 3 D 1 edge.. \$34 00
2 x 4 D 1 edge and 3 x 4 D 1 edge.. 34 00
2 x 5 Rgh. and 3 x 5 34 00
2 x 6 Rgh. and 3 x 6 34 00
2 x 7 Rgh. and 3 x 7 36 00
2 x 8 Rgh. and 3 x 8 36 00
2 x 9 Rgh. and 3 x 9 47 00
2 x 10 Rgh. and 3 x 10 47 00
2 x 12 Rgh. and 3 x 12 47 00

Timber at corresponding prices:
Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6 31 00
Merch. Spruce boards, 7 and up 36 00
Refuse boards, plank deals 25 00

Oldest and Best

HOE



Chisel Tooth Saws

Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

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America's Oldest Saw Manufacturers

Immediate Delivery, Montreal Stock

Motors, 3 Phase, 60 Cycle

2 H. P. 550 V. 1700 R. P. M. 1	75 H. P. 2200 V. 850 R. P. M. 1
10 H. P. 550 V. 1200 R. P. M. 9	125 H. P. 550 V. 690 R. P. M. 1
15 H. P. 550 V. 1200 R. P. M. 2	150 H. P. 550 V. 600 R. P. M. 1
30 H. P. 550 V. 900 R. P. M. 2	200 H. P. 2200 V. 514 R. P. M. 2
40 H. P. 550 V. 1200 R. P. M. 1	400 H. P. 2200 V. 160 R. P. M. 1
50 H. P. 550 V. 900 R. P. M. 2	

Transformers, Pole Type, 2200 - $\frac{220}{110}$ Volts

$\frac{3}{4}$ K. W. 11	$2\frac{1}{4}$ K. W. 19
1 K. W. 15	3 K. W. 12
$1\frac{1}{2}$ K. W. 26	$3\frac{3}{4}$ K. W. 6
2 K. W. 24	5 K. W. 55

Our stock changes constantly, if not listed above please enquire anyway.

Dominion Iron & Wrecking Co., Limited

General Offices: Transportation Building, Montreal

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	154 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	142 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine common, 1½ to 2 in.	100 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	139 00
1 in. shaly clear	74 00
1½ to 2 in. shaly clear	78 00
1 in. No. 2 dressing	64 00
1½ to 2 in. No. 2 dressing	70 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1½ to 2 in.	90 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1½ to 2 in.	80 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	65 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	62 00	1 x 2	40 00
No. 3, 1 x 12	62 00	1 x 3	40 00
No. 3, 1 x 10	60 00	1½ in. spruce lath	4 50
No. 3, 1 x 8	59 00	1½ in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00		
1 x 10 in.	50 00	New Brunswick Cedar Shingles	
No. 1 1 x 4 to 7 in.	55 00	Extras	5 25
No. 1 1 x 8 & 9 in.	56 00	Clears	4 75
No. 1 1 x 10 in.	57 00	Second Clears	4 25
No. 2 1 x 4 & 5 in.	38 00	Clear Whites	3 75
No. 2 1 x 6 & 7 in.	45 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 10 in.	48 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
No. 2 1 x 12 in.	52 00	Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
Spruce, 12 in. dimension	58 00	Red Cedar Perfections, 5 butts to 2½	6 07
Spruce, 10 in. dimension	56 00	Washington 16-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00		
2 x 12 in., random lengths,	48 00		

75,000 Feet

A Specialty—Not a Side Line

BAND RESAWS

South Bellingham, Wash.,

Oct. 6, 1917.

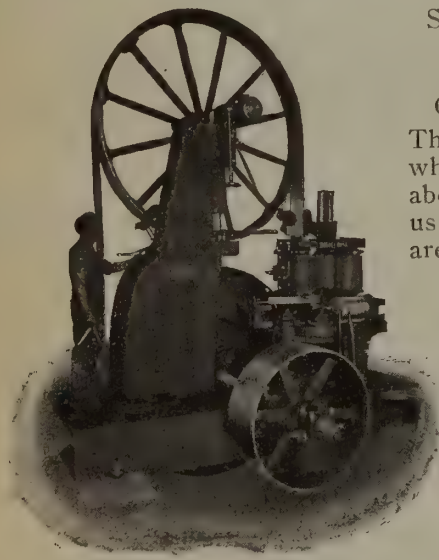
Gentlemen:

The Seven Foot Resaw which we purchased of you about a year ago is giving us entire satisfaction. We are getting through this resaw on an average of 75,000 feet of well-manufactured Fir lumber each day. It does its work with such ease that we believe it to be the best Band Resaw on the market.

Yours very truly,

Puget Sound Sawmills
& Shingle Co.

Wm. B. Mershon & Company
Saginaw, Michigan



Saginaw Seven-Foot Band Resaw



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Bond Hangers

Eliminate
Hot Bearings

Ring Oiling

Are you considering the purchase of Hangers for your new factory?

Perhaps you do not realize the necessity of buying hangers that will eliminate hot bearings, or the trouble they will cause in a hanger? If a bearing happens to become hot in a hanger holding six or more machines, and they all stand idle while the shop mechanic fools around trying to fix it, you'd soon realize what inefficiency and expense this is.

The Ring-oiling device on Bond Hangers supplies a constant flow of lubricant on the full surface of the shaft and bearings, which keeps them cool when running at high speed.

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LIMITED

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Operate Perfectly on Cheap Fuel Oils

No carburetor, batteries or magneto.

No preheating, blow torch or hot surface.

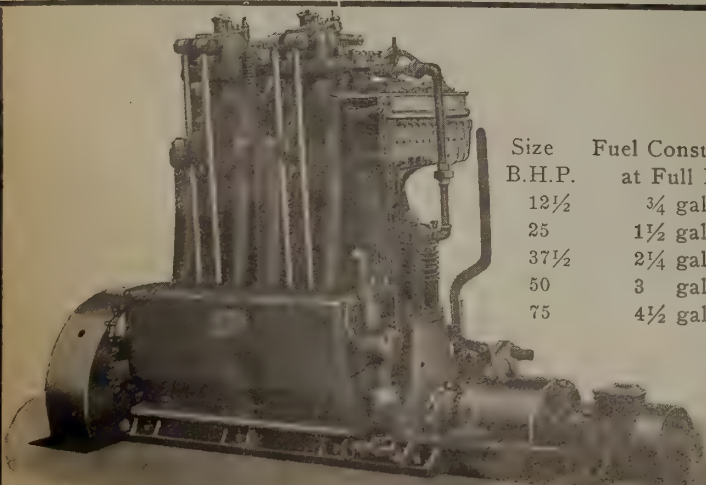
Simple, economical, sturdy. This engine can be run indefinitely at slow speed and then immediately speeded up to maximum power. Just the type needed for continuous towing, rafting and general manouvering. Starts instantly.

Representatives in Eastern Canada:

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BURNOIL ENGINE CO., 1104 High St.,
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Size	Fuel Consumed
B.H.P.	at Full Load
12½	¾ gals. oil
25	1½ gals. oil
37½	2¼ gals. oil
50	3 gals. oil
75	4½ gals. oil



Beardmore Extra Quality Waterproof Cement Leather Belting



*For the Wet
Place*

Tell us your belting troubles
and we can help you.

The General Supply Company of Canada, Limited

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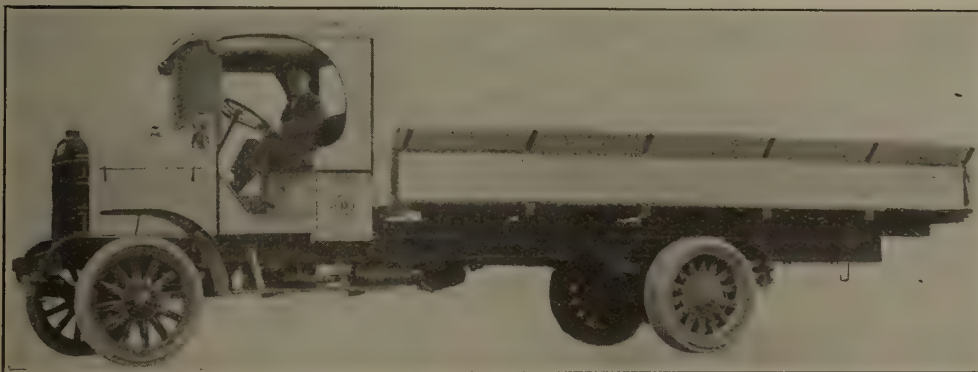
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Large stocks available for immediate shipment

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Worm Drive Truck Delivers the Goods



This is particularly true of its service to lumbermen. Its sound construction, and holding capacity render it the most suitable truck for heavy lumber work.

Another important feature of the GIANT Truck is that the cost of upkeep is down to a minimum, because it can be run on cheap fuel.

You will do well to consider the GIANT for your deliveries.

Let us demonstrate its value to you.

USE KEROSENE

The DUNTLEY Hydro-Pneumatic Gas Generator is an exclusive feature of GIANT

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Foss Lumber Company
Heeney, Percy E.
Knox Brothers.
Long Lumber Company.
Mason, Gordon & Co.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Co.
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Green Company, G. Walter
Haight, W. L.
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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
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Can. Mathews Gravity Carrier Co.

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Can. Bond Hanger and Coupling Co.

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Bartram & Ball.
Bennett Lumber Company.
Blakeslee, Perrin & Darling
Cameron & Co.
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Dunfield & Company
Edwards & Co., W. C.
Fassett Lumber Company.
Fraser Limited.
Gillespie, James.
Gloucester Lumber Company
Heeney, Percy E.
Knox Brothers.
Lauder, Spears & Howland.
Long Lumber Company.
McLennan Lumber Company.
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Nicholson & Co., E. M.
Pedwell Hardwood Lumber Co.
Spencer Limited, C. A.
Stearns Salt and Lumber Company.
Summers, James R.
Taylor Lumber Company, S. K.
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HANGERS (Shaft)

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Bartram & Ball.
Bourgouin, H.
Canadian General Lumber Company
Cane & Co., Jas. G.
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Company, W. C.
Foss Lumber Company
Hart & McDonagh.
Long Lumber Company.
Mason, Gordon & Co.
Spencer Limited, C. A.
Terry & Gordon.
The Long Lumber Company.

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Union Stock Yards.

HOSE

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General Supply Co. of Canada, Ltd.
Goodyear Tire & Rubber Co.
Gutta Percha and Rubber Company.

INDUSTRIAL CARS

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Mason, Gordon & Co.
Renfrew Planing Mills.
Terry & Gordon.

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Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

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Canadian General Lumber Company
Cane & Co., Jas. G.
Cardinal & Page
Dupuis Limited, J. P.
Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Gloucester Lumber Company
Harris Tie & Timber Company, Ltd.
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McLennan Lumber Company.
New Ontario Colonization Company.
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
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Victoria Harbor Lumber Company.

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Green Company, C. Walter.

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Jenckes Machine Company, Ltd.
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Montreal Locomotive Works.

LATH TWINE

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Williams Machinery Co., A. R., Van-
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Continued on Page 64)

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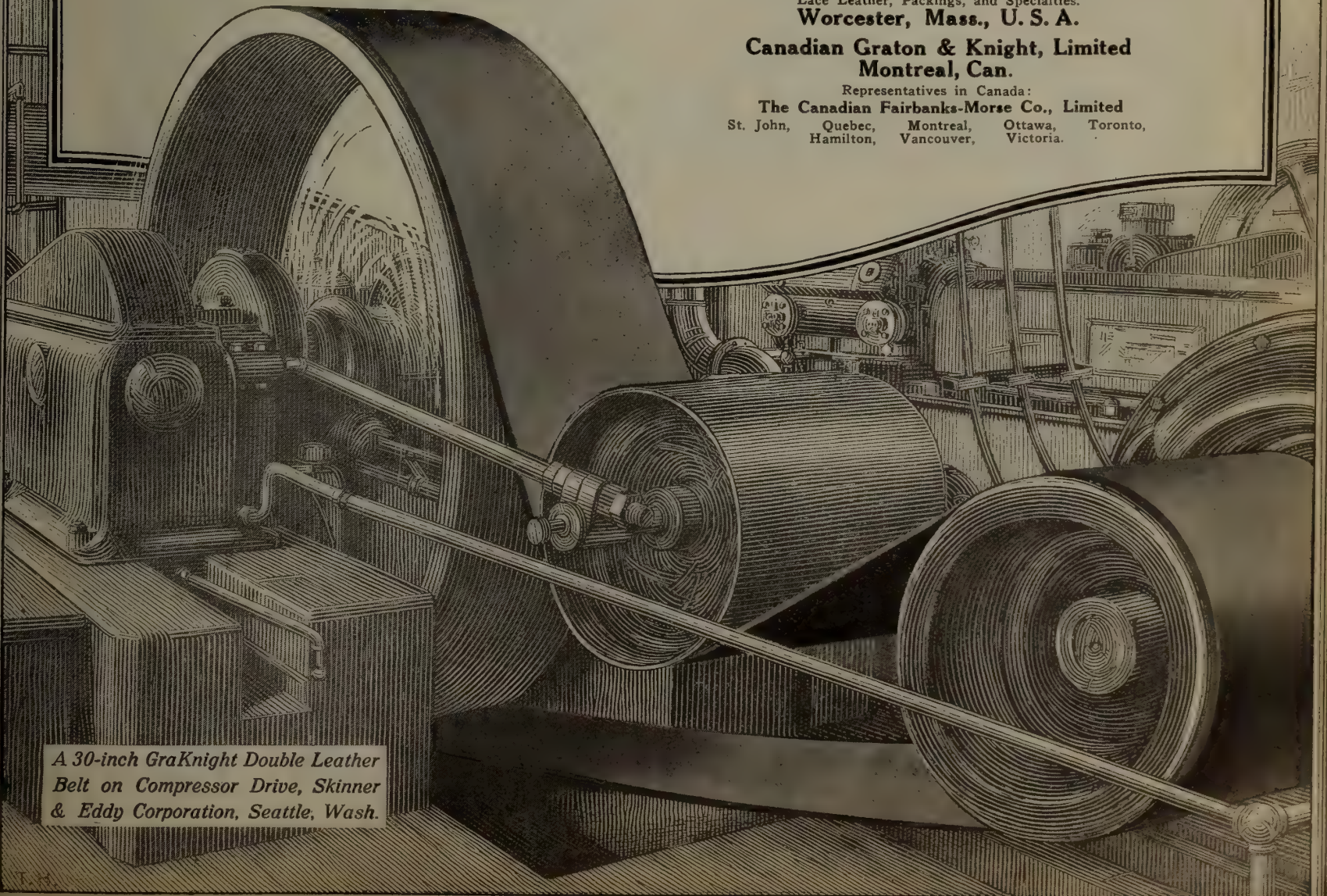
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Marsh Engineering Works, Limited**LOG HAULER**Green Company, G. Walter
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Marsh Engineering Works, Limited
Waterous Engine Works Company.**LUMBER TRUCKS**

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Davison Lumber & Mfg. Co.
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Dudley, Arthur N.
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Edwards & Co., W. C.
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Gillies Brothers Limited.
Gloucester Lumber Company
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Hamilton Company, William
Jenckes Machine Company, Ltd.**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**General Supply Co. of Canada, Ltd.
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Waterous Engine Works Company**RAILS**Freedman, Wm.
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Dunlop Tire & Rubber Goods Co.
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Gutta Percha & Rubber Company**SASH**Genoa Bay Lumber Company
Renfrew Planing Mills.**SAWS**Atkins & Company, E. C.
Disston & Sons, Henry
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Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
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Firstbrook Bros.
General Supply Co. of Canada, Ltd.
Haight, W. L.
Hamilton Company, William
Huther Bros. Saw Mfg. Company
Jeffrey Manufacturing Company
Long Manufacturing Company, E.
Parry Sound Lumber Company
Payette Company, P.
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Waterous Engine Works Company
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(Continued on Page 66)

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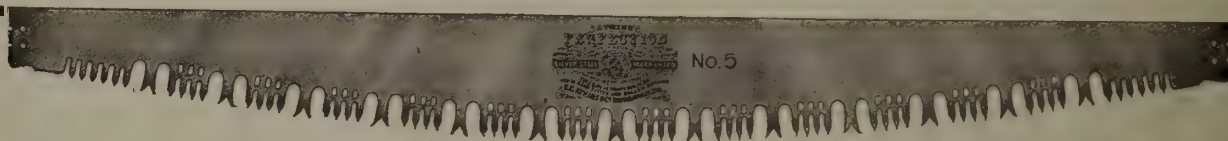
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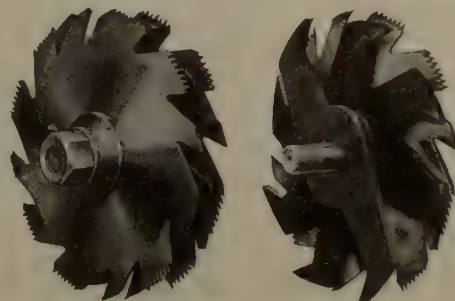
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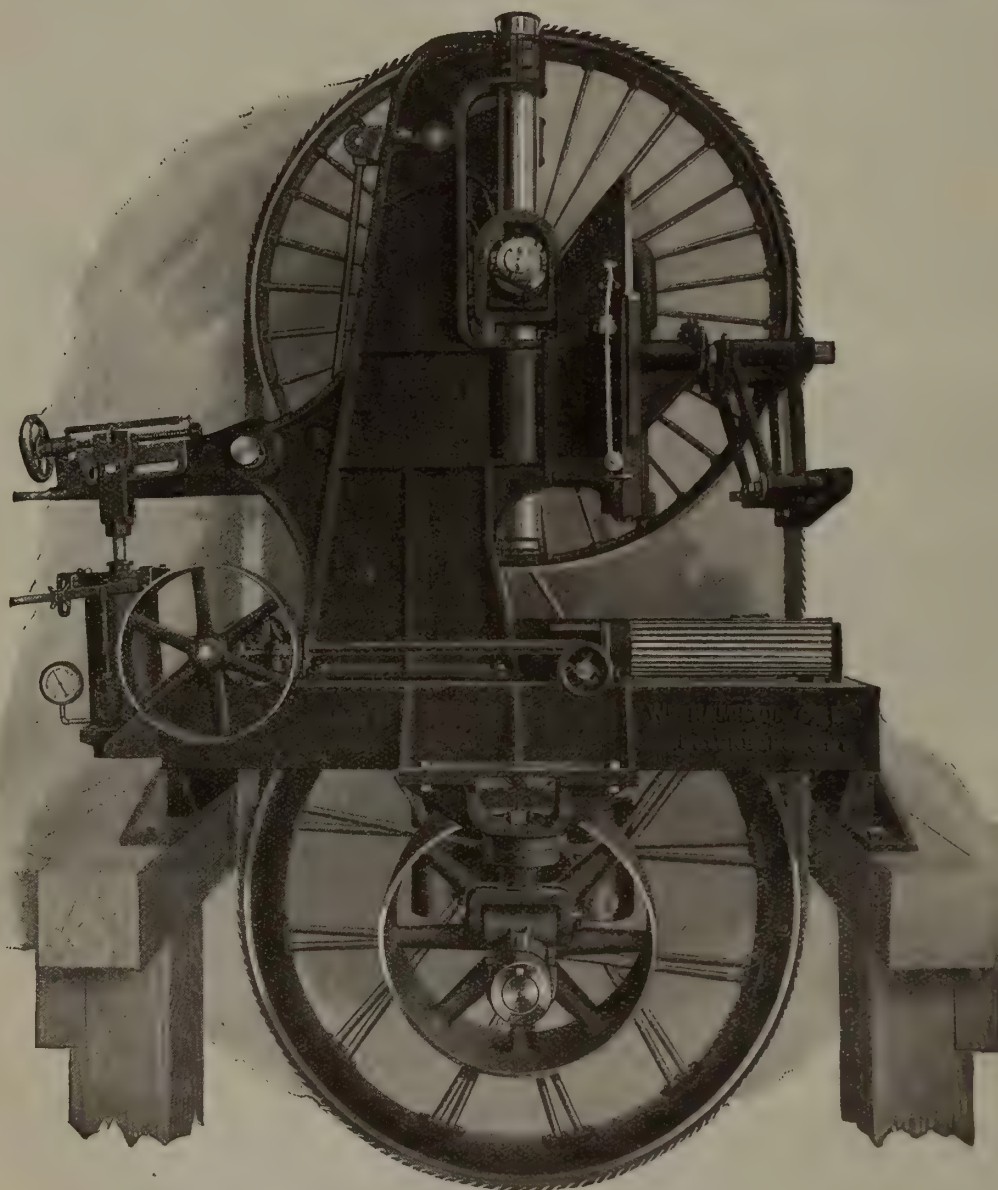
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"Hamilton" Steam Tension Band Mill

(Single or Double Cutting)



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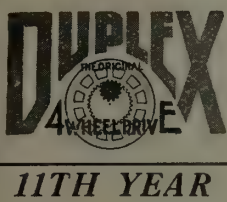
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Because it is powerful and economical, the Duplex 4-Wheel drive truck is being adopted universally to transport logs, lumber and building materials.

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If your haulage conditions are unusual—

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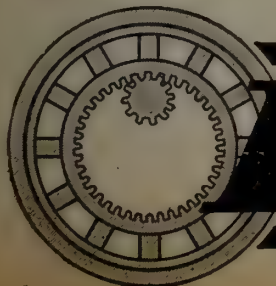
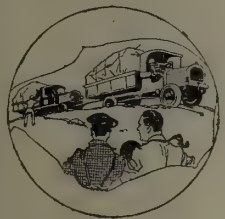
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Our Direct Acting Feeds are built in any desired size



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The cylinders are made in 6 ft. sections, and are bored to exact diameter. The flanges on cylinders are faced perfectly true, and finished to templates, so that each section is interchangeable. The flanges are also turned on the outside, which is a great convenience for levelling or lining the feed when placing same in mill.

The front-cylinder head is our improved pattern.

The piston rod is made from double thickness, seamless steel tubing, of extra large diameter.

Our Illustrated Catalogue contains full details. A copy will be sent you on request.

The E. Long Manufacturing Co., Ltd.
ORILLIA **CANADA**

Robt. Hamilton & Co., Vancouver
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The A. R. Williams Machinery Co., Ltd.
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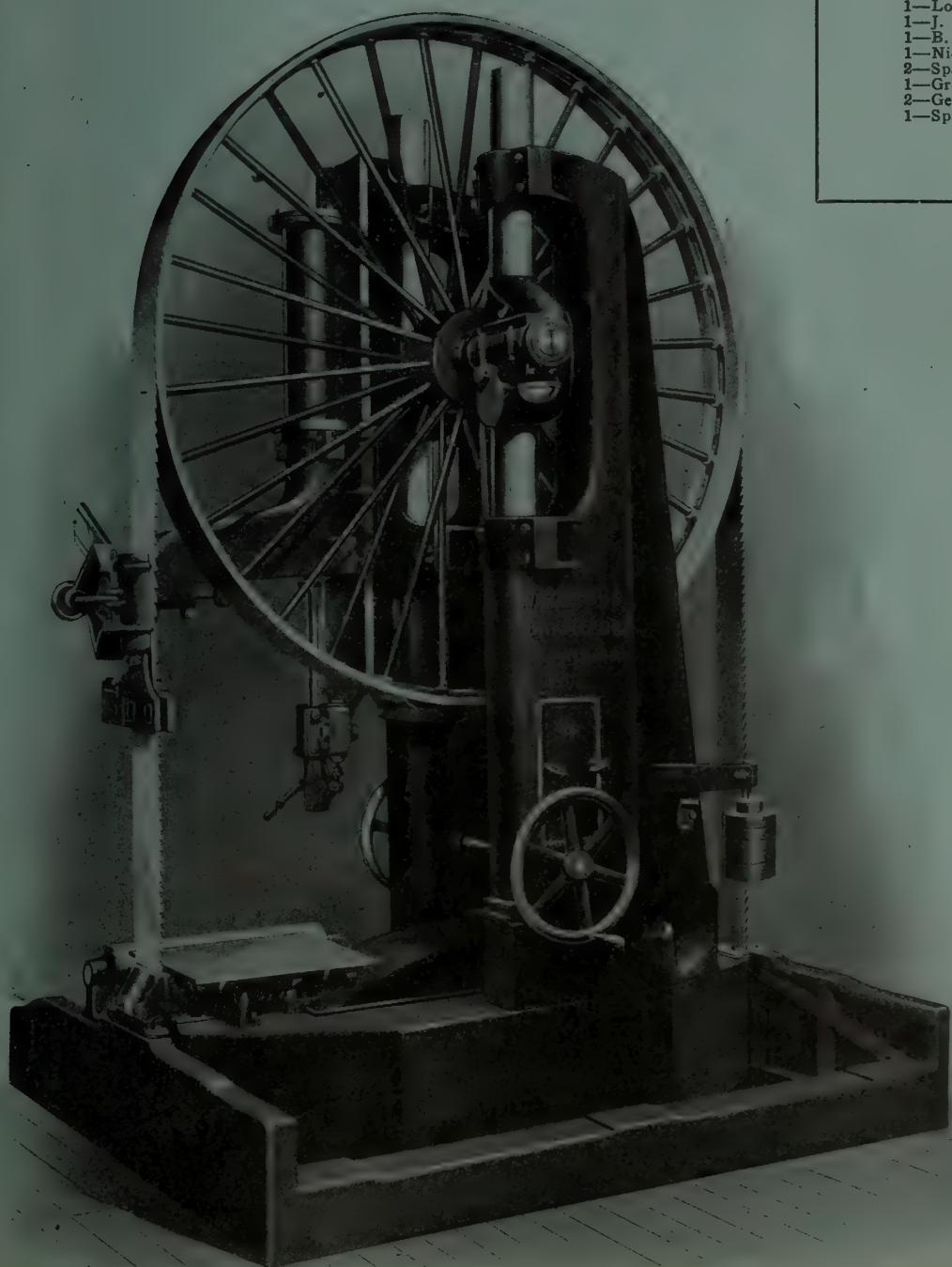
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"NEW MODEL"

BAND MILLS

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Built in 7, 8, 9 and 10 ft. sizes, there's a Waterous Bandmill for every kind of work.

The spring-cushioned, all knife edged tension device is the most sensitive in use.

Upper and lower guides swing about the exact centre of the saw blade.

The Upper Guide is raised and lowered by steam, and easy, accurate and swift adjustment unequalled by any other.

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Massive design of the bed and columns precludes vibration during cutting. This mill is absolutely steady doing the heaviest work.

Every part of the mill is designed to make millwrighting easy. Adjustments and inspections can be made without difficulty.

Waterous Bandmills are designed and built in a plant that has specialized in the manufacture of Canadian sawmill machinery for more than fifty years. It counts.

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Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

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Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

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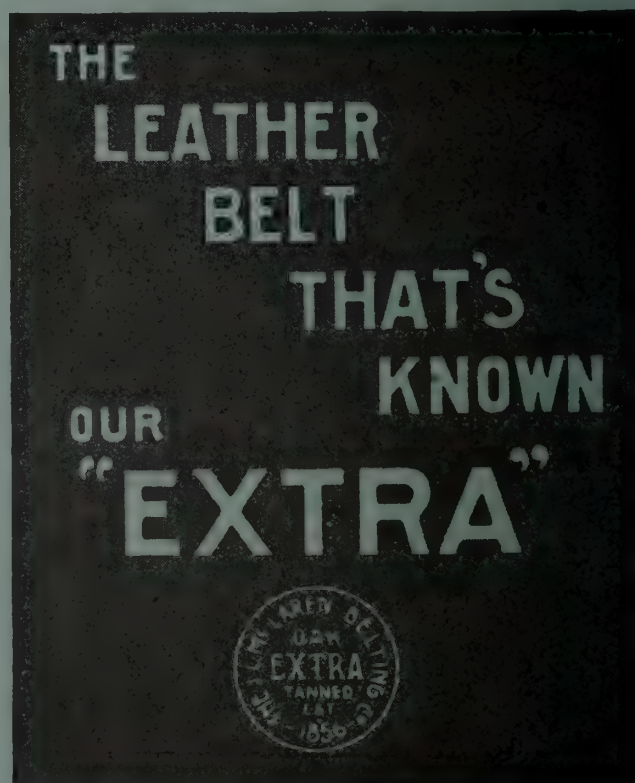


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Will move a bag containing 60,000 logs, in calm weather, 30,000 in a head wind.

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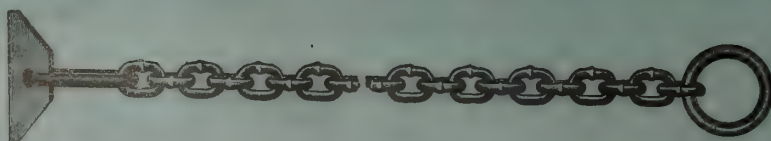


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It's Quality that counts in Clothes for Lumbermen

Warm waterproof clothing will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

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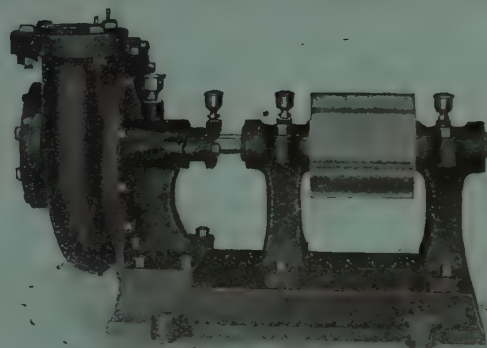
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The best belt for sawmills.

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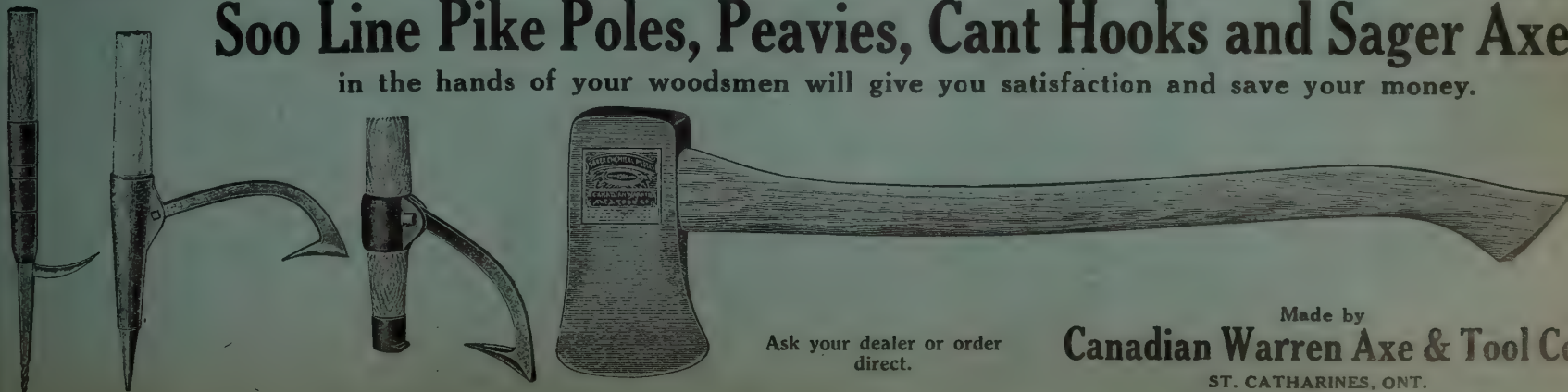
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in the hands of your woodsmen will give you satisfaction and save your money.



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I S your equipment capable of taking care of your share of the coming exceptional demand for lumber, both rough and manufactured? If not, **get ready**. Don't be caught unprepared. Take heed of the lessons taught us by the war.

We can help you bring your plant to 100 per cent. efficiency.

Here are a few machines which will fill in some of your weak spots—necessary tools; good buys—all up to the minute.

- 54" American Ball Bearing Resaw, 7" blades.
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These are just a few machines selected from our present stock. We have a great many others.

Look them over, pick out those you require and **Buy Now**—You will need them soon.

For full particulars write or telegraph—now—to

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"Everything in Woodworking and Metal Working Machinery"

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may have a Merry Christmas
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Specialists in British Columbia Stock

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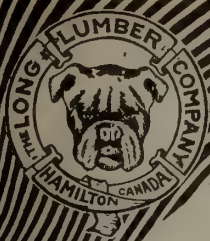
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A Well Equipped Mill for Special Millwork Orders

The Largest Assorted Stock In Eastern Canada
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We have a good assorted stock of

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We can make up assorted cars for immediate shipment from our yard in Hamilton.

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It will be worth your while.*

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View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
**B. C. Fir, Cedar and
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Representative---C. J. BROOKS

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QUALITY



SERVICE

We wish to thank you for your valued patronage during the past year.

We join in wishing you and yours

A VERY HAPPY XMAS

AND

PROSPEROUS NEW YEAR.

TERRY & GORDON

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A Well-Equipped Lumber Plant

Running continuously the year round

The most up-to-date machinery together with an unlimited supply of first grade logs enables us to supply the kind of lumber you want. Having the benefit of excellent railroading facilities, we can offer you the best service.



A Skidway on Fassett Lumber Company's Limits

Specialising in

Hemlock, Spruce and Hardwood Timber

we shall be glad to quote our keenest prices. Write, stating quantities, etc.

Fassett Lumber Company, Limited

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ARE YOU PREPARING FOR PEACE TIME BUSINESS?

OR are you going to wait and see how things are going. Hustle a little harder now and doubtless you will have all the business you can handle by Spring.

YOU have every reason to feel confident of the future. Houses are scarce everywhere. The shortage must be made good.

INDIVIDUAL effort is necessary to the continuance of prosperity. Dont wait to see what your neighbor is going to do, get busy yourself.

For ourselves we are working along the lines that Nineteen Hundred Nineteen is going to be one of our best years. We are making arrangements to handle more lumber than ever.



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DRY STOCK

1 x 7 12/16 Good White Pine
6/4 x 7/up 12/16 Good White Pine
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1 to 3 in. Mill Run Norway.
1 to 2 in. Stained Outs C. and C. Face.
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Write for prices.

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Lumber - Lath - Shingles
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KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
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Dry White Pine Uppers and Factory Plank
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Also BOX and CRATING STOCK
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Saw Mills, Planing Mills and Box Factories at
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STEARNS SELECTED Lumber and Timber

Hardwood, Hemlock
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We have a complete assort-
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Your enquiries will have
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1 in., 1¼ in., 1½ in., 2 in., and 3 in.,
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*All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash
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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
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**BIRCH
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BRITISH COLUMBIA SPRUCE

In All Sizes and Grades

We are Specialists in this Line—Write us.

R. P. Shannon Lumber Company

408 Pacific Building

VANCOUVER, B. C.

To The Trade:

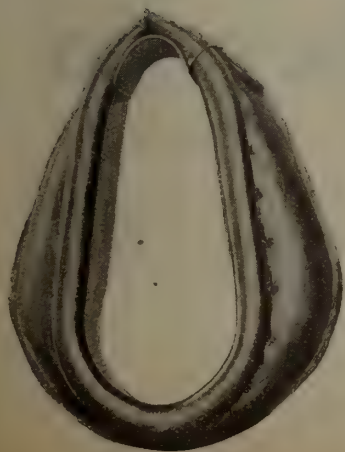
We are about to commence sawing about two Million feet of Spruce and Pine logs, in our Winter Mill at Petit Rocher. We invite you to get in touch with us immediately if you are requiring any stock for early spring or summer trade, Please state thickness you would require stock sawn, and how graded and piled, when writing.

Only Reliable Parties with Good References Need Inquire

Gloucester Lumber and Trading Company

Head Office:- BATHURST, N.B.

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Nothing like leather, when it's well put together

We are the manufacturers that put it together right—and our prices are right

HARNESS

of all kinds made the way
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Tailor
Made **COLLARS**

that outwear other
makes

WATERPROOF MOCCASINS and SHOEPACKS

Send for samples or have our traveller call

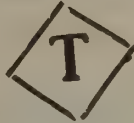
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ANYTHING IN LEATHER OR HARDWARE



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Specialties:

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Office and Mills: Prince Rupert, B.C.

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New **RAILS** Relaying
12 to 80 pounds per yard.

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Jno. J. Gartshore
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PILING and ROUND TIMBERS

Any length and size cut to order.

We are operating in the woods summer
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Write to

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River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

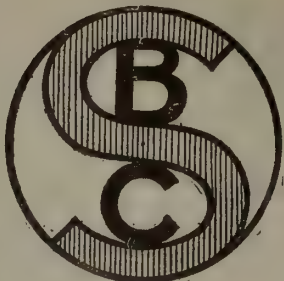
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TRADE MARK



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AN OPEN LETTER TO RETAILERS

Re Trademarked

BRITISH COLUMBIA RED CEDAR SHINGLES

Mr. Retailer

For six months the Shingle Agency of B. C. has been carrying on an energetic advertising campaign, calling the attention of the public in both Eastern and Western Canada to the superiority of British Columbia Red Cedar Shingles.

Our campaign has been even more successful than we hoped. Today our office is being overwhelmed with requests for literature—enquiries as to where the writer could get our trademarked shingles, etc.

We've found that the people want to know about the famous British Columbia Red Cedar Shingles—want to use them—want to know where to get them.

We don't deal direct. We reach the consumer through you. We want your co-operation in turning the demand resulting from our campaign into actual sales.

We're planning a greatly extended campaign for 1919. We want you to co-operate with us.

GET ON OUR BAND WAGON—SHARE IN THE BENEFITS OF OUR CAMPAIGN

If you're handling our trademarked shingles, list your name with our office so we can refer enquiries from your section to you.

If you're not carrying them, write for particulars of our campaign. We'll prove to you that we not only turn out the best roofing product on the market, but also that we're putting our cards right on the table before the public and are winning out.

Ask us for our attractive office display cards—dealers' booklets, etc.—literature that will help your business.

We've broken the ice. Give us your hearty co-operation and we can together put British Columbia Red Cedar Shingles where they ought to be on the Canadian market.

Issued by the Publicity Section.

Shingle Agency of British Columbia
Standard Bank Building, Vancouver

C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Stock now in pile, dry:-

1 x 4 to 12 in. Mill Run White Pine.
5/4 x 4 to 12 in. Mill Run White Pine.
8/4 x 4 to 12 in. Mill Run White Pine.
2 x 4 to 10 in. Hemlock.
2 x 4 to 12 in. Norway.
1 x 4 to 8 in. Norway.
1 and 2 in. Mill Run Spruce.

Write for Quantities and Prices

REMEMBER OUR MILLING FACILITIES

SAVE FREIGHT



Mill Yard.

Spruce, Tamarac, Whitewood and Poplar Lumber

SPRUCE AND WHITEWOOD LATH

Planing Mill in connection with Saw Mill

ROSSED SPRUCE PULPWOOD

Full supply of Seasoned Lumber always on hand.

RICH CLAY LOAM LANDS FOR SALE—Townships of Haggart and Kendry. District of Temiskaming. Excellent opportunities for the settler. Write for particulars.

New Ontario Colonization Company, Limited

Sales Office, BUFFALO, N.Y.

Mills:—Jacksonboro, Ont. Located on Transcontinental R.R., 32 miles west of Cochrane.

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Phone Main 948

Exchange Lumber Co., Reg.

Special
Sawing
for
U.S. Trade

WHOLESALE LUMBER

Spruce
Deals
for
Export

180 St. James Street

MONTREAL

We are able through our many years of practical experience to offer you the best of Service and Satisfaction. We solicit your enquiries for all grades of lumber.

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W. K. GRAFFTEY, Managing-Director

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Wholesalers and Exporters of
FOREST PRODUCTS
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Specialties:—

Spruce and Red Pine

Lake Lumber Co. Ltd.

Manufacturers of

Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office and Mills:

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Sawed Hemlock
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White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Midland Stock

White Pine

**Complete line every grade
in 4/4 and 8/4**

also large stocks of

**No. 1 and No. 2 Cull Stocks
and Sidings**

*Rush your enquiries
before the winter
car shortage arrives*

also SPRUCE
Complete range

**C. G. Anderson Lumber
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1—Waterous log loader, 8 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
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We have a large stock of double and triple leather belting in widths from 10 in. to 48 in.

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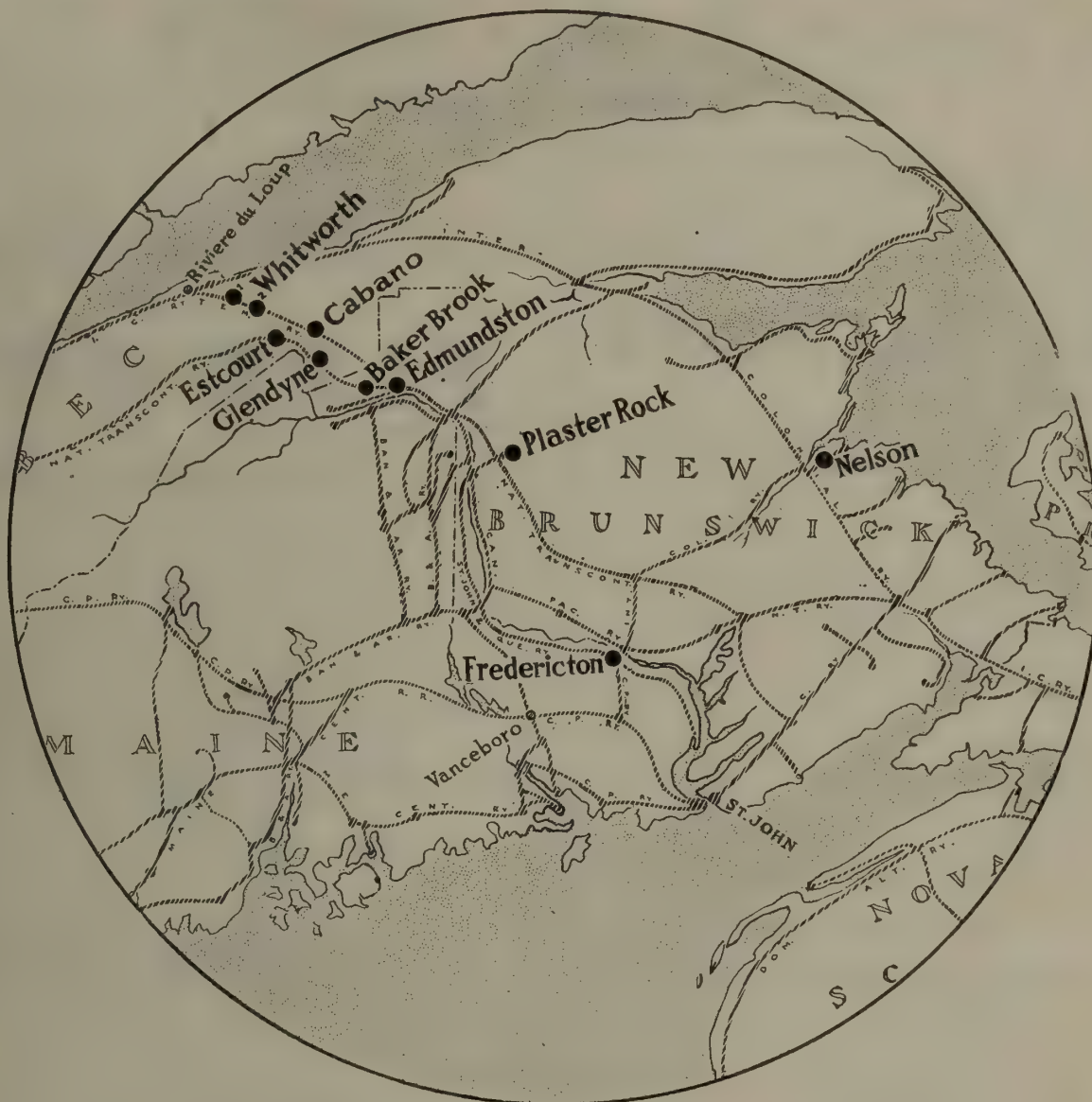
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Write for quotations on any or all of this equipment.

- 1 right hand Allis Band Mill, single cut, 9 ft. wheels, Waterous Co.
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 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 Steam Kicker, with shaft and arms.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
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 - 1 Ewart's Detachable Chain.
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Study the summary of grades listed below. Study your customers' requirements then order accordingly.

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No sap, no defects, 100 per cent. edge grain, a perfect shingle in every respect.

"Rite-Grade Inspected" Perfects 16"-5/2

No sap, no defects, 100 per cent. edge grain; a perfect shingle in every respect.

"Rite-Grade Inspected" Perfects 16"-6/2

No sap, no defects, 100 per cent. edge grain; a perfect shingle in every respect. (For siding purposes).

"Rite-Grade Inspected" Extra Clears 16"-5/2

A wholly serviceable shingle but permitting a very limited amount of defects and flat grain.

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"Rite-Grade Inspected" Extra Star-A-Stars 16"-6/2

A shingle for semi-permanent construction, permitting of certain defects in a limited quantity.

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A shingle made under Extra Star-A-Star specifications but under Extra Clear thickness.

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A 100 per cent. clear shingle made in both 5/2 and 6/2 thicknesses and in 4 in. and 5 in. widths.

What this trade mark means.



The Association's "Rite-Grade Inspected" trade mark appears on shingles only when they have been found by Association inspectors to fully comply with specifications of grade under which manufactured. It is a symbol of integrity of manufacture and certification of grade appearing on shingles in addition to mills' private brand.

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Shingle Branch

**West Coast Lumbermen's
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Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Toronto, December 15, 1918

No 24

The Outlook for Lumber Industry is Most Encouraging

With the passing of each week the prospects in regard to both the domestic and foreign demand for lumber grow brighter, while the tone of market conditions is becoming firmer. The expression of confidence is heard on all sides and to use a colloquial term, "things look good."

In order to gain first-hand information relating to producing possibilities, the perspective for the coming season and the general trade outlook, the "Canada Lumberman" has secured interviews with a number of representative firms in various parts of the Dominion which are published on another page in this issue. It will be noticed that there is remarkable unanimity on several points, among them being that lumber cannot come down in price, that woods operations are considerably higher than last year and that any release in labor has come too late to alter materially the situation in regard to next year's output. Some firms intimate that there is more evidence of an advance than there is any probability of a decrease. There may not be any sudden boom or over-night change of conditions to abnormal prosperity, but judging from the way various contributing factors are shaping up, there is every indication that 1919 will be a banner year in the lumber manufacturing business. The industry, as a whole, is unanimous that the Government should take every step possible to encourage building and other works of reconstruction and facilitate exports. The necessary labor will be available by reason of the demobilization of troops and while it is not desirable that the Federal authorities should inaugurate indiscriminate expenditure in order to use materials and provide employment, there is much in the way of public works and uncompleted contracts that can be carried out to the advantage of the different communities and the strengthening and establishing of industrial conditions.

There is a general feeling in the trade that Canadian lumbermen should be represented overseas at the present moment the same

as other industries are. The difficulty, however, is to obtain men of weight and influence who will be appointed by reason of their knowledge, skill and wide experience, and not on the basis of political pull or party service. Foreign representatives should be paid liberal salaries in fact, the highest figure that they could command in any sphere of activity. Their special business would be to get in touch with purchasing commissions, government bureaus and large importers who are responsible for reconstruction work, and be able to interpret in Canadian terms trade requirements so far as sizes, grades and stocks are concerned, in order that the Dominion may reap the full benefit of her lumber resources.

So far as manufacturers generally can discern there is nothing to warrant prices falling in the near future. Possibly one of the strongest statements uttered is that of the Ontario concern which succinctly sums up the situation by stating that the immediate domestic demand for lumber coupled with the great possibilities overseas will keep Canadian manufacturers busy taking care of their requirements, as the prospects in the woods this winter are not encouraging in the way of getting out fair sized quantities of logs. Labor is still scarce in many sections, wages high, and supplies more costly than ever, so that from the viewpoint of the producer, he would not be justified in logging at all if quotations for the finished product are not going to hold where they are, or advance on some lines. The opinion is expressed that demand and supply have already demonstrated that the present figures for all kinds of lumber will prevail, and that the most satisfactory year in forest products which the Canadian timber trade has experienced during the past decade is approaching.

Meeting the Housing and Industrial Situation Effectively

Housing and industrial problems are coming to the front more than ever now that the process of restoring things to a normal order is well under way. All serious efforts should be regarded with a certain amount of respect, but in the multitude of schemes brought forward, there is some doubt as to whether any real progress can be made in respect to the erection of dwellings on a general basic plan. The peculiar conditions and special needs of each community must be considered locally as the class of dwellings that may suit one town will possibly not meet the requirements of another. Just as municipalities differ in educational, social and religious facilities, there always be a wide divergence of what constitutes the ideal home for the working man, how many rooms it should contain, the material that should be used in its construction, the cost, the method of payment, the probable return on the money, how far the municipality or employers should go in satisfying the crying need for more dwellings, etc.

It is said that at the next session of the Ontario Legislature some progressive measures will be introduced, as money will be loaned town and cities on more favorable conditions than was at first proposed. The Ontario Legislature some time ago decided to advance \$2,000,000 to the municipalities to encourage home building, but since then the Dominion Government has agreed to loan the provinces of Canada \$25,000,000 with the object of assisting in the work of providing better housing conditions for the industrial population in the large centres. It is anticipated that Ontario's proportion will be sufficient to meet the requirements of all municipalities in connection with the housing proposition. \$8,600,000 will probably be Ontario's share and of this possibly one-third will be spent on lumber or about \$2,500,000. It is probable that the average cost of a house will be \$2,500 and that the rate of interest charged will be 5 per cent. A leading official has pointed out that it may be very well to erect arches and platforms and strew bunting and flags in honor of the returned soldiers, but the greatest service that can be rendered the war veterans is to see that they are provided with comfortable homes, that can be rented at a reasonable figure or bought on easy terms of payment, and given steady congenial employment. The municipality that first solves and solves satisfactorily the housing problem so that its industrial army of workers live in surroundings that are restful and pleasant, instead of gnawing and irritating will be the one that will thrive during the days of peace and go on to greater and better things by

reason of the happiness, contentment and public spirit engendered in the community.

Some instructive features on Canada's obligations and responsibilities were recently given before the Canadian Men's Credit Association, by Sir John Willison.

He said that between 1,200,000 and 1,500,000 people out of a population of eight millions will be vitally affected by the cessation of hostilities. Instead of \$336,000,000, the public debt of the country is now between \$1,200,000,000 and \$1,500,000,000. The greatest yearly revenue before the war was \$173,000,000, whereas for the future there will have to be raised between \$300,000,000 and \$350,000,000. If the railways are taken over within the next eight or ten years, between \$300,000,000 and \$400,000,000 will have to be raised, instead of the former \$173,000,000. In 1914 the total value of exports of Canadian manufactures was \$57,000,000, whereas the increase during the war was over 1,000 per cent. "If the country can be carried through the next six months it is my conviction that we will enter on a long period of prosperity," declared the speaker. "Precedents may have to be discarded for the moment. The time demands initiative, courage and energy and the co-operation of all interests to insure satisfactory peace conditions."

While a great responsibility rested on the Federal Government, Sir John believed it would prove equal to it. If the exports of Canada can be maintained at between \$400,000,000 and \$500,000,000 a natural development can be established between the industries and agriculture. There have been satisfactory conditions in Canada during the war because the industries have been active and prosperous. If that had not been the condition there would have been industrial stagnation and unsatisfactory agricultural conditions.

Protecting Lumber Stocks to the Limit of Their Value

While "Fire Observance Day" was from every standpoint well observed in the province of Ontario, it should point to higher things and wider efforts than the mere elimination of the causes of the conflagrations that come so frequently to sawmills, woodworking plants, and retail lumber yards. Considering the exalted values of lumber to-day how many retail lumbermen carry insurance at all commensurate with the money invested in their stocks? The great trouble in this life is most of us are apt to imagine that we are immune from any disaster, plague or accident if we take reasonable and proper physical precautions. True, these all help, but no one person is entirely free from the afflictions and dangers which visit those around us. The minute an individual gets the idea that, while this and that may come to others, he will, by some miracle or his usual good luck or foresight, escape, he is wandering in a fool's paradise. Such a human being is on a par with the conceited, egotistical chap who imagines that he is indispensable to an institution, that the boss cannot get along without the aid of his ability and knowledge, and that if he suddenly departed from his particular sphere of activity, the business structure with which he is identified, would soon go on the financial rocks.

It is a menace to a man's progress when thoughts surge through his brain that he is very unlike other individuals or immeasurably cleverer than they are; that he can discern danger afar off and round the corner in time of peril or seek shelter before the oncoming storm. When many in every community are contracting disease and suffering losses through fires, burglaries, over-buying, loose credits, inefficient management or other things which wreck physical and material structures, it is idle for certain bipeds, sometimes masquerading as men, to walk across the stage of action and, by their bearing and attitude proclaim, "Oh well, what can you expect from such a man," "He might know that it was coming," "I could see it heading his way long ago, but with me it is different," etc.

All of which leads up again to the subject of fire insurance. Like lightning, fires strike often where least expected. It is generally recognized that the small retail lumber yards are not carrying sufficient insurance on their stocks of lumber. Co-operation can be applied to

insurance as well as to every other well-directed line of business. By co-operation wasteful competition and a feeling of distrust are eliminated. But it has always been difficult to convince the average insurer that, in order to reduce the cost of insurance, there should be greater co-operation between the companies and the insured. The figures which have been presented from time to time of the amount of loss in Canada from fires are literally staggering, and need not be repeated here. The conditions which contribute to this unhappy state of affairs must be improved and there can be no reduction in the cost of insurance until matters are radically remedied. It must be remembered that the insurance companies do not pay the loss but collect a tax from the insured in the way of premiums and distribute it among those who have suffered losses. If the insured would or could prevent their losses automatically, the cost they are paying for protection would be proportionately much less.

Just as credit is the basis of business; so insurance is the backbone of credit, and this involves an obligation on everyone who makes use of credit. Speaking along this line before a recent gathering of lumbermen, a leading authority on insurance stated that if the manufacturer neglected his credit insurance the bank might suffer. If he was supposed to be carrying insurance to protect the wholesaler, the latter, in the event of a fire, might suffer owing to there not being sufficient insurance to go around. If the wholesaler suffered the bank might also be a loser, as the result of the former not being able to fulfil his financial obligations. Coming down again to the case of the retailer it was pointed out that there was a special obligation that retail lumber dealers should carry sufficient insurance to protect the wholesaler from whom their lumber was purchased. In some cases it might happen that their insurance was hypothecated to the bank as collateral security for certain advances which the bank had made to the retailer, but, in any event, there should be sufficient insurance protection to meet all the retailer's obligations.

There is a feature about most of the policies upon lumber which should be borne in mind. It requires the insurer to carry insurance up to the full value of the stock or to become a co-insurer. This, it was emphasized, is especially essential for the protection of the wholesaler. Of late years mercantile agencies have incorporated in their reports the amount of insurance carried and the number of fires a man has sustained, when it is possible for them to obtain this information. It is only by united, aggressive and co-operative effort that insurance rates, high as they are to-day, will ever be decreased. By education, care, study and proper safeguards the amazing losses may be reduced, but not until then will the tariffs come down. As to the various forms of insurance, they all have their respective merits, but probably the most satisfactory so far as lumbering activities are concerned are the mutual concerns, where all the profits of operation revert to the subscribers.

Forest Products Commanding Widest Attention Ever Known

The future of lumber is receiving wider attention to-day than ever before. In the reconstruction of Europe there will probably be more frame houses built within the next two years than there would be in a decade under normal conditions. It is too early yet to make any definite prediction, but as the days pass and new evidence accumulates on all sides, those who give close study to the situation believe that the lumber industry is on the eve of one of the greatest eras of expansion that has ever been experienced. The period of unusual commercial demand is likely to extend over a number of years rather than be of short duration. Every European nation will be calling for structural material to rebuild France and Belgium. This is not taking into consideration the consumption of lumber in the United Kingdom. One journal says, in referring to these countries and others, that billions of additional feet will be required to take care of European reconstruction—more than all the sawmills in all the world will be able to produce for years to come. While this is doubtless a trade hyperbole, it sounds well at any rate and is probably uttered in an after-the-war enthusiasm. As an index, however, of the revival of the

times there has been arranged for in New York City more than \$200,000,000 worth of building construction. Other places are following suit, Toronto among them. Woodworking plants in allied industries will be kept on the move and everything betokens a return to prosperity that will be substantial and universal, while it is believed that present prices on all lines of lumber will be maintained for, at least, another year. In fact, some lumbermen are predicting that on those woods used principally in house building—white pine and hemlock—there will be an increase of ten per cent. before spring. Even should this not take place there is apparently nothing to warrant values decreasing, not until there is some readjustment of wages, or the cost of living and other supplies has descended a great deal in the scale.

More Regulations Necessary to Prevent Fire Waste

There are three engrossing problems which business associations manufacturers organizations and contractors and others are dealing with particularly at the present time. The readjustment and reconstruction issues, housing plans and the loss by fire waste. In spite of the agitation for better regulations and the broad campaign of education that has been carried on there does not seem to be any perceptible decrease in the number of conflagrations. The Canadian Commission of Conservation recently issued a highly significant statement pointing out that the annual fire loss in Canada is a staggering one and that from 70 to 80 per cent. is due to fires in manufacturing plants and business establishments. During the first ten months of the present year there was an increase over the corresponding period of 1917 in spite of propaganda conducted under various auspices.

Pure downright carelessness thoughtlessness, selfishness negligence, the take-a-chance attitude and the don't-care spirit, seem to be largely contributory to a state of affairs which, in the last fifty years, has destroyed property in Canada to the value of \$450,000,000, while the cost of insurance has been approximately \$780,000,000. The waste is not decreasing as in 1914 the total fire loss in Canada was \$22,000,000; in 1915, \$25,000,000; 1916, \$24,000,000 and for the first ten months of the present year, \$28,750,000. Another outstanding feature is that 65 per cent. of the total fire waste occurred in five per cent. of the fires.

There must be greater co-ordination and co-operation on the part of Dominion, Provincial and Municipal authorities to bring about a better state of affairs and less of the spirit of shifting responsibilities from one Government to another.

Concerted action is imperative. It has been urged that building codes be standardized and various other progressive means taken to combat the greatest destructive agency on earth next to war itself. A stinging rebuke is handed out by the Commission of Conservation which should arouse some of the selfish and indifferent to action. It charges that through the negligence of owners and occupants of houses, the eight million people of Canada are being burdened with a loss of over \$28,000,000 in ten months and stand indicted before the rest of the world as a nation of careless spendthrifts. While seventy to eighty per cent. of Canada's annual fire loss is due to fires in manufacturing plants and business establishments as already pointed out, the time, thought and energy spent upon teaching fire prevention in public schools comes dangerously near being misdirected. Any education to be effective must be directed towards the real offenders

—the owners and occupants of property whose revenues are augmented by neglect of the principle of fire protection, and who, through the insurance channel silently capitalize their evasion.

A Business Courtesy That is Too Frequently Neglected

"Why don't you answer your letters?" asks an Eastern exchange of several of its readers to whom certain enquiries were sent recently; and only about fifteen per cent. of replies received. This induces the publication to come out straight from the shoulder and remark rather vigorously. "If someone asked you a perfectly proper and polite question and your hearing was good, yet you wilfully ignored or disdained the query, such an act would be interpreted as highly discourteous and inconsiderate, not to say rude or boorish." The editor points out that this is what happens in his ordinary business correspondence, and many general managers, vice-presidents, superintendents and others who would not think for one minute of ignoring any timely question, will, unless communications savour directly in the nature of an order, neglect attending to the same. To answer all letters promptly and politely does not require a great deal of time, and

particularly with the modern facilities which a manufacturer or merchant has at his disposal in the way of stenographers; dictaphones, typewriters, etc., yet such communications are overlooked, cast aside or completely forgotten through lack of prompt and systematic attention.

The subject of letter writing has been treated from every angle, and one can scarcely pick up a magazine wherein there is not offered special correspondence courses on how to get results from business enquiries the development of selling propositions by mail, the methods of securing new customers, etc. If some particular school will evolve a syllabus that will result in the ordinary business from answering trade and general information enquiries within a reasonable time and in an open and fair minded spirit where such mail matter does not partake of the nature of a new customer or of an order, yet is, at the same time, a perfectly

legitimate request for instructive purposes, such an institution will have conferred upon the industrial and mercantile community a blessing and a boon which should almost entitle it to state endowment, concludes the writer. He adds, "we want your ideas on doing business, cost accounting, deliveries, the help problem, modern methods, stock keeping system, service, turnover, time and labor-saving devices, expansion and changes in your firm, etc., yet in answer to perfectly proper enquiries along this line in order to make our medium more useful, helpful and practical to the trade, we receive only a small measure of encouragement and co-operation."

The journal in question caters to another line of trade than that of lumbering, but the foregoing remarks regarding the neglect or indifference in the matter of answering queries applies with more or less pointedness to every line of industry.

The wooden steamship War Selkirk has arrived in London, being the first of the wooden ships built on the Pacific Coast for the Imperial Munitions Board to complete her transatlantic voyage. The War Selkirk carried a cargo of lumber and other supplies for the British Government.

**Christmas
Greeting
with Peace &
Plenty for
the New Year**

How Canadian Lumbermen View Conditions

Many Practical Suggestions Presented on Stabilizing the Industry and Developing Domestic and Foreign Trade—Outlook on Production and Prices

Attention is now being directed as never before to the foreign and domestic business in the Canadian lumber industry. While the future cannot be foretold still the views of leading firms are always interesting, in that, so far as is humanly possible, they have gauged the situation and there is not on the horizon a menacing cloud. Lumber associations and executives of representative companies are doing more thinking at the present juncture along the lines of standardizing, stabilizing and expanding the industry than they have at any period during the past few years.

In order to present first hand information the "Canada Lumberman" has secured interviews with influential lumber organizations in many parts of the Dominion on a number of important points such as:

What steps, if any, should be taken by the Government to encourage building and other works of construction?

Should our lumber be manufactured into the more finished product to a greater extent than in the past? If so, how can this be brought about?

What would be the best methods of developing the export trade, having particularly in mind the vast quantity of timber that will be required for reconstruction in Europe?

What conditions prevail in the woods this season in respect to size of output as compared with last year, wages, labor, cost of supplies, etc?

Do you anticipate any material change in the price of lumber in the near future? If so what influence will bring it about?

The answers to the foregoing are in many cases condensed owing to the amount of ground the subject covers, but it will be noticed that a hopeful view and confident spirit prevails and the outlook for the Canadian lumber industry extending its operations abroad and building up a strong and increasing European trade are very bright. It is also felt that with the building boom which is about to set in early in the year, there will be a decided movement of stocks which are, on the whole, below normal.

Opinion prevails that values will be well maintained, owing to the high cost of getting out the timber. The release of labor for the woods did not come in time to affect materially wages this season, while all camp supplies and equipment were purchased on the basis of the war going on until spring at any rate. These and other factors, along with the limited supply on hand, the curtailed number of camps, the decreased cut of last season, etc., will, in the mind of most firms, prove a vital factor in strengthening values and keeping up the tone of the market.

How Producing Costs Have Ascended

The Davison Lumber and Manufacturing Co., Bridgewater, N. S., say that in their opinion "the federal government should foster building and other works of construction and encourage expansion, so that the raw materials of Canada can be manufactured into a finished state. This can best be done by the government assisting and encouraging capital to invest when the building time starts." Continuing, the firm add: "Lumber should be manufactured into a more finished product by all means, and modern, efficient plants built so that all raw material can be converted into a finished state. The best methods of catering to the expert trade are to meet the buyers' requirements and this can be done by a close study of the situation. With respect to woods conditions men are scarcer and labor conditions worse than in 1917-1918, while provisions are higher, and consequently the crop of logs cut this winter will be lighter and at a higher cost. Our opinion is that the cut will fall thirty per cent. under that of a year ago. The price of lumber must be advanced as the demand for it will be greater, production will be considerably under requirements, and labor costs and provisions at least thirty per cent. over last year. For instance, oats are advanced thirty per cent., hay about fifty per cent., while nearly every line of provisions that the lumbermen use in quantities are up anywhere from ten to twenty per cent."

Lumber Values Must Be Maintained

The Northern Ontario Colonization Co., whose lumber mills are at Jacksonboro, Ont., remark with reference to the domestic and export trade "that Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines, recognizes the necessity of getting in touch with

the export trade, as he recently sent out a letter to the lumbermen, suggesting that they lose no time in getting in touch with the requirements of the European trade on reconstruction and giving the lumber industry to understand that his department would be more than glad to co-operate in every possible way.

"Both the government and the industry are mightily interested in developing domestic demand and getting in touch with the requirements of the export trade. So little has been during the past three or four years throughout Canada in the way of ordinary building that surely during the next two or three years the activity along the building line should be very extensive.

"As to the demand of the foreign trade, don't see how the Government or the industry can get very much of a line on it until they have gotten onto the ground and investigated. This part of the programme should be launched soon. It is fair to assume that the export trade will require considerable finished product; that is, finished lumber rather than lumber in the rough.

It strikes us that the immediate domestic demand for lumber, coupled with the possibilities overseas, will keep the Canadian manufacturers busy taking care of the requirements, as the prospects in the woods for this winter are not very encouraging in the way of getting out good, fair sized stocks of logs, labor being very scarce and wages high, so that from the viewpoint of the manufacturer he would not be justified in logging at all if prices of lumber were not going to hold where they are; in fact, we consider the supply and demand has already demonstrated that present prices will hold and there are certain forest products gotten out of the bush that will advance. We refer to ties, poles, posts and pulpwood. We find the situation in the States very similar to that throughout Canada."

United Action and Co-operation Needed

The Bathurst Lumber Co., of Bathurst, N.B., observe: "We agree with you that the present is a serious time, and a time that requires the united action and co-operation of the entire lumber trade, if we are going to solve successfully the many problems that will be brought before us. Our opinion is that the lumber trade requires the co-operation of the entire lumber industry from the Atlantic to the Pacific. We are glad to be able to say that we think a movement has been started in this direction that will result in great good for the trade. At the meeting of the Canadian Lumbermen's Association in Montreal a very large addition was made to the membership. There is certainly a feeling now that the different manufacturing lumber industries should be grouped in local associations, all of which would affiliate with the Canadian Lumbermen's Association, and that there would be, as far as possible, co-operation in the lumber trade over the whole of Canada. If this can be brought about, we look for great results and believe that the lumber trade of Canada can be stabilized and strengthened by co-operation in this way that will redound to the benefit of all concerned.

"As to the question of what encouragement the Government should give to building and other construction works, we think that this is a very difficult subject to handle by the Government, and it is one that they will have to work out themselves.

"There is no doubt at all but what the lumber of our country should be worked up here into as nearly as possible the finished article required to go in at the point of delivery, and in order to do this, it will be necessary for a greater number of the lumber manufacturing industries of the country to have dressing and resaw mills in connection with their regular saw mill operation.

"Regarding the best methods of developing export trade, would say that what we think is required to-day to stimulate the export trade is the providing of tonnage to move the lumber to the different markets of the world, and to remove all restrictions as to trade, particularly the restrictions that prevail in Great Britain at the present time preventing free trade as existed before the war.

"With respect to the conditions in the woods this year, they could not be worse. Wages and all supplies are higher, and in addition, the terrible ravages caused by the influenza have completely demoralized and upset the woods works to such an extent that there is not over 25 per cent. of the logs usually cut at this time of year, and we do not see how we can recover no matter how favorable the conditions may be from this time out. Eastern Quebec and Northern

New Brunswick certainly will not have over 50 per cent. lumber cut next year if they can attain that.

"With reference to the question of any material change in the price of lumber, would say that if the restrictions regarding the export trade are removed, we think that lumber will hold its own or still further advance. The cost of logging is materially higher than a year ago, and also all supplies up to the present are much higher, so that we figure the logs going into the lumber product next year are going to average several dollars higher than last year."

Heavy Percentages of Increased Cost

The Keewatin Lumber Co. of Keewatin, Ont., in reviewing matters generally, remark: "Woods work with us will be about 50 per cent. of normal this year, labor costing 20 per cent. more than last year, supplies for men about 20 per cent. more, supplies for horses about 30 per cent. more. So far this year we have only been able to secure about half as many men as we did last year. Reports from the camp would indicate that the efficiency of the men is from 20 per cent. to 30 per cent. less than last year. It looks now as though we would not get over 50 per cent. of a normal crop of logs, and that they will cost us from 20 to 30 per cent. more than last year, which will mean about 100 to 115 per cent. more than the season of 1913-14, which we figure was our last normal year. So far as we can learn the operations of our neighbors is being conducted on about the same basis as our own. This being the case, we cannot see how any reduction in lumber prices can be expected. It would almost seem that lumber prices should be advanced."

The Lumber Supply Will be Limited

The Little Current Lumber Co. of Bay City, Mich., who operate mills at Little Current, Ont., say that: "What lumber we will manufacture during the season of 1919 will undoubtedly be shipped to the United States. On account of so much unfavorable weather from the time the logging season started up to the present time, and also sickness and scarcity of labor, it does not look to us that there will be over half as many logs put in in the northern end of Georgian Bay as there was during the logging season of 1917-18, and while building will not be resumed on anything approaching normal lines, the supply of lumber will be so short that the chances are the prices will not be any lower on lumber than they are at present. It looks to us that during the season of 1919 the present prices will probably be maintained."

The Cut Will Be Materially Reduced

"The Shepard & Morse Lumber Co. (Canada) Ottawa, write: "From information gathered we believe that the production of lumber next season will be very much curtailed, owing to the great scarcity of labor in the woods this winter. In talking with the various manufacturers, there appears to be no one taking out a normal cut; in fact, most of them would be from 25 per cent. to 50 per cent. short of the usual production."

"With reference to the manufacture of lumber, will say that the manufacturers, we think, should sell the product in the rough. There is not the slightest doubt but that large quantities will be required in both France and Belgium for reconstruction, and we believe that Canada and the United States will furnish large quantities. As you know, Russia is so disorganized now, nothing can be expected to come from there in the way of lumber for some time to come. Our only other competitors would be Norway and Sweden."

"Regarding the price of lumber for next season, it is our belief that owing to the high cost of production, we may look for an advance of \$7.00 to \$10.00 per M. ft., otherwise it would be folly for the manufacturers to start sawing next Spring."

How Western Trade Can Be Encouraged

The Small & Bucklin Lumber Co. of New Westminster, B.C., declare: "One thing it seems that the Government should do to assist British Columbia and it would be to establish and maintain a line of steamships to carry the export trade both to Australia and to the Old Country. As we understand it, at the present time the San Francisco shipping interests have practically all the tonnage corralled, and for this reason the Washington and Oregon mills are able to handle practically all of the Australian trade, which as we all know, is quite a volume and quite an attractive item if we could only get tonnage to take it."

"As for local conditions in the building line—this is a matter which local conditions only can adjust, and we do not see how the Government could assist permanently along this line."

"If the Government railways could place their orders for lumber during times of depression they would be able to purchase much cheaper, and it would be far better for the mills, but railway companies in the past, like all others, have held off just when the mills needed orders, so if they could anticipate their wants and place their orders when the lumber business is slow it would help considerably."

"Regarding material change in the price of lumber in the near

future, the present prices are inflated, caused by the high wages prevailing at the present time, owing to the scarcity of labor. We expect as soon as the soldiers are returned to peace work there will be a considerable amount of labor available and the wages will consequently be lower. This will reduce log cost to the mills and also labor of operating the mill, hence we anticipate lower prices for our product."

"If wages stay as they are at present both for logger and sawmill, there can be no drop in price of lumber, but at the present time there will be no demand for lumber at the present prices, which most people have the idea is above normal, hence building is practically at a standstill, especially locally."

"The best way to aid the lumber mills that we can think of at the present time is for the Government to obtain tonnage or space, and assist the British Columbia mills in all ways possible to reach the Australian market, which is at present being supplied by Washington and Oregon mills. We presume that the European market will be supplied by the Baltic, as in the past, owing to low freight cost and cheap labor."

Market Will Absorb All Available Stocks

The Colonial Lumber Co. of Pembroke, Ont. observe: "We are of the opinion that the Canadian lumber industry will be governed during the next year, or during the period of readjustment, largely by supply and demand, the same as in the past. Of course, under present conditions and the prevailing high prices, the question of financing must have a very considerable effect and it is a question as to how financial arrangements will be made to carry out the work of rebuilding the devastated countries of Europe. If satisfactory financial relations are effected for this purpose, we believe the demand is great enough to maintain prices on approximately the present level. We must recognize the fact that the present high prices of lumber are due to war conditions, and that the governments concerned have had to buy lumber and other materials regardless of price. If values are going to remain at the present level, a demand must be substituted, the buying power of which will be equal to the buying power of the last few years under war conditions. We believe the demand for lumber is as great to-day as at any time during the war, possibly greater, but whether arrangements will be made by governments and the big financial institution of the world to rehabilitate the devastated areas, as well as take care of necessary repairs and renewals on this Continent, under present price conditions, we do not know. If Scandinavian lumber is excluded, it will doubtless have considerable effect on prices."

"From all available information, it would seem that world stocks of lumber on hand at the present time are not abnormal, and far from it, even under the conditions of trade and commerce that existed prior to the war. This being the case, we think it may be assumed that the market could easily absorb all the lumber now held in stock, provided, as before stated, financial arrangements are made to carry on. The question is certainly a complex one, but we believe supply and demand will be the governing factors, and that financial institutions should have no greater difficulties to face in the future, than in the past. We think that the ability and ingenuity which has been the guiding power in matters of finance in the past will rise superior to any obstacles that may be confronted in the future. It must not be forgotten that financial objectives have been reached and surpassed, that, previous to the war were believed to be far and beyond the reach of government, municipality or individual. The war has opened the door to financial programmes hitherto undreamed of and entirely beyond the imagination of financiers of the highest reputation."

"Conditions in the woods point to about one-half a crop of logs this winter in this part of the country, so that the production of lumber next season will be seriously curtailed. This should, at least, have a stabilizing influence on the market, and help to hold up prices."

Individual Initiative Should be Released

Clarke Bros. of Bear River, N.S., write that "as to conditions that may prevail in the adjustment period which Canadian lumbermen are facing, we think one man's guess as good as another's. We are in entire accord with you as to the necessity of having united action, but this has never heretofore been possible in Canada."

"You ask what steps, if any, should be taken by the Government to encourage building and other works of construction? Our view is, that if the Government would strike the trammels off trade releasing individual initiative, they would have taken a long step towards bringing the business of this country back to normal. The attitude of the Government for the past four years, has resulted whether intended or otherwise, in bringing about in Canada much the same conditions as those for which our soldiers have been fighting against in Germany."

"All authorities of constitutional government have been violated and we have been governed by order-in-council, promulgated in a

large measure by those having little, or any, except theoretical knowledge, with the result that more than half the Orders-in-Council have been invalid, simply because, they were opposed to reason or common sense. You cannot make water run up hill.

"Regarding whether we should add more finish to our products before shipment, this can be readily answered in the affirmative, if the demand for the finished product was sufficient to justify the installation of a finishing plant, but the real answer to this question is in the lap of the future.

"As to the best method for development of export trade, our view is, that a live business man in those centres where the demand is likely to be the greatest would be of advantage, but the class of men usually pitchforked into these positions, on account of some political service they may render to the party appointing them, leaves much to be desired in the character of the men who now fill such positions.

"Conditions in the wood: Under this heading we may say the output in Nova Scotia will likely be less than fifty per cent. of normal, due to the almost impossibility of securing any kind of labor, beside the fact that the labor secured is not more than fifty per cent. efficient.

"Wages have advanced about one hundred per cent., and this is also true with the cost of supplies, with the result the greater part of lumber products in Nova Scotia this year will cost at least \$20.00 per thousand delivered at the shipping point, to which must be added stumpage value.

"There are immense quantities of manufactured lumber in New Brunswick and in certain parts of Nova Scotia, which will seek the first opportunity to be moved. This fact alone would restrict the output this year, even, if supplies and labor were normal. We anticipate possibly during the next six and a half months more or less hesitation on the part of buyers, until more certainty exists as to what the future may develop in the way of demand.

"Our suggestion would be to strike the legislation shackles off trade, release individual initiative, appoint a live business man in those centres where reconstruction is a necessity and acquaint our people with what will be required, giving particular attention to providing transportation facilities. Let these be prompt and adequate and the lumber trade will take care of itself."

Comprehensive Summary of Situation

The Canadian General Lumber Co., Toronto, in regard to government encouragement of domestic and foreign trade in forest products, offer this opinion:

"In view of the enforced restrictions of civilian effort on account of past war conditions, it is most desirable for the Government to take an active part in stabilizing conditions during the period of readjustment from war to peace conditions.

(a) By the cancellation of war contracts and release of soldiers and workers in an orderly fashion, spread over a reasonable period.

(b) By inaugurating comprehensive schemes of soldier re-establishment.

(c) By co-operating with civilian effort in necessary house building, particularly in large cities, to meet the necessitous demand.

(d) By the revival of all public works, development and extensions, such as Toronto Harbor improvement, Welland Canal, good roads, etc. All of these to be on a basis of sound constructive purposes and not as simply a measure of paternalistic employment.

"With respect to re-manufacturing and finishing of lumber. It is, of course, most desirable to extend and increase all our manufacturing that is possible, but the activity can not be arbitrarily invoked and can not be inspired except through the gradual extension of civilian effort and business expansion.

Regarding developing export trade: This is too large a subject to discuss conclusively in a short outline. Credit and tonnage are the two essentials. Outside of this the customary trade channels are laid in pre-war experience for meeting a well-voiced statement of what is wanted in Europe. All that we require is the opportunity to trade free of restrictions and if the Government will join in efforts to arrange tonnage capacity and credits, civilian commercial instinct and ability will do the rest.

"In reference to general lumbering conditions: The output will undoubtedly be smaller than last year, and very much smaller than normal. Costs will be fully equal and probably in excess of last year.

"Regarding price changes we anticipate no immediate changes of a decided nature. For the next year or two at least we will probably have a tendency towards advancing prices until the supply will have caught up with the demand and future costs of production will have lowered."

Every Firm Should Play Its Part

Austin & Nicholson of Chapleau, Ont., state: "There can be

no question but that the future of Canada, apart altogether from the question of the lumber trade, demands, that every man apply himself as best he may to the development of plans that will assist in stabilizing the country's industry.

"With particular reference to your suggestions: First, what steps should be taken by the Government to encourage building and other works of construction? All legitimate public work actually required in the development of the country should be undertaken by the Governments—Municipal, Provincial and Dominion, just as rapidly as plans can be properly developed, and the necessary labor secured from the demobilization of the troops and the class of industry specially built up around our war effort. This does not mean that any governing body should develop any indiscriminate system of government works solely to provide employment and use material. Very great care must be taken to avoid a repetition of many of the things that almost brought us to the verge of ruin in what might be called the "boom" days prior to the outbreak of war.

"Second: Should our lumber be manufactured into the more finished product, etc. In so far as it is possible. There can be no question as to its desirability. Every additional hour's work that is put on to any product means that much increase in its value, and if we can, by the further manufacture of our lumber products, increase the value of the whole by 50 or 75 per cent. we have increased the wealth of the country by just that amount. As to the means of bringing about that end: Co-operation between the manufacturers of lumber and the manufacturers of all classes of goods into which wood products enter is what is required, together with reasonable encouragement from the Government.

Third: What would be the best method of developing our export trade, etc. Our opinion is that the lumbermen of Canada should be represented overseas at the present moment just the same as the grain growers of Western Canada are represented on what is termed the preliminary Peace Conference, but which in reality is a trade commission seeking to develop sources into which the volume of Canada's agricultural products may be turned. A similar commission of experts representing the lumber trade who would get into touch with those who would be responsible for the reconstruction work in France and Belgium should have a most advantageous effect on the whole lumber industry.

"Finally, in regard to the conditions prevailing in the woods this season. Up to the present we would say that they have been the most difficult that have ever confronted the lumbermen in this country. The cost of everything that goes into the lumber woods is greater than even the high prices of 1917 and the labor situation has been more acute, wages higher and the class of labor less reliable. There has been some ease up in the labor situation since the end of the war, but not what the general public might anticipate. The class of men that is being released by the end of the war is not the class suitable for woods operations. They, of course, are assisting to some degree, but from our viewpoint the 1918-19 woods operations will, on the whole, be the most expensive of any that have yet been incurred in the lumber trade in Canada."

Prompt Action Needed Regarding Export

James Davidson's Sons, of Ottawa, observe: "We understand it is not the intention of the Canadian Government to present any claim for a cash recompense for any part of war expenditures nor ask for any territorial compensation.

"In view of the fact that a large part of the materials necessary for the reconstruction of Belgium and France must necessarily be provided from outside of those countries, we think Canada should receive a good share of the orders for such materials. We believe the Government should seek to have a reasonable proportion of the war indemnity expended in Canada. We now have the Webb law which permits compensations for export trade and that is very important, but a law merely permits; it makes no sales and to do this, will require strenuous effort of our manufacturers. We should be keenly interested in this and be moving vigorously to form Associations and connections that our goods may get adequate representation with foreign buyers. This business necessarily will have to be done on a large scale and we feel that prompt action is necessary on the part of the Canadian Government or our cousins to the South of us, the United States manufacturers, will be given an opportunity through their Government to secure a proportion of our share of this business as well as their own. If the Government would form a Board similar to the Munitions Board to look after this business, and the manufacturers would form their associations for supplying, we believe that better results would be accomplished than to have the different manufacturers undertaking to secure the trade individually. We all know that in unity there is strength."

The Redistribution of Crown Timber Lands?

What the Lumbermen's Protective Association of New Brunswick Desires—The Proposed Basis of Division—Live Issue in Provincial Affairs

By "A New Brunswick Lumberman"

There is no question of greater moment in the Province of New Brunswick to-day than that of the administration of the Crown Timber Lands of the Province. The question is not alone important to lumbermen, but it is of paramount interest to every citizen of the Province inasmuch as the provincial treasury receives its greatest source of revenue from the stumpage collections paid annually by the lessees of the Crown Lands. In fact the territorial revenue with the Dominion subsidy affords the chief sources of revenue which the Province of New Brunswick enjoys.

There are two rival lumbermen's associations in the Province. The aims and achievements of the New Brunswick Lumbermen's Association have already been outlined in these columns. Its contemporary is The Lumbermen's Protective Association, which had its inception prior to the formation of its rival. On the question of the necessity or non necessity of a redistribution of the Crown Timber Lands of New Brunswick, which is the chief issue between the two associations, widely divergent views are held. That the issue will become a big factor on the floor of the Legislative Assembly at Fredericton during the approaching session is assured, while if not definitely settled there, it is not improbable that the people of New Brunswick will be called upon at a general election to determine the policy which would be the more equitable and the more feasible as between the opposing parties and, simultaneously, in the best interests of the Province.

Chief Tangible Asset of Province

To fully appreciate the question it is necessary to review in brief measure the history of the matter so far as Governments of the Province are concerned, for it is an open secret that the matter of the administration of the Crown Timber Lands, the chief tangible asset of the Province, has for a long time occupied an important part in the political history of the Province. In 1893 the Government of New Brunswick granted leases of the Province's timber lands to several influential operators for no less a period than twenty-five years. It is the contention at the outset on the part of The Lumbermen's Protective Association that this legislation operated to create a monopoly of the Crown Timber Lands in favor of the lessees who secured such lengthy leases. New concerns promoted subsequently to 1893, were confronted at once with the difficulty of securing adequate holdings

to afford them the lumber that their business naturally demanded. These new concerns were also in a delicate position relative to the securing of privately owned lands, inasmuch as these, too, were largely held by the operators favored under the legislation of 1893.

Despite these appreciable handicaps the new concerns continued to exist and, in many cases, to expand, although the difficulties were almost insurmountable. They looked forward with hope to the dawning of 1918, when the leases of 1893 would automatically expire. But in 1913, through what The Lumbermen's Protective Association contend was political bribery and manipulation, (and the report of a Royal Commission properly appointed substantiates that contention,) the old leases were renewed to the then holders for a period of twenty years. That renewal took place five years before the original leases would expire and was made despite the vigorous protestations of the present members of The Lumbermen's Protective Association.

The Lumbermen's Protective Association has no quarrel with the large crown land lessees. The Association asks only a fair and equitable proportion of the crown timber lands. They advance the argument that from the standpoint of vested interests, in dollars and cents, and the further viewpoints of the number of men afforded employment and the total capacities of the plants that the members of the Association are of more practical benefit to the country than the large lessees, and that these grounds alone entitle them to consideration.

What the Association is Seeking

Briefly speaking, the Association seeks a division of the crown timber lands of New Brunswick on the basis of the practical value of each lumbering plant to the Province. The outstanding points in their request to the Provincial Government at Fredericton in connection with the proposed redistribution, are as follows:

(1). That the matter of the redistribution be referred at once to the Advisory Forestry Commission with the following instructions:

(a). That the Commission undertake at once a systematic survey, examination and classification of the Crown Timber Lands on the Miramichi and the Pockmouche Rivers, by employing an adequate force of trained foresters to ascertain the quantity and quality of the timber on the various crown land areas.

(b). That in the event of there not being available a sufficient number of trained foresters, the Commission secure the services of competent practical men in the examination of lumber lands, such practical men to be appointed on the recommendation of the Government examiners, Messrs. Prince, Vanderbeck and McFadden.

(c). That on the completion of the survey, examination and



David J. Buckley, Newcastle, N.B.
Former President, who is now member of
Crown Lands Advisory Board



F. D. Swim, Doaktown, N.B.,
who is presiding officer of Lumbermen's
Protective Association



J. W. Maloney, Chatham, N.B.
Prominent young lumberman who is Vice-
president of L. P. A.

THE LUMBERMEN LEGISLATORS OF THE MARITIME PROVINCES



Hon. E. A. Smith, (Westmoreland, N.B.)
Minister of Lands & Mines



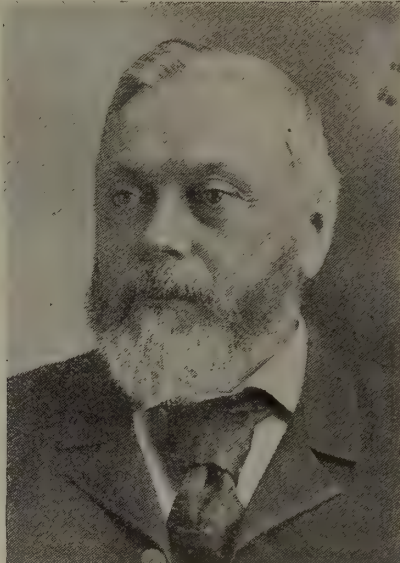
Hon. Wm. Currie, (Restigouche, N.B.)
Speaker of the Legislative Assembly



Hon. J. P. Burchill, (Northumberland, N.B.)
Former Speaker of Legislative Assembly



John L. Peck, M.L.A.
(Albert, N.B.)



Jas. K. Pinder, M.L.A.
(York, N.B.)



Benj. F. Smith, M.L.A.
(Carleton, N.B.)



Wm. S. Sutton, M.L.A.
(Carleton, N.B.)



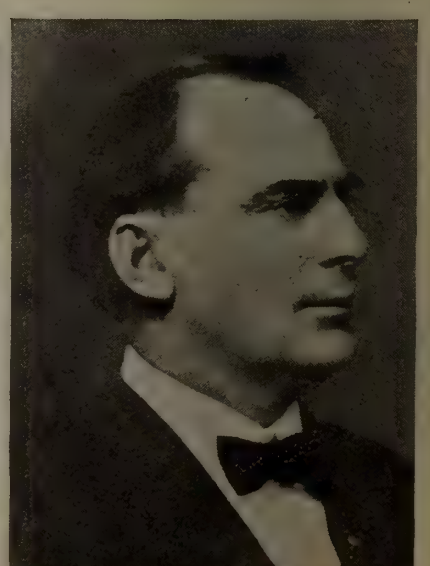
John A. Young, M.L.A.
(York, N.B.)



Hon. Fulton J. Logan, (Halifax County, N.S.)
Member of Legislative Council



Hon. R. M. MacGregor, (Pictou, N.S.)
Member of Executive Council



Rufus S. Carter, M.L.A.
(Cumberland, N.S.)

classification of the crown timber land areas on the Miramichi and Pockmouche Rivers, the Commission undertake a similar investigation of the crown land areas in the various other portions of the province.

(d). That the Commission take steps to secure a statement of the average cut for the past three years of all mill-owners at their plants in the province.

(e). That taking the said average cut as a basis the Commission undertake to apportion the lands proportionately as the average cut of each mill-owner bears to the total quantity of timber available, after first reserving an amount to be determined by the Commission to be distributed among operators with logging equipment to a value to be determined by the Commission, such operators not owning saw mills.

(f). That the Commission undertake to apportion the lands under the proposed re-distribution in as close proximity to the established mills as is possible.

(g). That the Commission reserve special licenses for hemlock bark for operators requiring the same, and that a special license be issued for all hardwood in cases where the saw mill licenses have not the facilities for manufacturing hardwood.

(h). That the present applicants for additional holdings be not required in the re-distribution to accept areas which have been cut over by operators contrary to the existing Crown Land regulations.

(i). That the Commission proceed to the actual re-distribution of the lands on the Miramichi and Pockmouche Rivers as soon as the information required is made available, and that the re-distribution of the lands in other portions of the province be carried out as soon afterwards as is practicable.

(j). That paper licenses and pulp licenses be issued on the same basis as saw mill licenses with the exception that the average cut for the last three operating years form the basis for the distribution.

(k). That in the case of transfers of leases since 1913 between operators any holdings taken out of the said leases be paid for in an amount paid for the transfer after deducting an amount equal to the value of the timber cut on the transferred areas since the date of the transfers; this amount to be paid to the leasee and to be raised by a special assessment per mile on all license holders, and to be added to the amount of the bonus payable for the leases for the first year only.

(2). That on receiving the recommendation of the Advisory Forestry Commission in the matter, the Lieutenant Governor in Council take steps at the next session of the Legislative Assembly (1919) to repeal the Act of 1914, respecting Crown Timber Lands, being 3 George V., Cap. 11, and introduce legislation enabling it to carry out the recommendation of the said Commission.

The Officers of the Association.

Many outstanding figures in the lumbering industry in New Brunswick are members of The Lumbermen's Protective Association. The present board of officers are as follows: Frank D. Swim, ex M.P.P., Doaktown, president; J. W. Maloney, Newcastle, vice-president; George M. McDade, Chatham, secretary; Charles Reinsborrow, Chatham, treasurer; Robert Loggie, A. & R. Loggie Co., Ltd., Loggieville, W. S. Loggie, M.P., Chatham, J. D. Volckman, (New Brunswick Sulphate Fibre Co., Ltd.) Millerton; W. G. Thurber (Miller Extracts, Limited) Millerton, William Anderson, Burnt Church, executive committee.

At the organization of the association in the early part of 1918, Mr. David J. Buckley, of Newcastle, was elected as the first president. No operator has taken a more active part in the campaign for a redistribution of the crown lands than Mr. Buckley, and to him is due in no small measure the formation of the association representing all the interests which it is contended had been discriminated against. Mr. Buckley retired from the presidency in the month of June last on his election to the Crown Lands Advisory Board of the Province as the representative of the lumbermen of New Brunswick. That election was not only an evidence of Mr. Buckley's ability and popularity, but it also served to indicate the feeling in favor of a redistribution as the matter was a big issue in the election to the board. Mr. Buckley brought a wealth of experience to the administration of the affairs of the board. Regarded as a man of keen business instincts and unquestionably one of the most successful operators in the province, Mr. Buckley has, moreover, a practical knowledge of the various ramifications of the manufacture of lumber. The representative of the license holders on the Advisory Board is a self-made man. He is fifty-five years of age, and has been for over thirty years engaged in the lumbering business in this province.

Mr. Buckley originally operated a large mill at Rogersville, N. B., and in 1911 erected a modernly equipped plant at Newcastle. This plant has a capacity of Nine Million sup. feet, and the main output is for the English and American markets. L. W. Buckley is associated

with his father in the business. Mr. Buckley is chairman of the Lumbermen's Association for Northumberland County.

Mr. Frank D. Swim, who succeeded Mr. Buckley in the presidency of the Association, is a leading lumber merchant of Doaktown, N. B. He is a prominent citizen of the northern section of New Brunswick, having represented Northumberland in the Provincial Legislature, at Fredericton, as an independent for one term. Mr. Swim has been connected with the lumbering business for the past twenty-five years. At present he is operating two large saw mills, and up to within two years, has been a large manufacturer of building materials, house finishings, etc. He handles from three to five millions of lumber each year. For a quarter of a century Mr. Swim represented his parish in the municipal council and acted as warden of the council for one term. While a member of the Provincial Legislature from 1912-1916, he was regarded as a forceful debater and an excellent representative of the people. Like Mr. Buckley, Mr. Swim has a thorough knowledge of the lumbering business, and is also particularly well versed in the details of the legislation affecting the industry. He is eminently qualified for the important position to which he has been called. Mr. Swim received his business education at the Ontario Business College, Belleville, Ont.

Association Entirely Free From Politics.

Mr. J. W. Maloney, of Newcastle, the Vice-President of the Association, is one of the more prominent of the younger lumbermen of the province. His father, John Maloney, of Rogersville, is well and favorably known in the industry, having spent his life time in the business. Mr. Maloney, Jr., has complete charge of the large mill at Chatham Head. He is a leading business man, and is regarded as one of the most successful operators on the North shore. The future, undoubtedly holds forth bright things for Mr. Maloney in the lumbering industry.

The other officers and members of the association are men, prominent in the lumbering industry in New Brunswick. While the issue involved is of a political character, it should be distinctly understood, that the association is entirely free from politics. In fact, politics is absolutely foreign to the aims of the association, which includes in its membership leading men from both political parties, who are actuated solely by a desire to secure a fair and reasonable adjustment of the Crown Timber Lands.

St. John Will Be Mecca of the Trade

The next annual gathering of the Canadian Lumbermen's Association will be held in St. John early in February. At the last convention, held in Montreal, Ottawa was named as the 1919 place of meeting, but owing to the changes that have occurred in the industry since then by reason of the cessation of the war, the forming of the Eastern Spruce Manufacturers' Association, the development of the export business, and the large additions to membership, a change has been deemed advisable. At a recent session of the executive of the Canadian Lumbermen's Association, in Montreal, representatives of New Brunswick lumber interests extended such a strong and hearty invitation to the Association to meet in St. John that it was decided to accept. Holding the annual assembly outside of Ottawa, Montreal and Toronto is a distinctly progressive step and indicates a widening character of the membership of the organization and its growing national aspect. President W. Gerard Power, St. Pacomé, P. Q., and Secretary Frank Hawkins, of Ottawa, will visit St. John in the near future being appointed a committee to make all final arrangements. On their return fuller details regarding the 1919 convention and the exact dates in February will be announced.

Mr. Rogers Now Operating in Parry Sound

Mr. Mark Rogers, who recently bought the business of Neiber-gall, Cook & Company, Parry Sound, Ont., has had an extensive experience in the lumber and woodworking lines, having spent most of his life in the activities of the forest. He worked at one time for T. Stinson at Minden. Some eight years ago, in company with E. A. Rogers, he rented the mills at that point, and operations were carried on under the name of Rogers Bros. In 1916 E. A. Rogers left the business and Mark Rogers carried it along for another year under the old name. About five years ago G. Holinshead and the subject of this reference bought some timber in Mukoka and operated at Huntsville as Holinshead and Rogers. The latter closed up his operations at Minden in 1917 and the firm sold their claims at Huntsville early during the present year. Mr. Rogers is now laying in a stock of logs at Parry Sound and intends running the sawmill as well as the planing mill. He hopes to develop the business in both the wholesale and retail lines, and will deal in rough and dressed lumber, interior trim as well as V joint siding, casing, base, doors, sash, etc. Mr. Rogers is also equipped to do planing in transit.

Canadian Forestry Leaders Highly Honored



Brig.-General McDougall,
Director-General of the C. F. Corps

The Director General of the Canadian Forestry Corps, Brig.-General Alex. McDougall, who has frequently been referred to as the "lord of the lumberjacks," and has made a name for himself throughout the British Empire by reason of his organizing ability and aggressive industry, was recently tendered a banquet in London, Eng., by the heads of the department under his command. Brig.-Gen. McDougall has known no reverse in anything that he has undertaken. He is regarded in many respects as a master man who knows how to conceive, plan and execute. The more difficult the proposition the greater the interest he takes in it, and with him, work is a passion. He always finishes what he starts.

At a recent banquet in London, England, when the Dominion

Government was represented by Sir Geo. Perley, Canadian High Commissioner, and Hon. C. J. Doherty, of Ottawa, there were present from the British Government, Sir Albert Stanley, president of the Board of Trade, Sir W. J. Bull, Timber Controller, and Arthur Howins, under secretary for colonial affairs. Appreciative references and warm tributes were paid to the Canadian Forestry Corps, and Brig. General McDougall in particular for the part played in winning the war.

General McDougall, in a grateful response, dwelt upon the history of the corps, its formation, the unity and harmony which prevailed and the general good fellowship throughout the ranks. He stated that in the production of timber the Canadian Forestry Corps had saved ocean tonnage equivalent to feeding 15,000,000 people. It was announced by Sir W. J. Bull, timber controller, that as soon as possible the place of Canadians in the Forestry Corps would be taken by British soldiers in order to allow the boys from the Dominion to return home after several years' faithful service. To direct operations a number of Canadian officers will be retained.

Col. J. B. White, D.S.O. of Montreal, who has been appointed Brig.-General, in view of his excellent work in directing the Canadian Forestry Corps in France, is returning to Canada. The Colonel's labors in France have been valued highly by the British and French governments, and his organization was effective and strong in every particular. It is said that Col. White's corps, in proportion to numbers, holds the record among all those engaged in forestry operations. Col. J. B. White, who will now be known as Gen. White, is well and worthily known. He was for very many years in the woods and sawmill department of the Riordon Pulp & Paper Company and Kipawa Fibre Company. As a technical expert he went overseas with the 224th battalion under Brig. General McDougall. Later he returned to the Dominion and organized the 242nd Forestry Battalion. When he and his men reached England he was made director of Canadian forestry and timber operations in France, where several thousand men had been under him, at one time the forestry force totalling 14,000 men. In December, 1917, the splendid work of General White was officially recognized when he was awarded the Distinguished Service Order. It is expected that he will return to Canada at an early date.

Shipbuilding News from the East

Work is to start at once by John F. Deveau, Meteghan, N. S., on the construction of a 3 masted ship.

Mr. Huntley, Parrsboro, N. S., will start work at once on two, three-masted schooners of about 400 tons at the Houlley Shipyard.

Capt. Thos. German, Meteghan, N. S., has started work on the erection of a 3 masted, 375 ton schooner, for J. E. Gaskill, of Grand Manan, N. S.

A tern schooner of 366 tons register was launched lately at Port Greville, N. S. She was built for Jas. G. Kirkpatrick, M.P.P., and is named the "Milverene."

The four masted auxiliary schooner, Huntley, built by Capt. David A. Huntley, for Halifax parties, was recently launched at Scott's Bay, N. S. She registers 480 tons and is very handsomely modeled.

The contract has been awarded to the Scotia Shipbuilding Company, Yarmouth, N. S., for the construction of a 250-ton schooner.

The company will start work on another vessel the same size or larger, in the spring.

The Gulf of St. Lawrence Shipping and Trading Company, Ltd., has been incorporated, with head office at Quebec, P. Q., and capital stock of \$3,000,000, to carry on business among other things as lumber merchants and manufacturers of and dealers in pulp and paper of all kinds, hewed lumber and timber, logs, ties, shingles, wood pulp, etc. Among those interested are Wm. K. McKeown and L. C. Herdman, of Montreal.

Mr. Booth Replies to Press Criticism

Never Received Foot of Timber Lands Directly or Indirectly for Which He Did Not Pay Highest Figure

J. R. Booth, of Ottawa, who is almost as widely known in connection with his pulp and paper enterprises as in his great sawmill and timber operations, had a strike on his hands in his newsprint plant for some time. The other day an Ottawa paper published an editorial in which it cast some reflections upon Mr. Booth. The latter does not often rush into print, but when he does his remarks are straight from the shoulder and there is no doubt of the whereabouts of his attitude. In the course of his letter, the "Lumber King" refers to certain charges of the Ottawa press that he is worth \$30,000,000, inferring by implication that he had amassed this great wealth out of the men's labor and should, consequently, pay them higher wages; and, secondly, that he had obtained from the people of Canada certain rights to cut timber, use water powers and rivers, build railroads, etc., and had, therefore, got something for nothing that belonged to the people.

Replying to these allegations, Mr. Booth says:

I think I ought to explain to the public my position with regard to any rights I have to cut timber and use water-powers, and any rights I may have acquired when I was building and operating the Canada Atlantic Railway. As to my being worth thirty million dollars, that is all bosh and is irrelevant anyway, but it may be surprising to some of your readers to know that I have neither now, nor at any time have I had, one foot of timber lands from any Government, directly or indirectly. All the timber lands that I hold I bought in the open market just in the same way as Mr. P. D. Ross, editor of the Ottawa Journal, might buy a printing press, and I paid for most of them a price that was considered exorbitant at the time. The solitary exception was the Montreal river concession that a party had agreed to purchase, but failed to comply with the conditions of sale. The Ontario Government then put it in the market again and called for tenders for the right to cut pulpwood for twenty years. I tendered for it, and my tender of \$300,000 was accepted, but before I cut anything on it, the Government opened it up for mining and the prospectors burnt up about a third of the timber. I have never got enough off this limit to pay the interest on my money, and I should be pleased to sell it to Mr. P. D. Ross, or anyone else, for much less money than I paid for it. As Mr. Ross has had his paper so cheap for so long, perhaps he could afford to buy it. As for the four hundred miles of railroad that I built, including the bridge (nearly a mile long) over the St. Lawrence River, the elevators, storehouses and town at Depot Harbor, I am proud of this work and think it was to the advantage of the people of Canada in bringing to the markets and to the seaboard millions of dollars worth of grain and lumber that could not have been brought out without it. But I bought and paid for the land on which this railroad was built, and did not even get the usual subsidy for a large part of it.

As to the water-power at the Chaudiere, I bought and paid for it, and have erected there a plant that employs hundreds of men and pays over \$60,000 a year in taxes to the City of Ottawa, while right beside me at the Chaudiere there are water lots which have never been developed, and are no good to anyone in their present state.

I have not written this letter to boast of what I have done, but I do not wish people to think that I have got something for nothing, and that I am unfair to my men, with whom I have had the best relations for so many years, and shall have again, if outsiders would not seek to stir up strife.

Alex. Greig, of Greig & Morris, Toronto, returned recently from an extended business trip to B. C., Washington and Oregon, during which he established several new connections for his firm. Mr. Greig reports that the feeling in the west is one of optimism regarding the lumber industry during the coming year.

The American Barking Drum Department of the Fibre Making Processes Inc., 440 South Dearborn Street, Chicago, which has been conducted under the name of the American Barking Drum Company, will from this out be operated under the name of Fibre Making Processes, Inc.

Retail Dealers Form Live District Branch

Enthusiastic Meeting of Lumbermen Considers Inequalities in Business Assessment, Unfair Competition in Trade and Using Plan Books

The benefits to be secured from co-operation among the members of the Retail Lumber trade have been so well demonstrated in Ontario during the past year that the outlook for greatly increased membership in the Ontario Retail Lumber Dealers Association during 1919 is very bright. An indication of this is afforded by events which have recently transpired in connection with the trade in one of the important sections of the province. As the result of discussion of the association and its work the dealers in a number of towns, which are conveniently situated for holding meetings at Orangeville, Ont., have formed a local group which will hold meetings about once a month, and the prospect is that this newest local association or group of members will set the pace for the older local associations.

J. B. Mackenzie of Georgetown, Ont., is perhaps the one who is most directly responsible for the forming of this local group. He attended the first special general meeting of the Association on September 3rd, at Toronto, and noted among other things, that a resolution was carried approving of the formation of local groups. One of the wholesale salesmen who call upon him regularly is Mr. A. Dick of the R. Laidlaw Lumber Company, Ltd., Toronto, who has done a great deal towards getting the local dealers interested in the Association. Mr. Mackenzie talked the matter over with him, and Mr. Dick followed it up by discussing it with a number of other dealers. It was found that there were a sufficient number of dealers interested in the suggestion and a meeting was called for December 4th, at Orangeville, to which dealers were invited from a number of towns, including Orangeville, Georgetown, Arthur, Elora, Mount Forest, Wingham, Harriston, Shelbourne.

At 1.30 p.m. on December 4th, when the meeting was opened in the Council Chamber of the town hall at Orangeville, the following dealers were present: J. A. Matthews, Orangeville; J. B. Mackenzie, Georgetown; Udney Richardson, M.P.P., Elora; W. G. Gorvett, Arthur; Major J. E. L. Streight, Islington; John Howes, Harriston; Eugene Murphy, Jr., Mount Forest; Geo. Ireland, Shelburne; A. Dick, wholesale representative of the R. Laidlaw Lumber Company, Ltd., Toronto, and H. Boulton, Secretary of the Ontario Retail Lumber Dealers Association.

Mr. J. A. Matthews was appointed chairman of the meeting and Mr. Boulton, secretary. The chairman then invited Mr. A. Dick to explain the reasons which had led to the calling of the meeting.

The Benefit of Social Groups

Mr. Dick stated that the meeting was the result of a resolution carried at the general meeting of the Ontario Retail Lumber Dealers Association, on September 3rd, providing for the organization of smaller local groups among the members of the association with the object of providing for more frequent meetings among members whose interests were mutual. He had talked this matter over with a number of the dealers and found a general desire for the formation of a branch, centred at Orangeville, which could deal with local problems and prepare resolutions in regard to them for presentation at the annual meeting of the Association next February. It was felt among the local dealers that, if they adopted such a plan, their local problems would be well discussed at the general convention. One of the most enthusiastic dealers he had met in discussing the matter was Mr. J. B. Mackenzie of Georgetown, who had asked him to arrange to have the dealers brought together for a meeting. Every dealer he had spoken to on the subject had been keenly interested. He had then submitted the matter to the Secretary of the general association and the meeting had been the result.

The chairman next called the Secretary of the Association to speak to the members about the work which the Association is carrying on and the objects of the local groups. The Secretary outlined the growth of the association since its inception in the minds of a few prominent retailers a little over a year ago, telling of the interest which the Association had evoked among the dealers and the success which had been secured up to date, both in securing members and attending to the interests of members in connection with many of the problems which formerly they had not been able to solve by individual effort.

The chairman then called upon the dealers present to discuss the proposal that a local branch of the Association should be formed.

Each member was interested in the project and there was no question from the first as to what the outcome would be.

Thinks Assessment Act Unjust

Mr. J. B. Mackenzie, Georgetown, introduced his remarks by a reference to the value of the social feature in connection with meetings of local branches of the Association. He believed that the social feature was worth more than any other. There were many matters, however, which would come up in connection with which they could do valuable work. He referred, for instance, to the competition which the retail lumber dealers had to meet from substitute material, such for instance as metal siding, patent roofing, etc. He was convinced that frequent discussions of these problems would enable them to meet the competition much more successfully than they had in the past.

Another matter which they ought to discuss was the Ontario Business Assessment Act. He was being assessed 60 per cent. of the value of his property, whereas a coal merchant paid only on 50 per cent., and a hardware merchant in the same town was only assessed 35 per cent. He could imagine no reason for this. It required much more space to carry a stock of lumber than a stock of hardware. Therefore the burden fell upon the lumber dealer very heavily.

Another instance of subjects for discussion among dealers at such meetings was the question whether a customer who wanted a single scantling or a small quantity of material should be charged at the same rate as a customer who ordered 1,000 ft. or more. He himself, quoted higher relative prices for 100 ft. than for 1,000 ft.

Mr. Udney Richardson, M.P.P. Elora, said that Mr. Mackenzie had opened up a number of subjects which indicated quite clearly that they ought to hold frequent meetings in order to discuss such matters. In connection with the Business Assessment Act they ought to do something right away. He would be glad, if they formed a branch association, to have them pass a resolution on this subject instructing the Secretary to send it in a letter to him, to be laid before the Ontario Legislature at its next session. There was a rather similar situation in connection with the Workmen's Compensation Act which the Association could also take up. He was being assessed at something like double the assessment of a furniture factory although there was no doubt there was a far greater risk in connection with a furniture factory than in his business. He also reminded the dealers present of the situation in connection with the Mechanics' Lien Act of Ontario, drawing their attention to the fact that through the work of the Association and of the Toronto dealers some important amendments had been secured at the last session of the Legislature, affording an indication of the benefits they might secure by co-operation. As a retail lumber dealer, he was much interested in doing all he could to benefit the retail trade in general and he believed thoroughly in the value of forming both the central Association and the local groups.

Some Kinds of Unfair Competition.

The retail lumber dealer was up against stiff competition to-day. There were so many other lines of business competing with the retail lumber dealers trade that the cream of the business was nearly all gone. In his district he also had a trouble which had frequently been referred to, namely, competition of men who are not recognized dealers, or who are not even dealers at all. Some wholesalers, especially one or two in Toronto, were selling to such parties, enabling them to upset the market. The competitor with small quantities of stock carried as a side line to his regular trade would dispose of some of it at a fair price and, when he wanted to unload, would cut the price and upset everything. In Elora this competition was very prevalent. There were a large number of important towns within a short distance of Elora on all sides, and these competitors, who were not bona fide lumber dealers, were making much trouble for him. The prospective customer would go to him for a price and then would use the quotation in securing prices from some of these competitors, mentioning that he could get it for a certain price, and then secure quotations to cut the price.

Mr. Richardson expressed much gratification at the report of the Secretary in regard to the negotiations with a number of wholesalers and manufacturers in connection with complaints on subjects of this nature and also complaints about delayed shipments, etc. There was

no question in his mind as to the benefit of such co-operation. He believed it to be in the interest of the dealers to give the Central Association their heartiest support.

Mr. W. G. Gorvett of Arthur, expressed interest in the matters which had already been discussed. He had had troubles similar to some of those referred to. There was a waggon merchant, for instance, in Arthur, who occasionally got a carload of shingles from a wholesaler and then proceeded to cut the heart out of the shingle business. He was convinced that it would be a good thing for the local dealers to come together once in a while and talk over such things. Undoubtedly they would be able to find a way out of such unsatisfactory situations.

The chairman referred to the matter of farmers' clubs and there was a little discussion upon this subject, but the general opinion seemed to be that trouble from this source would soon disappear as the farmers were beginning to realize in many cases that they were being stung.

The Benefits of Advertising Literature.

Mr. Mackenzie introduced a discussion on the subject of advertising literature and reported that the Shingle Agency of British Columbia had furnished him with 500 copies of an attractive booklet on B. C. shingles, on the cover of which they had written his own name and address. He was slipping one of these into each of his letters to customers. The Shingle Agency had rendered him this service free of charge, even paid for printing his name and for the express on the parcel. This was just a little instance of many similar publications which he believed were available and which the dealers would be wise to utilize.

Major J. E. L. Streight, Islington, Ont., thought that possibly he was a little too far away from Orangeville to belong to such a local group. He showed by his discussion of matters referred to by previous speakers, however, that his interests were identical to theirs and his problems the same as those he had to deal with. The matter of the Business Assessment Act was something in which he was much interested. He was paying a heavy assessment, while a merchant across the road was paying only on 35 per cent. He thought that the Ontario Government must imagine the retail lumber dealer was making a lot of money. He approved heartily of the idea of passing a resolution and having the Central Association forward it to the Ontario Legislature through Mr. Richardson, M.P.P. They were fortunate in having a member of the Legislature among the members of the Association. He also said that he could give the names of some Toronto wholesalers who were selling stock, such as shingles, to blacksmiths and others, who were not entitled to obtain such material. Major Streight had formerly purchased some of his stock from these wholesalers, but he had dropped them entirely when he found them selling to trade pirates. He was satisfied that the Ontario Retail Lumber Dealers Association was a wonderful benefit to the whole trade and he hoped that it would prosper greatly.

The Changing Spirit of the Times.

Since he returned to Canada after being a prisoner of war in Germany for three years, Major Streight had found a great change in the conditions surrounding the retail lumber trade. When he went away every man was looking after his own interests and neglecting the interests of others in the trade. His own business was located so close to Toronto that the dealers in the city had formerly given him a great deal of trouble. Whenever a customer of his went to hunt prices among Toronto dealers he had been able to get a lower quotation. The Toronto dealers would knock off a dollar or so on the price and get the business. During his absence the Retail Lumber dealers had changed their methods, and now he found that all the Toronto dealers were playing the game fairly with one another and with firms located in the neighborhood of Toronto. He had not found, since his return, a single instance of an order for lumber or shingles coming out of a Toronto yard to his district at anything but reasonable prices.

Major Streight was greatly impressed with the value of the "Monthly Bulletin," published by the Ontario Retail Lumber Dealers Association. The list of prices published in the Bulletin was in itself a great assistance to all the dealers. He could simply put the list in the hands of his yard foreman or anyone else of the staff and say there are the prices, go ahead and charge them. From his own experience he was satisfied that his business was making better progress to-day than it ever was before. And why should not this be so? There was only a certain amount of trade to be obtained and he could not see why they should not handle it at a profit, rather than at a loss. He was glad to report that in Toronto and in the surrounding district they were to-day selling stock at a sufficient margin of profit to make their business satisfactory. For these reasons he thought that the dealers in the district centered at Orangeville could not do better than get together in a similar way. Even the most

difficult of their problems could then be handled more successfully.

The difficulty experienced in connection with a wholesaler selling shingles, etc. to some waggon maker, blacksmith or hardware dealer could be attended to in the same way as he was dealing with the manufacturers of galvanized roofing, etc. If they came to him and wanted him to take the agency for their line, he insisted on receiving a signed contract from them giving him his exclusive area, so that any sales made in that area either went through him or gave him a profit. As retail lumber dealers they could persuade the wholesaler not to sell to the hardware man and other similar competitors, or else they could refuse to buy from him and thus show him that it was in his interests to act in accordance with their wishes.

In conclusion Major Streight said that he was convinced from the way in which the dealers around Toronto were progressing that the lumbermen could make a fair living out of their business, and he did not see why the dealers in the rural districts could not do the same.

Mr. John Howes, Harrison, told of a man who runs a chopping mill in his neighborhood and who buys a carload or two of shingles once a year. Whenever this carload arrived in town the price of shingles went down.

Mr. Eugene Murphy, Jr., Mount Forest, had a similar tale to tell, only in his case the shingles were handled by a hardware merchant.

Mr. J. B. Mackenzie, while not suggesting that he could offer a sure cure for this trouble, reported that he had made a point always of talking about the equality of his goods, and he believed that this helped him greatly whenever competition, such as the other members had complained of turned up.

The Status of Manufacturing Firms

Mr. George Ireland, Shelburne, spoke of the competition of some of the large manufacturing firms which were selling to consumers throughout the Province at the same price as they charged the dealer. If it was possible for the Association to improve this situation it would make itself very solid with the dealers.

An extensive discussion followed on this subject, showing that the members were agreed that the only way to deal with such a difficulty was to lay the situation before the manufacturer and urge him that it would be in his own interest to protect the retailers. Some manufacturers would undoubtedly see it in this light. If any of them failed to do so the members of the Association could buy their stocks from other manufacturers. The offending manufacturer, under such conditions, would realize that he was making a mistake, and would change his methods.

This concluded the general discussion and the chairman asked the dealers to consider the passing of a resolution to form a local branch. On motion of Mr. Richardson, seconded by Mr. MacKenzie, it was then carried unanimously that the branch of the O. R. L. D. A. made up of dealers from towns located at a convenient distance from Orangeville, should be formed.

There then followed some discussion in regard to the name of the branch Association. It was thought that any name they might adopt would be open to criticism, because it might prevent some eligible dealer from joining, and it was concluded that it would be wise to have the branch known by a number, and that, if the Central Association saw fit, other branches formed subsequently could be given succeeding numbers so as to remove the difficulty which might result from definite local names. Inasmuch as the Province is divided into five districts for the Association, each of which has its local Association, the new branch decided to call itself Branch Number 6.

The Election of Branch Officers

The chairman called for nominations for officers with the result that the following were elected unanimously:

District Chairman, J. A. Matthews, Orangeville; District Vice Chairman and Honorary Secretary, J. B. MacKenzie, Georgetown; District Committee, Udney Richardson, Elora; W. G. Gorvett, Arthur; John Howes, Harrison; Eugene Murphy, Jr., Mount Forest.

Mr. Matthews expressed his appreciation of his election as chairman and hoped that the Association would have a successful year.

The members then took up the discussion of some further matters. Mr. MacKenzie spoke of the benefit members would obtain from belonging to the Association. He referred particularly to the "Monthly Bulletin," published by the Association, saying that it was full of valuable information. For instance, he had never known that dealers were entitled to an extra 500 pounds allowance on flat cars during the winter months until he had seen it in The Monthly Bulletin. He intended to see that he obtained this allowance in all future cases, and he was going to save many times the cost of membership in the Association. He also brought up the matter of plan books and suggested that it would be a good thing to get into communication with a certain firm which published a barn plan, with a full bill of materials for

everything needed, including lumber. This firm was interested in the matter, as it manufactured the hardware to be used in the barn. The barn specified was a plank barn, specially suited to the requirements of their district, and he believed that this firm would gladly furnish them with copies of the plan and bill of material, on which they could print their own firm names. These plans would be of great assistance to them in obtaining business. They could show them to a farmer and tell him in a minute how much material was needed for the full barn and what it would cost.

Barn Plan and Bill of Materials

This suggestion appealed so strongly to the members that a motion was presented by Mr. MacKenzie, seconded by Mr. Murphy, that Mr. Udney Richardson should get in touch with the firm referred to and learn whether they would be agreeable to such a proposal, also suggesting that one of the representatives of the firm should

attend the next meeting of the district Association to complete arrangements, and that as soon as Mr. Richardson had a report on the subject to present, another meeting should be called without delay, if there was a likelihood of the arrangement being carried out.

It was moved by Mr. John Howes, seconded by Mr. MacKenzie, and carried, that the Ontario Retail Lumber Dealers Association be requested to lay before the Ontario Legislature the inequalities of the Ontario Business Assessment Act and to urge them to pass such amendments as will result in the retail lumber trade being assessed more in accordance with the assessments of other trades, and that a copy of this resolution should be sent to Mr. Udney Richardson, M.P.P., a member of the Association, with a request that he bring it to the attention of the Legislature.

This concluded the formal business of the meeting, and after a vote of thanks to the Orangeville Town Council for the use of the Council Chamber had been passed, the meeting adjourned.

Canadian Building Industries Conference

The Outlook for Construction Work Reviewed—Splendid Demand in Prospect for Lumber Both at Home and Abroad—Government will Co-operate

All lumbermen are vitally interested in construction work and that the outlook for the coming year is considered favorable was reflected in the stirring addresses and reports of committees presented at the Conference of Canadian Building Industries, held in Ottawa, on November 26, 27 and 28. There was a large and representative attendance and considerable enthusiasm manifested. It was decided to divide the conference into three sections, general contractors, sub or trade contractors and builders' supply men.

Several resolutions were passed which were presented to the Federal Government. Sir Thomas White pointed out to the deputation that one of the best methods of obtaining prosperity was to obtain a large block of business in connection with the reconstruction of France and Belgium. Another way of meeting the situation was by undertaking domestic works extensively. Railways were run down and factories suffering for lack of repair, and it was his belief that the business resulting from overseas and domestic reconstruction work would absorb a very considerable amount of labor, lumber and general building materials, and would be sufficient to maintain our prosperity. In regard to housing, Sir Thomas said that this was one of the most important questions brought up. It had been considered at the recent meeting of the provincial premiers. He had seen some difficulty, however, in the Dominion Government undertaking a housing programme throughout the country, but it was possible some project might be put forth. At the recent meeting of the provincial premiers they had been advised if they needed financial assistance to deal with the situation, the Dominion Government would supply it. The Minister said he was sure the Government would be sympathetic with the representations as to the use of Canadian materials.

Hon. F. B. Carvell, Minister of Public Works, declared that the department would not hesitate to make expenditures on works which were reasonable and useful. As to the use of Canadian materials, it had always been his policy to adhere as closely as possible to this in the past. He was very much gratified with the proposal that all public works be let by public tender. Only twice since he had assumed his present office had that principle been diverted from.

One of the features of the gathering was the admirable address delivered by Hon. A. K. McLean, who reviewed many points of interest and pointed out that arrangements were being completed whereby large orders for lumber and timber would come to Canada from the devastated parts of Europe. He said that in England they were proposing to erect between 300,000 and 400,000 buildings for housing—not all within a year or two, perhaps, but that was the programme laid out. In this project, as producers of certain forms of building materials, we must participate. So far as restoration work was concerned outside of Canada, we could count on a very large share of business, which would contribute to our prosperity in Canada, and help to solve one of the problems which confront us in the demobilization of our army and war workers. There were 200,000 engaged in munition work prior to the signing of the armistice, and there were probably 400,000 men overseas and in uniform, whose demobilization presented a possible problem. Mr. McLean said that his hearers were interested in certain problems connected with the building industry. Probably they had difficulty during the last three years. Most of them would never be charged with being war profiteers, but he imagined they were

looking forward to the day when they could pay a good-sized business profits tax and income tax.

How Building Operations Fell Off

However, the war had presented problems which were particularly applicable to industries represented there. In the first place, it had resulted in an increased demand for housing. Secondly, there had been a cessation in repair of buildings. Thirdly, it had increased the cost of building rates of interest, and fourthly, it had lessened the supply of building materials and, of course, costs had increased. These four matters were only some of the effects of the war on the industry. Mr. Anglin had given him figures in connection with building activities previous to the war. In the year 1912 in 35 of the leading cities of Canada, exclusive of railway work, dock work, etc., building construction amounted to \$185,000,000; in 1913, the same cities had a total of \$165,000,000. During the last three or four years there had only been \$40,000,000 worth of building. Evidently therefore, there had been building deferred during the last three or four years at least to the extent of \$100,000,000 per year, and he thought that taking Canada generally, deferred construction might be fairly estimated at at least \$500,000,000, and one might safely say one billion dollars. If that was the demand, it presumed more activity and it meant prosperous times for Canada.

Mr. McLean added he would not endeavor to present a solution of the problem of high prices. He understood they were going to organize some committee and he hoped that before they left members of the Government might have an opportunity of meeting the committee so that they might discuss the problem and have their viewpoint as to how the Government should assist. It was a movement in which everyone should assist. In the building programme, governments, provincial and local, which have deferred construction programmes, should resume them at once. There are no restrictions today as to the issue of securities, so that these bodies are at liberty to procure money for construction projects. It appeared to be the duty of all representative bodies to give a lead to the people of Canada.

Should Employ Canadian Materials.

Mr. Arthur Dinnis, chairman of the Committee on the Building Situation, presented the following recommendation of that committee:

That a committee wait on the Minister of Public Works and advocate the use of Canadian materials in the erection of all public buildings.

That the Department of Public Works be asked to commence operations on all delayed public works as soon as possible.

That the Government call for tenders in the usual way on stated plans and specifications for all works let under the Dry Dock Subsidy Act.

That the Government grant substantial Federal aid for the purpose of constructing permanent national roads and that such work be let by tender.

That any work for the Federal or Provincial Governments, municipalities, railways, corporations, etc., be let and executed under statutory form of contract.

That where commissioners are appointed to undertake housing

operations the Association of Canadian Building and Construction Industries shall have representation on the commission.

That the sub-committee be instructed to discuss with the Minister of Public Works the advisability of proceeding at once with the housing propositions now before the Government, with a view of providing proper accommodation for industrial workers, and eliminating slum districts in large centers.

That the development of the natural resources of Canada be subsidized wherever necessary to compete with foreign materials.

That this conference pledge itself never again to use German or Austrian made goods.

With regard to the last clause, that the conference pledge itself against the use of Austrian and German goods, Mr. Somer, commissioner for New Brunswick, expressed the opinion that this matter should depend on whatever action was taken by the Mother Country. The ruling of the chair was that, as a political question, it was beyond the scope of the meeting.

Improving the Quality of Labor.

The report of the members of the Committee on Labor Conditions considered that rates of wages was outside their province and had confined themselves to a discussion of how the quality of labor might be improved.

"The avenues which present themselves to us, as building industries are three," stated the report.

First. By an active interest in all that pertains to the physical well being of the worker, particularly in the matter of housing.

Second. By a proper system of apprenticeship in all trades, through systematic training, through a personal outlay by every member of this association in the training of apprentices, both of time and money, through a broader appreciation of the fact that it is the duty of each and every member to take this matter upon his own shoulders.

Third. Through the promotion of technical training, which can be done by each individual contractor, interesting himself in this matter in his own district and bringing pressure to bear on municipal, provincial and federal governments, to establish this method of education and enlarge the scope of it throughout Canada.

This committee is further of opinion that a memorial should be prepared by this permanent committee for presentation to the Dominion Government, urging the vital necessity of an immediate large financial grant at the next Session of Parliament, for the furtherance of Technical Education, and with this in view, has appointed a sub-committee to ascertain the present position of the Dominion Government towards technical education, and to collate such data as would form the basis of a memorial. This sub-committee's report is appended hereto.

Representative Officers Elected.

The Executive Officers elected by the conference were: President, J. P. Anglin, Montreal; vice-presidents: Nova Scotia, J. C. Harvey, Halifax; Prince Edward Island, (to be elected); New Brunswick, J. A. Grant, St. John; Quebec, R. A. Galarneau, Quebec; Ontario, Fred Armstrong, Toronto; Manitoba, E. Cass, Winnipeg; Sask., W. A. Wilson, Regina; Alberta, J. E. McKenzie, Calgary; B. C., N. McLean, Vancouver; hon. treasurer, G. A. Crain, Ottawa; hon. secretary, A. H. Dancy, Toronto.

The General Contractors' Section appointed the following officers: A. I. Garvock, of Ottawa, chairman; G. A. Crain, of Ottawa, secretary-treasurer; Directors: J. P. Anglin, Montreal; J. Gosselin, Levis; E. Cass, of Winnipeg; H. Hayman, London; A. H. Dancy, Toronto. It was also resolved that the Builders' Exchanges be asked to appoint a general contractor as ex-officio member of this organization.

The officers elected by the other sections for the coming year were:

Trade section—W. A. Mattice, of Ottawa, chairman; W. E. Dillon, of Toronto, vice-chairman; E. R. Dennis, of London, secretary.

Supply section—W. E. Ramsay, Montreal, chairman; J. M. Dupuis, Verdun, vice-chairman; W. F. Evans, Toronto, secretary.

Newsy Briefs from Ottawa District

Lumbermen at Ottawa evinced considerable interest as to the distribution of \$25,000,000 which the Federal Government recently decided to loan to the various provinces to further housing conditions. The prospect of such a mammoth scheme being carried into execution means a big thing for the lumber trade of Canada, and hence wholesalers and retailers at Ottawa were anxious to know when, where, and how the fund is to be expended. Indications that Ottawa is to witness a new era of building seem to grow brighter every day. One of the latest projects is that the erection of a mammoth victory memorial hall or auditorium in commemoration of Canada's dead.

Grant Davidson of James Davidson's Sons and Gordon C. Edwards of W. C. Edwards Company, recently visited New York.

Mr. Mayno Davis, head of McAuliffe Davis Lumber Company, was recently bereaved through the death of his uncle, Mr. Taft, prominent in American lumbering circles, who died at Boston.

Mr. P. C. Walker of Shepard and Morse, recently returned from Montreal and Toronto.

The Hawkesbury Lumber Company report their camps well established and operations going along satisfactorily. This Company will attempt to catch up with last season's log output.

Mr. Jack Belford formerly with Gilmour and Co., has experienced a good month since starting the lumbering brokerage business for himself with quarters in the Canada Life Building, Sparks Street, Ottawa.

Ottawa's "million dollar" victory loan team, captained by Mr. J. E. Frass, again won out in the Ottawa city race, and in its personnel were four prominent lumbermen, Grant Davidson, P. C. Walker, Mayno Davis, and Walter Ross of John R. Booth. This team again sustained its reputation of going over the top with more than a million dollars for the second year in succession. Mr. E. D. Hardy of the Canadian Lumbermen's Insurance Exchange, captained team 2.

Frank Hawkins, secretary of the Canadian Lumbermen's Association seems (judging by his voice) to be happy again. One reason for this is that the snow has come and he can lay aside for a time the strain and worry attendant to his duties in connection with the Lower Fire Protective Association. Next spring should see him back in harness again travelling faster than ever.

A central institute for research with fifty laboratories and costing upwards of \$500,000 may be located at or near Ottawa if a scheme of the Reconstruction and Development Committee, recently submitted, secures the approval of the Government.

It is interesting to shippers and buyers of lumber to note that starting with December 1st each year and continuing until April 30th that, on all flat or gondola cars, there is an extra allowance of five hundred pounds from track scale weights, to cover variation in the tare of such cars owing to absorption of moisture, accumulation of ice, snow, etc. Under the special tariff providing for this extra five hundred pounds from the weight of each flat carload, the weight of the auxiliary material such as racks, stakes, standards, strips and supports necessary to retain the load upon the cars is not included. The usual allowance is 1,000 pounds for stakes and fastenings, but from December 1st to April 30th, there is the extra five hundred pounds conceded for moisture, ice and snow. There is no change in the allowance of five hundred pounds on box or stock cars loaded with lumber or other rough products of the forest, which remains the same during the winter months. The winter schedule is, box cars, 500 pounds; flat cars, 1,500 pounds.

Inaugurate Wood Building Propaganda

Now is the time to promote sentiment for the frame house in France and Belgium, according to R. S. Whiting, Architectural Engineer of the National Lumber Manufacturers' Association. He points out that the people of that country for hundreds of years have lived in houses built of stone, and know nothing of the utility and beauty of the frame home as it is known in this country. Mr. Whiting declares he is doubtful as to whether the French and Belgians will go back to the stone houses and he sees a chance for lumbermen to inaugurate such a wood building propaganda that the people over there will learn to want the frame house. He also suggests that architects in the United States who are favorable of wood construction should immediately be put to work on the task of studying French and Belgian conditions. In order to devise the best frame home for them along lines that meet their own of what a home should be.

Extensive Addition Made to Tie Reserve

A deal has been completed whereby the Canadian Pacific Railway adds more than twenty square miles of timber to its tie reserve between the town of Yahk and the international boundary in British Columbia. The company already owned fifty square miles of this timber, but in order to develop it to advantage, it was necessary to acquire additional acreage which was held by the King Lumber Company of Cranbrook, of which Hon. J. H. King, Provincial Minister of Public Works in B. C., is the president. It is estimated that the timber in this tie reserve will scale close to half a billion feet.

Argument recently took place before the Supreme Court in Ottawa in the Shives Lumber Co. vs. Price Bros. & Co. It was an appeal from the judgment of the Court of King's Bench reversing the judgment of the Supreme Court, which had dismissed the respondent's action. Both appellant and respondent are holders of timber limit licenses from the Government of the Province of Quebec, being neighbors. The action of respondent is for the value of logs alleged to have been cut on their limit. The appellant denied that assertion, claiming that no line had been finally established between the two timber limits.

Montreal Lumber Association Meets

How Shippers Have Been Relieved From Paying Demurrage by Reason of Depletion in Staffs



P. D. Gordon, Montreal,
Re-elected President

Members of the Montreal Lumber Association held their annual meeting on December 2, at the Board of Trade offices. Mr. P. D. Gordon, president, in his report, stated that a number of important matters relating to the rail transportation of lumber had received attention during the year. The committee and representatives of the carriers held a conference on 22nd March last, regarding the railways' proposed new regulations as to stop-off and reshipping on lumber, carloads, for planing, tonguing, grooving, kiln-drying and saving in transit. The result was that there had been no discontinuance of the stop-over arrangement on lumber. The committee strongly objected to the proposal of the carriers to increase the stop-over charges on re-shipment to Canadian points

for domestic consumption (not for export) from 1 to 2 cents per 100 lbs., and no agreement was reached on this point. The carriers are still considering the matter and before making any change will submit their proposal to the committee for review.

After a reference to the advances in freight rates, the report stated that on the matter of a remission of demurrage owing to the influenza epidemic being brought to the attention of the Board of Railway Commissioners by a Montreal lumber merchant, the Board issued an order relieving shippers from the payment of demurrage for delays in the loading and unloading of cars of merchandise caused by reason of the depletion of the shippers' staff by influenza. The Board's order provides that applications for relief on the part of the shippers must be accompanied by either an affidavit or a declaration giving full information as to the number of men employed immediately previous to the epidemic, the number of men employed during the continuance thereof, and at the time failure to load or unload cars promptly took place, any special effort made by the shippers to release cars more speedily by taking on new men or drafting them over from other branches of the shipper's business, and what action the shipper took to stop further shipments to his plant during the continuance of the epidemic, or if no such action was taken, the shipper must show whether it was possible for him to have taken such action. In cases of claims for remittance of demurrage under the foregoing circumstances the shipper is not called upon to pay the demurrage charges until the amount for which he may be fairly held liable is finally established. This order will be found of considerable advantage to the lumber trade, owing to the large volume of their carload business.

During the year Messrs. Stewart F. Rutherford and J. S. Morrison were elected members of the association.

The election of officers resulted: President, Mr. P. D. Gordon; vice-president, Mr. Geo. Grier; treasurer, (re-elected) Mr. F. W. Cotter; directors, Messrs. Geo. C. Goodfellow, D. H. McLennan, Stewart E. Rutherford, W. A. Filion. Mr. Arthur H. Campbell was chosen as the association's candidate for re-election to the council of the Board of Trade for 1919.

Personal Paragraphs of Interest

F. Allinson Cattanaach, manager of J. D. McArthur's local branch, Lac du Bonnet, Man., died recently from pneumonia. The deceased was 35 years of age and had been with the McArthur Company for ten years. He was well known in the lumber trade and other business circles.

E. S. Glasgow returned recently to Regina, after doing military duty in the United States and has resumed his former position as manager of the Security Lumber Company.

Lieut. Percy M. Hall, who was a member of "I" Co., 107th Infantry, and was identified with the firm of Milne, Hall and Johns Co., Inc., Cincinnati, Ohio, hardwood manufacturers, was killed in action on September 28, at Le Catelet, France. Memorial cards have been received by a number of Canadian lumber firms announcing his death.

The many friends of J. P. Johnson, of J. P. Johnson & Son, wholesale lumbermen, Toronto, will sympathize with him in the death of his wife, which took place on December 9th. Mrs. Johnson passed

away at her late residence, 111 Howland Ave., Toronto, after a few days' illness from pneumonia. The funeral was attended by many representative lumbermen.

John M. Berry and Wm. Dake, of the Berry Lumber Company, New York, who are American selling agents for Terry & Gordon, spent a few days in Toronto recently on business, and called upon a number of members of the trade.

Lieut.-Col. Frank J. Carew, Officer Commanding No. 1 District, C. F. C., who is the son of John Carew, M. L. A., lumberman, of Lindsay, Ont., in a letter to the "Canada Lumberman" says that the quantities of material produced by the Forestry Corps in France have been something enormous and that the corps of No. 1 District has itself done more hand work than any other branch of the service. Everyone has worked full ten hours a day very constantly, and when material was urgently required, adds Col. Carew, "we operated Sundays and quarter time and often the mills ran two shifts night and day."

L. D. Barclay, and P. J. McCormack, of Toronto, Eastern representatives of the Canadian Western Lumber Co., Fraser Mills, B. C., left on a month's visit to the Coast.

J. E. Houseman, for many years on the staff of the Molsons Bank, has been appointed vice-president of the North American Pulp and Paper Company, and general manager of the chief subsidiaries, the Chicoutimi Pulp Co., the St. Lawrence Pulp and Lumber Co., and the Roberval and Saguenay Railway, with headquarters at Chicoutimi, Quebec.

C. O. Maus, representing the Hyde Lumber Co., South Bend, Indiana, was in Toronto recently calling upon the trade.

Norman T. Moore, of Lewis Thompson & Co., Inc., Philadelphia, importers and manufacturers of mahogany and veneers, was in Toronto and other cities recently on business.

George E. Chaffee, for six year city salesman with McLennan, McFeely & Co., Limited, has been appointed sales manager of Lumber Products, Limited, of New Westminster, B. C.

L. C. Telfer, whose father is the head of the Telfer Woodworking Company, Bridgewater, N. S., and for a number of years had been employed in the office of Sillicker & McMann, wholesale lumbermen, Halifax, N. S., died recently from an attack of influenza. Mr. Telfer was widely known in eastern lumber circles and his passing is greatly regretted.

Hon. G. G. King, head of the King Lumber Company, Chipman, N. B., recently returned from an extended trip throughout the western provinces, being absent several months. He went as far north as Skagway, Alaska, and thoroughly enjoyed his visit. When it is considered that Mr. King is 82 years of age his vigor and activity are all the more remarkable in covering a journey of many thousands of miles.

The Cutting of Wood by Indians

A point of considerable importance to the trade has arisen in the courts of Montreal, namely, whether the Indians have the right to cut wood in the forests, according to their immemorial custom. The case in which this question is concerned is one brought by the Ecclesiastics of the great Seminary of St. Sulpice, reputed to be the richest institution in Canada, and possessing rights granted by French monarchs in the olden days, against the Iroquois Indians, in regard to cutting wood in the Seigniorship of the Lake of Two Mountains. In a judgment rendered by District Magistrate Carrier, Grand Chief Joseph Gabriel Kenvatosel and Tribesman Stephen Etienne were condemned to pay a fine of five dollars each, with costs, for having cut wood in the Seminary's forests. In rendering the judgment, his Honor said that the Seminary were the owners, by express statute, of the land where the wood was cut, and this has already been upheld by all the courts, up to the Privy Council in England. He held, therefore, that the Indians had no right to cut wood on the property. It was announced on behalf of the tribe, that the decision would be appealed immediately.

Pays Tribute to Canadian Woodsmen

Addressing the Women's Club, in Toronto, on Impressions received on a Visit to the Canadian Forces Overseas, Sir Robert Falconer, president of Toronto University, said that there are some 13,000 Canadians employed in cutting down and drawing timber from the French forests for use in the war. Of this work almost 90 per cent. was done by Canadians. Sir Robert added that no trees were allowed to be touched except those marked by the French and the forest still remained a thing of beauty. The hope was expressed that these stalwart woodsmen would on their return act as missionaries in certain parts of Canada in arousing an appreciation of our forest wealth and impressing upon the populace the necessity of scientific management and conservation of our timber limits.

Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

Cuts of Hemlock—now sawn. Cash. Apply Box 809, Canada Lumberman, Toronto, Ont. 21-24

Hemlock Wanted

One block of Hemlock Wanted. Quote prices to Box 826, Canada Lumberman, Toronto, Ontario. 24

Wanted Hemlock

Block of Hemlock lumber wanted. Write The Elgie & Jarvis Company, Limited, 18 Toronto Street, Toronto. 24

Hardwood and Softwood Slabs Wanted

4 ft. Hardwood and Softwood Slabs and bundled edgings. Cash. Apply Box 808, Canada Lumberman, Toronto, Ont. 21-24

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Hardwood planks suitable for Tool Handles. Ash, Maple and Hickory. Will contract for five years' supply.

Canada Foundries & Forgings, Ltd., 23-4 Welland, Ont.

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We are open to buy for prompt delivery: 1½ in., 2 in., 2½ in., Maple and Birch, No. 2 Common and Better.

State lowest cash price with point of loading. Grade to be stated and guaranteed.

Box 825, Canada Lumberman, Toronto, Ont. 24-2

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Lumber For Sale

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One car 5 x 5 Maple Boxed Hearts.
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Seven cars Fir Doors.
Three cars Fir Columns.

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Basswood For Sale

I have for immediate delivery, one car of 1 in. dry Basswood lumber, log run.

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60 M. ft. Maple, 1¼ in. x 3¼ in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

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Car 1½ in. No. 1 Com. and Btr. Red Oak, dry, very wide, well manufactured. Will make close price for prompt shipment. The Elgie & Jarvis Lumber Co., Limited, 23-24 18 Toronto Street, Toronto.

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1 car of 1 x 4 merchantable spruce, dry.
3 cars of 1 x 5 merchantable spruce, dry.
3 cars of 1 x 6 merchantable spruce, dry.
2 cars of 1 x 8 merchantable spruce, dry.
2 cars of 2 x 6 hemlock, dry.

Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 24-3

Wanted-Machinery

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Six or seven foot, used single or double cut pony band saw mill. Give full particulars and quote best cash price. The Pearce Company, Limited, Marmora, Ont. 24

For Sale-Machinery

For Sale

1-17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

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Band Resaw, for slabs, horizontal, No. 24, Mereen Johnson. Four bandsaws, 1 automatic band saw sharpener, 1 lap grinder, 1 stretcher, 1 brazing table, 1 set band saw swedge shapers. Also 1 lath machine and 1 bolter. Apply Box 798, Canada Lumberman, Toronto, Ont. 21-24

Logging Equipment For Sale

Including ten teams with big wheels, sleighs, etc., and steam log loaders, skidders and all material necessary for camp use. All in first-class condition and can be released promptly. For particulars write Post Office Drawer "D," Ludington, Mich. 22-1

Equipment For Sale

1 MacGregor-Gourlay double head tenoner.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
1 15 H.P. C.G.E. motor, 220 volt.
1 50 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 24-3

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

YOUNG, PRACTICAL SAW MILL MAN as assistant mill manager for centrally located Ontario White Pine Saw Mill (200,000 feet, 10 hours, with many years timber). Must have tact and quality of leadership and have practical knowledge of every branch of saw-mill work—millwrighting, sawing, filing, etc. State age, married, religion and salary expected. Give references as to experience, character, etc. Early promotion to the right man. Box 802, Canada Lumberman, Toronto, Ont. 21-24

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WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-t.f.

ACCOUNTANT AND BOOKKEEPER, 25 years of age, with several years' experience on mill and woods end desires to make a change. Would prefer mill, but not averse to logging end. Can furnish first class references. Apply Box 812, Canada Lumberman, Toronto, Ont. 23-24

POSITION WANTED—As Office Manager, or Accountant with Lumber & Wood-working business, 15 years with one large Ontario Company; 5 years treasurer and office manager. Practical knowledge in Lumber, Factory and Office departments. Aggressive and up-to-date methods, best credentials. At present engaged. Apply Box 816, Canada Lumberman, Toronto, Ont. 23-24

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Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.
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We are open to make contracts for delivery during winter and spring of all sizes Spruce and Juniper Knees, 5 inch to 12 inch.

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Wanted—Man with Small Saw Mill

to cut three million feet or more each year for five years. We put the logs to the mill, and pay saw bill each month. Location, Northern Ontario.

We own the timber, and might consider a partnership with the right man. Box 818, Canada Lumberman, Toronto, Ont. 23-24

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Having disposed of my sawmill am opening an office in Toronto to wholesale lumber and wish to get in touch with a live, energetic, experienced lumber salesman who understands buying from the mill and has had experience in selling in car lots to the trade in Toronto and Western Ontario. I will invest sufficient capital to carry the business. Profit to be divided after allowing for salary and expenses or would form a partnership with the right man. In first letter give full details of experience, also state age and religion. Must have excellent references. Strictly confidential. Box 815, Canada Lumberman, Toronto, Ont. 23-2

The Italian Lumber Market

Before the war Italy imported approximately \$35,000,000 worth of lumber annually, which represented about 85 per cent. of her total lumber requirements. It is estimated that she will now have to import two or three times the quantity taken in pre-war years (which amounted to approximately 1,250,000,000 board feet) to cope with industrial activities, building operations, and the reconstruction of her invaded provinces.

In 1913, Austria-Hungary supplied four-fifths of the quantity imported. This Austrian trade, however, was almost entirely in the hands of Italian firms who would either purchase forest areas in Austria-Hungary or buy certain productions outright from year to year, or else acquire for a certain period of time the total quantity of logs and planks cut and sawn in specified districts. It is anticipated that in future, owing to the racial antipathy aroused by the war, Austria will endeavor to keep her limited trade with Italy entirely in her own hands. However that may be, Italy is now looking for other

sources of supply, and it is more than likely that she will look with greater favor upon the trade advances of her late allies-in-arms than upon those of her old enemy.

Trade Commissioner W. McL. Clarke estimates that Italy will have to spend abroad six times the amount expended during the five years immediately preceding the war, and that this amount will approximate \$200,000,000. The lumbermen of British Columbia should get their share of this trade.

Canadian Trading Company's Mill at Sewell

The Canadian Trading Co., Ltd., has been operating a mill at Sewell, Masset Inlet, for about a year, manufacturing and selling lumber to the Imperial Munitions Board. This mill was one of the original sources through which the Board got its aeroplane material from British Columbia, which was at first manufactured from logs bought from private operators. Of course, the department of aeronautical supplies of the Imperial Munitions Board, through Major Taylor, controls all local logging for war purposes, and the mill therefore obtains its logs now from the department, to whom it sells the lumber back.

Manager Stripp figured that his company had supplied the Imperial Munitions Board with more aeroplane lumber than any other mill in the British Empire. He added that there was more good aeroplane spruce at Masset Inlet than elsewhere under the British flag, and that while there was a large supply in the States the quality of the Queen Charlotte timber was distinctly superior to that of the more abundant timber growing to the south of the line. He had no hesitation in saying that the government gave everybody connected with the industry a square deal. While they might not have encouraged big profits, the prices paid allowed a very reasonable margin to competent operators. He could see no kick coming from anyone in this connection. There was, of course, a large accumulation of side lumber which could not be profitably disposed of at present; but it would find a market in due course. In fact, there seemed no reason why all the merchantable spruce growing in British Columbia could not be satisfactorily sold. There was plenty of it in the province, but not an over-supply.

Mr. Stripp was asked if he saw a future in the aeroplane manufacturing industry. "Certainly," he replied. "Aircraft is going to find a commercial use after the war. Of course," he added, with a laugh, "the machines built will last longer with nobody shooting at them, and so perhaps we can't count on an unlimited output, as at present."

The Canadian Trading Company's mill was used to test out

logging comparatively with ordinary logging methods. Mr. Stripp understood that, as a consequence, logging operations had been discontinued entirely. If any outfits were still working he thought they were probably engaged solely in getting out the rived timber still in the woods.

Another Advocate of Organization

In a recent interview Angus E. Munn, president of the B. C. Loggers' Association, said:

"Of course, we hardly know where we are at just now, but we are figuring that there will be a large demand for reconstruction material. I imagine a good many of these camps which are now cutting aeroplane spruce will take contracts to cut material for the pulp mills. They are opening up again now and they use a large quantity of timber."

"I am optimistic as to the future. The lumber mills of this province ought to be looking for export orders. We have the best timber here and it will be large orders that will be given in connection with the reconstruction of Europe. Our mills should be in the market for them, not each paddling his own canoe, but, by an organization, seeking the trade for distribution, among themselves."

Logging Camp Sanitation

Letters have appeared in the press lately complaining of insanitary conditions at some of the logging camps of British Columbia. The Vancouver Daily Province took the matter up editorially on November 4th, writing in part as follows:

"This trouble occurred in logging camps before the interior of British Columbia began to be the scene of lumbering operations. It was frequent in Ontario until the government of that province adopted drastic measures and saw that they were carried out. But even in Ontario there are instances in the remote districts where there is a tendency on the part of owners to neglect their camps and to allow them to get into an insanitary condition. In the comparatively few camps in Alberta things are better, for one reason because of the Royal Northwest Mounted Police, who pay periodical visits and see that things are shipshape. There seems to be no reason why lumber camps in British Columbia should not compare favorably with the camps of Washington, U.S.A. That they do not by any means do this is well known to those who are acquainted with the methods in use in that neighboring state. The alleged insanitary state of the lumber camps existed long before the epidemic now sweeping over us was heard of. But it is exceedingly undesirable that filthy and insanitary conditions should be allowed.

Interesting Insurance Case

The writ in an interesting action was filed on October 25th by Farris & Emerson, acting on behalf of the Pearson Shingle Mill Co., Vancouver. It appears that at about 4 o'clock on the afternoon of May 14th a representative of the plaintiff company took out a policy with the local agents of the defendants covering the company's mill on Burrard Inlet. The usual covering note was given to protect the insured property until the arrival of the policy. At about the very hour that the policy was taken out in Vancouver a fire occurred at the company's mill at Burrard Bay, doing considerable damage. The defendant company disputes payment on the ground that it is not proven that the fire had not started before the moment when the covering note was given. The plaintiffs contend that under the usual rule of law the covering note, protecting the insured from May 14th, must be taken to give protection from the hour of noon of that day.



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Correspondence Solicited

WALTER HARLAND SMITH

Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East.

There is not much of special moment in the general situation, so far as Ontario is concerned. Business is rather quiet in all lines and there is only a moderate amount of stuff moving for general repairs and the completion of some new buildings which were started in the fall. The trade, however, looks for a very active structural season in 1919, and everything points to the fact that business will be better with both the manufacturer, the wholesaler and the retail lumberman than it possibly has at any time since the outbreak of the war. Dealers are not buying much at present as they prefer to adopt a conservative attitude and not start the first of the year with too heavy stocks. Inventories are now being taken and everything put in shape for the activity which, it is expected, will manifest itself within the next two or three months. In regard to lower prices on certain lines of lumber, there is basically nothing to warrant such a hope as the demand is expected to be unprecedented while the supply is considerably smaller than normal.

All the factors, which enter into the production of lumber for the coming season are virtually the same as prevailed during the one just closed, only that wages are slightly higher and the cost of getting out the timber, due to the heavy outlay for supplies, which is from 15 to 20 per cent. additional. Now and then there is expressed an opinion that lumber prices may be reduced, but in interviews obtained from representative firms in various parts of Canada there has not been a single declaration that would lead the onlooker to expect any diminution in price before next fall at any rate. Whether there will be a slight drop then depends upon the foreign market, the availability of bottoms, the establishment of credit and the facilities with which foreign trade is developed. It is idle at this moment to pronounce authoritatively what volume the European demand will reach, but the consensus of opinion is that Canada will be called upon to furnish all the timber that she can possibly supply and possibly more. The Canadian Lumbermen's Association has not been slow in taking aggressive action and will act in conjunction with the Provincial and Federal Governments and the Canadian Mission in London in seeing that everything is done to keep the timber interests of the Dominion to the forefront. Many favorable inquiries are being received.

Just now the chief topics of conversation in the trade are those of price and supply. Prediction is made in some quarters that before two months are over white pine and hemlock will see an advance of 5 per cent., while others are equally firm that the ascent will be not less than 10 per cent. The War Trade Board is devoting more attention than ever to the matter of lumber supplies and will act in close co-operation with the industry. There is no necessity or justification for sacrificing stocks on the Canadian market as the allied countries are greatly in need of lumber and there is the replacement value which must be considered. The British Government recently purchased 4,000,000 feet of clear fir in British Columbia and enquiries are now being made for 670,000,000 feet of material for house construction mostly small timbers, boards and dimension. It is also said that commissioners from other countries are visiting the Dominion for the purpose of buying a considerable quantity of stock. At the present juncture there may be a temporary easing up in spruce, but hemlock and white pine are holding firm. Those who have large stocks—and, by the way they are not so many as usual at this period—are retaining them fully confident that, with the active readjustment programme ahead, the various house building plans, factory extensions and wood-working operations, the new impetus given to various lines of industry, such as furniture, trucks, farm implements, pianos, gramophones and automobiles, by reason of the close of war, will result in everything being taken up in the next few months at present prices or perhaps an advance.

Transportation is now much freer than for several months past. Embargoes, permits and other vexatious regulations have been eliminated. Nearly every lumberman that one meets expresses the belief that there is "great business ahead" and that "some nice orders will result early in the new year." Of course, things may not pick up quite as rapidly as the most optimistic hope, but there is no reason to believe that there will be any fall in values or any demoralizing factors in the trade. The disorganization and displacement of four years of war cannot be overcome and realized in a few weeks, but with patience, courage and cheerfulness, the lumberman is likely to come out of the period of transition and make the grade to normal conditions with perhaps less disturbance and uncertainty than most any other branch of industrial endeavor.

The Eastern Provinces are most optimistic and a great revival is being shown in the spruce situation. The promise of early and continued shipments and the certainty of a short supply this coming season are developing a spirit of satisfaction in the spruce country.

Unmistakable evidences that prosperous conditions will prevail in the lumber business at an early date are indicated by several outstanding features.

One is that the British Munitions Board has recently purchased 10,000,000 feet of spruce deals at \$36 and \$37 in St. John, which leaves only a comparatively small quantity of spruce on the docks.

Another indication is that certain banks are urging wholesalers not to sacrifice on their pro forma invoices, but to take them up and the necessary advances will be made. This demonstrates that the financial institutions have faith in the present market values of lumber.

Another omen is that the Committee recently appointed by the Minister of Reconstruction in Great Britain declares that 100,000 standards a month of softwood will be required during the first year after the war for rebuilding purposes. This virtually means 200,000,000 feet a month and, as a large quantity of white pine and spruce will be needed, Canada should be in the forefront in capturing a fair proportion of this heavy amount of business.

United States.

Generally speaking in the retail lumber yards business is quiet and there is little buying going on at present except for immediate use. One eastern firm writing the "Canada Lumberman" states that they find the feeling is that lumber must drop some in price before much building will be undertaken. Wholesalers, however, maintain that prices are strong and will remain so for at least six months or longer, providing the export business that is confidently looked for, develops. Of course if there is no large outlet for foreign lumber by reason of lack of ocean tonnage, there may be some decrease in values, but at the present time it appears as if the shipping situation will be favorable and that European requisitions would be quite as large as expected. The maintaining, elevating or reducing the values of lumber devolves a good deal around labor conditions and costs. There is no immediate prospect that labor will come down in figure, as living conditions are better to-day than ever in the laboring classes and the cost of all supplies is high. If wages decline they must do so hand in hand with everything else and until wages fall lumber cannot take a drop. The sooner the prospective builder realizes this the better, and it is pointed out that this new order of things will show him that lumber is cheap now compared with his enhanced earnings and will get no cheaper until his own earnings decrease. The spirit of hesitancy that dominated the hardwood market immediately following the signing of the armistice is fast disappearing and is being replaced by an optimism that is giving rise to a good volume of inquiries and orders. Domestic demand, although regulated by the seasonable lull in general activities, is gradually taking up the slack of Government cancellations. Business from construction sources can not be expected in volume before the approach of the spring building season, but industrial demand is counted on as the sustaining factor in the meanwhile. Furniture, vehicle and farm implement manufacturers are rapidly adjusting themselves to a normal production and furnish a growing volume of business. Under the conditions, practically every hardwood man is satisfied with the present, having faith in the future to produce greater prosperity. Unparalleled demand for furniture, pleasure cars and motor trucks is expected during the next year; the railroads are looked to for big business in lumber for general construction, and box and barrel manufacturers are expected to remain active and to contribute heavily to the general volume of demand. Besides this are awaited the tremendous revival in building operations and, last but not least, an extraordinary heavy movement of hardwood lumber and forest products to Europe and other foreign countries as soon as transportation facilities become available. So there is no reason for anything but the most pronounced optimism. In the meanwhile, prices are reported a little easier, but with no tendency to weaken; and it is felt that a stronger tone will make itself manifest as soon as the holidays are over, when a considerably heavier demand is expected.

A pronounced strengthening of the southern pine market manifests itself already. The slacking up and general cancellation of Government emergency business have been followed by a great increase in the number of inquiries circulated, from both yard and industrial sources, and a more vigorous demand for commercial stock from lumber dealers in all sections of the country is reported from various parts



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of the southern pine belt. A spirit of exultant optimism prevails in every branch of the trade, sustained by these indications that business is going to boom, as soon as the building season approaches, as it never has boomed before. Most sections also report that production conditions are improving, with the labor situation decidedly better, although costs, of course, remain high.

Great Britain

The report of the committee appointed by the Minister of Reconstruction on the position of the house-building industry in regard to timber makes a recommendation that immediate steps should be taken by the Government for the importation of at least 100,000 standards a month of softwoods during the first year after the war. This, of course, is only a recommendation, but the housing question is one of the attractive items on the programmes of all political parties, and, in spite of the claims of other trades for tonnage, the Government will have to ensure that priority is given to a large import of wood in 1919.

The problem of readjustment is coming to the front and much interest is being taken in the position that Canada will be in in the matter of catering to the timber requirements of the United Kingdom. To find oneself freed from the cloud of militarism is in itself a great emancipation from the existing worries; but for all those who have fought to keep their business going during the strenuous period of the war, it is only right that they should look forward to an early resumption of the shipping conditions as a just reward for their patience and perseverance. Doubtless some time must elapse before the trade and commerce of the country can return to its normal course. There are many obstacles in the way, and until the army has been demolished, there will still be a great scarcity of labor. Meanwhile, the shipping accommodation, freed by the exigencies of the war, will be fully employed in bringing forward foodstuffs to replete the scanty larders of both at home and the Continent, so that all can only look forward in happy anticipation of seeing the timber trade liberated from the enthrallment of the Controller when the mists of the war have rolled away.

The chief cause for joy is that the war is actually over, and although it may take some months before affairs resume their normal course, yet business will begin to revive little by little until eventually it has regained its former state. While trade is progressing towards greater activity month by month, all can look forward to a bright and prosperous future.

The report of the committee appointed by the Minister of Reconstruction to consider the position of the building industry after the war refers to the suggestion which has been made in some quarters that 300,000 houses may be built in England and Wales in the first year after the war. That number of houses, the committee explain, would require 6,000,000,000 bricks, which is 50 per cent. more than may be expected to be produced annually even if the existing works are made to produce to their utmost capacity. They also remark that it appears impossible to secure production of bricks to meet the probable demand, at least, during the first two years after the war. This conclusion as to bricks, they say, is equally borne out with regard to certain other essential building materials. The supply of timber has given the committee much anxiety. They are advised that the stock of imported soft wood in Great Britain at the end of 1918 will be about two months' consumption. It is emphasized as essential to take immediate steps to secure this country's proportion of the present available supply, and to secure an ever-increasing supply. Having assured themselves that sufficient material will not be available adequately to meet the demand, pending an increased production of those essential materials which may be insufficient, the committee are satisfied that a certain measure of control and regulation will be requisite. They are satisfied, however, that the production of materials is capable of considerable increase at an early date after the war. The committee set out the general lines on which they think the increase in production of building materials can be best advanced, such as priority of release upon demobilization, introduction of more modern appliances, increased use of machinery, possibly under certain circumstances financial assistance by the State in extensions and equipment of works, closer co-operation between employers and employees, and standardization of fittings in all trades, especially for cottages, so that manufacture might proceed without delay.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Expects No Drop in Prices

Though little trading or buying was done in the Ottawa lumber market during the opening period of December, prices continued to hold firm and reports from well informed quarters of the trade indicated that there was not going to be any drop in prices.

The usual December and holiday lull began to creep in around the fifth of the month. Consequently lumbermen did not look for any great volume of business being done until the Christmas and New Year's season were over.

Shipments of lumber during the first part of December continued to be numerous. The stock in most cases was purchased months ago and was awaiting shipment and delivery. New business and domestic and foreign orders did not show much change as compared with the preceding two weeks.

The principal demand, if such it could be called, came from the United States and ranged all the way from mill culls to the better grades of white pine. The spruce grades were not active. Lath and shingle were slow. The building grades beyond a few local orders showed no activity. The outlook toward the English and European market remained unchanged.

While the lumbermen themselves were not busy filling orders, and everything on the surface was reported "quiet," there was a good deal of thinking going on. Speculation as to what might or might not occur when the European market opened up was indulged in. Besides a good deal of thought was given to dopeing out what would happen with the expected renewal of building operations in the spring. So many different problems as to what might or might not occur presented themselves that the lumbermen on the whole did not care to express any concrete opinion until they had had time to fully digest the situation.

From the reports to the "Canada Lumberman" there is one thing sure and certain, and it is that the manufacturers holding big blocks of stocks produced at high prices are not going to cut prices or undersell in comparison with productive cost.

In other words any stocks there are, are going to be carried over, with a possible exception of some of the little fellows who for financial reasons desire to realize on their holdings now. The amount that

will come into the market this way will, it was taken, not be nearly sufficient to cause or warrant any general decline in price.

What set some of the wholesalers and brokers thinking was the report that the manufacturers were going to ask from seven to nine dollars per M. for the 1919 cut as compared with the 1918 output. "I can't see how they can do it. If they get five dollars above last season's price they are getting the limit," said one of the brokers.

On the other hand the big manufacturers appeared to be perfectly willing to keep what stocks they possessed and expressed confidence for the future. Their line of argument was that if their judgment prove wrong they stood to lose, and if it was right they are only getting what they feel they are entitled to receive. They point out that the stocks they have for sale were produced at high cost, and consequently they cannot be expected to sell them for the same figure or less than it cost to produce them.

The whole tone of the market as regarding sales from manufacturers to brokers and wholesalers seemed to be that the high cost of production charges was going to "carry on" for several more months at least. Ottawa manufacturers had very little if any stock to sell. There was no over supply. Neither was there a shortage for present demands.

In discussing the situation several prospective purchasers tended toward the view that their position at present was doubtful. Wholesalers generally do not care to go into the market at this time and pay what the manufacturers are reported to be asking for the 1919 cut. On the other hand, if they do not get the stock and a big demand crops up next spring and summer, what are they going to do? Boiled down, the issue seems to be, take a risk or sacrifice prospective profits.

The outlook indicated that there would be considerable "jockeying" for certain stocks before the sawmills get under way again. One Ottawa firm reported it had heard the New Brunswick dealers had boosted the price of spruce \$5 per M, effective December 1st. If this report is true there does not seem a great deal of chance of the spruce market coming down in price though it may remain practically inactive for a time.

An opposite view taken of the situation was that spruce was



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going to come down in price, and in support of his view the dealer in question gave the "Canada Lumberman" the following figures of sales made during the first week of the month: 7 in. dressed, delivered at Ottawa, \$38; 3 x 7, delivered Ottawa, \$37.50; 2 x 6, delivered Ottawa, \$37.50; 3 x 4, delivered Ottawa, \$37.

The pine market held firm. Dealers inclined toward the pine grades argue that with the European demand opening up that three inch spruce will be in demand, but that the English market does not want one in. spruce, whereas the buyers will accept one inch pine. Thus the idea was that one inch and one and quarter in. spruce will be in practically no demand. As against this it is again argued that one-inch pine and upwards to one and one-half inch will be in requisition in Canada for building purposes.

Take it this way," said a dealer, "when reconstruction sets in, is the contractor or the man who contemplates building houses going to go into the spruce market with the prices as high as they are? Will he not take a look at hemlock first? Supposing he does and the mercial purposes, which is he going to buy? Hemlock, of course, mercial purposes, which is he going to buy? Hemlock, of course. Then where is your spruce coming in?"

The labor situation in the woods showed a considerable improvement. It was estimated early in December at Ottawa that ten thousand more men could have been used in the woods during the first part of December had they been available then. For some reason or other there seemed on the part of some workers in munition factories formerly earning from seven to nine dollars per day, a reluctance to go into the woods and undertake attendant hardships at a lessened salary. Some of these workers apparently have a fat stake laid away and with the incoming of the holiday period seemed to live free and easy and celebrate a peaceful Christmas for once.

The outlook for factory labor caused no concern. The prospect for enough business to keep Ottawa woodworking plants and factories appears blue enough when the holiday season ends. Most of the plants had enough work ahead to ensure operation to the end of the month, but didn't know of much beyond it.

Big Spruce Business at Good Prices in St. John

All the mills at St. John have finished their season's cut of logs, being forced to shut down earlier this year than usual, as the men left the mills going to work on the winterport steamers.

A feeling of optimism has struck the St. John market in so far as St. John stocks of deals are concerned. This feeling looks as if it had a very solid foundation and was not a feeling only, as during the past week the British Munitions Board have come onto the market and purchased upwards of ten million feet of deals at or around \$36 to \$37 per M. on the sellers mill wharf. St. John shipments on this sale are now taking place, while the quantity does not seem large, it will leave only about 25,000,000 feet of city cut deals yet unsold. It certainly looks as if the holders of these deals will have no trouble to dispose of them at good fair profitable prices. While the prices may seem larger than in former years, still the cost of logging, driving manufacturing and general overheads have been very much higher than in 1917 and the margin of profit is only a fair one. It certainly looks as if the mill wharves at St. John will be sold clean off and all lumber removed by spring. It also appears more certain to-day that less logs will be cut and put in streams than was the case in 1917-18, and the advance over 1917-18 prices will run around 25 to 30 per cent. for the sawn timber. Not as many portable or country mill cuts are being produced in New Brunswick as was the case in 1917-18. Men for woods work are more plentiful at the present than they were earlier in the season.

Local business is not as good from a factory standpoint as it was a month ago, although the outlook for 1919 is fair. Stocks of matched spruce boards and flooring are very light, spruce boards being very scarce and commanding big prices. Refuse stocks are quite sufficient to take care of all the business offering and no shortage will take place before the new stock comes on the market.

The box shook trade still continues good and prices are as firm as ever.

Montreal Looks for Encouraging Business

So far as Montreal trade is concerned the position has not undergone any material change. Business is dull in practically every section. Wholesalers and retailers are still awaiting developments, which are not likely to show any pronounced tendency until the spring. At present they are in the dark as to even the likely trend of events, although there is a pronounced feeling that Canada is on the eve of a distinct revival in commerce. The transition period, however, is apt to be discouraging, but one cannot reasonably expect that the war, with its abnormal demands, will be terminated without creating a certain amount of business uncertainty. The current of trade is upset in some directions, and it will take time to readjust things.

The lumber business is feeling the effects of this condition, and

would be buyers are holding off until they can see a little more daylight on the situation.

Wholesalers are receiving offers of large quantities of stock, and here and there concessions are offered for immediate purchases. In other instances, however, quotations are higher. Despite the lack of orders, prices hold generally firm, although, as stated, now and again reductions are offered.

Both local and American business is slow. For the month of November Montreal permits totalled \$339,475, an increase of \$120,120 on the corresponding month last year. During the 11 months the value was \$4,706,828, a gain of \$407,775, a far better showing than at one time seemed likely. It is yet too early to say whether any of the many contemplated buildings held over during the war will be commenced in the spring. The idea among contractors is that there will have to be a substantial reduction in costs before any real improvement in the trade will be shown. Already in some directions the labor cost is lower and there is also a slight drop in values of certain materials.

It is reported that the British Government has closed several contracts for the spruce required and referred to in our last issue. The business is stated to have gone to Quebec and the Lower Provinces.

Although not absolutely relative to the lumber trade, it is of interest to note that the South African Government is in the market for many thousand freight cars and a number of locomotives. The inquiry has come to Canada; if the car order should be placed here, it would mean a certain amount of trade for the lumber section.

Mr. Horning Joins Beck Lumber Co.

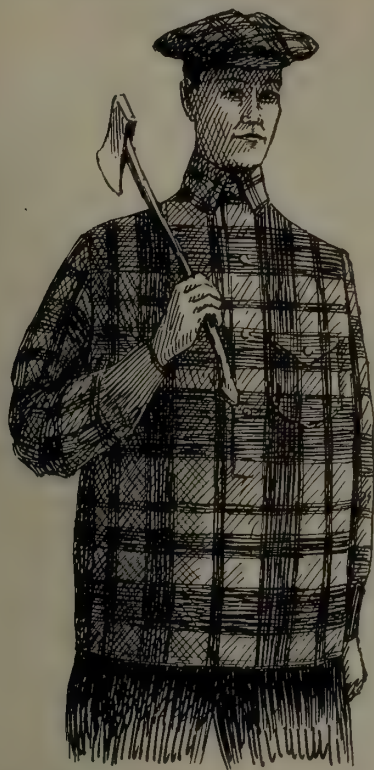
The Beck Lumber Company has been formed with headquarters in Penetang and will sell the output of the C. Beck Mfg. Company. Among those interested in the new organization are W. F. Beck, G. A. Beck, A. E. Beck and F. H. Horning. Mr. Horning will be in charge of sales and will look after the marketing of the products in Ontario, New York and other States. For the past four years he has been associated with the C. G. Anderson Lumber Company, Toronto, and is leaving at the end of the present month to enter upon his new duties. He has been engaged in the lumber business all his life, starting in as tally boy with H. M. Tyler Lumber Company, Tonawanda, N. Y., in 1892, and four years later he took a position on the road. Subsequently he joined J. P. MacKenzie of Tonawanda, and was with him until nine years ago, when he was appointed lumber buyer for A. Wyckoff and Son Company, Elmira, N. Y., manufacturers of wooden water pipe and steam pipe casing. As Canadian pine is largely used in these products Mr. Horning had extensive business relations with various Ontario firms with whom he established a strong connection. In 1914 he became identified with Mr. Anderson, and has devoted special attention to white pine and other soft woods. The C. Beck Mfg. Company turn out red and white pine, spruce and lath at their mills and have also facilities for dressing in transit and resawing. They operate a large planing mill and manufacture boxes, box shooks, wooden pails and tubs, as well as shingles, lath, posts and timber. The Toronto office will be at 10 Parliament St.

Aggressive Concern Gets After Export Trade

Frank Kent, of the Seaman, Kent Company Ltd., Meaford, Ont., spent a few days in Toronto this week on business. A past president of the Meaford Board of Trade, he has been re-elected a member of the Council of that body and delivered a stirring address at the recent annual gathering. The Board has undertaken to grapple with the problems of reconstruction and is an aggressive organization. Mr. Kent read a number of letters from English firms, asking information with regard to the output of various allied industries of the lumber trade. In association with other concerns the Seaman, Kent Company intend despatching a man to France and Belgium within a short time in order to get after the export business in hardwood lumber and flooring and follow up actively numerous foreign enquiries that have already been received. It is probable that Mr. Kent himself will go overseas in the near future to renew negotiations with British firms with whom they did a large business previous to the outbreak of the war. A number of encouraging communications had come to hand and instead of waiting for associations and other bodies to move the Seaman, Kent Company are acting without any loss of time. It is understood that the head office of the Company will shortly be removed from Meaford to Toronto.

Capt. Thomas German has just commenced work in his yard at Meteghan, N.S., on another three-masted schooner for Mr. J. E. Gaskill, of Grand Manan. The vessel will be about 375 tons and will be constructed along similar lines as the several which Mr. Gaskill has built on the St. Mary's shore.

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1—25 H.P., Ontario Code.

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1—50 H.P., Standard Inspection.

1—30 H.P., Standard Inspection.

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1—9" x 12" Double Cylinder, Jenckes Cableway Hoist, complete with carriage, cable, sheaves, etc.

1—Open Top Tank, 10' long x 2' deep x 3' wide $\frac{1}{4}$ " plate.

1—Concrete Bucket, 24" x 24" x 30" deep with open bottom.

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Big Log Drives on the Ottawa are Passing

Thousands of Dollars Worth of Timber Lies on Bottom of River—How Many Residents Secure Free Firewood—Sunken Logs Preserved

Generations of Canadians on the banks of the Ottawa, above the Chaudiere, have seen the logs come down every summer to lie in the great boom in the deep, smooth current below the Rapids Des Chenes to wait their turn and their summons to the mill. For one old man's long life they have been feeding the insatiable saws in the mills at the Chaudiere. And well nigh a score of other mills centering on the city of Ottawa, this lumber metropolis of Eastern Canada, has helped to eat them up—these great pine and hemlock trunks, and those straight, round spruce. Further and further back have the forests receded from whence the logs for these hungry mills were cut, says S. H. Howard, in the "Star Weekly." Away above Mattawa, then Temiscamingue, at the headwaters of the Coulogne, and the Petawawa the lumberjacks have culled first, as square timber—the primeval wilderness white pine—then the red pine, then the smaller pine, and the hemlock, spruce, and balsam. And now they are taking everything—straight or crooked, round or "shaky," clear or knotted. Even the young trees, no bigger than flag poles—the pulp mills gobble them all, for paper is high and growing higher, and the market for newsprint growing faster than the trees.

Away up the river, where it arises in the Quebec wilderness, lumberjacks cut trees to make logs for these great mills at the Ottawa. Away up on the height of land which divides the watershed of the Ottawa from that of the Georgian Bay, men work all winter from before the dawn until after dark to feed these great mills on the Chaudiere. Booth's logs, they say, are traveling in the rivers and lakes for two years before they reach his mill. Recently he has found it cheaper to build railways right into his limits and to haul some of his more distant cut right out of the woods on flat cars, from which, two days later, they are dumped into the river at the mill. Two days' as contrasted with two years! But some of the limits are not accessible to railways, and the Ottawa is still one of the great lumber streams of Canada, as it has been for well on to a hundred years.

The Way that Fuel is Coralled

Like a flock of buzzards, the wood pickers swoop out from the points and bays of the Ontario shore. With a pike pole thrusting over the bow like a long, sharp beak, each boat has a man at the oars and another steering with a paddle in the stern. Flat-bottomed dories, these boats, built with pointed stems and square sterns, the bottoms curving up out of the water two or three inches at the bows, that they may ride over boom-timbers—with an extra jerk of the oars—and steer more easily in the current. Out among the floating logs the fleet of the wood-pickers spreads, each seeking and attacking its own prey in an eager hurry to catch a load before the drive drifts down and tightens in the sorting-gap jam.

In among the drifting timber the little pointed boats scatter, and now the man in the stern lays down his paddle, and the oarsman passes him the long pike pole, shod at the end with a steel point and a hook. With a dexterous drive he spears a broken log, tows it towards the boat and swings it aboard like a great fish. Half a pine stick, twelve inches through, it may be, and perhaps so heavy it takes two men to lift it aboard, or perhaps again it is too heavy to lift out of the water at all, and it is snubbed with a rope and towed behind. Driftwood, cedar stumps, old beams, planks, poles, splintered and broken saw-logs that have suffered innumerable jams and innumerable waterfalls are all fair game for the wood-pickers, and they load up as much as their staunch, handy little craft will carry, and come heavily home again. In the wooded coves and bays of the Ontario shore where the summer camps and cottages lurk in the trees, each house has its cord-wood pile of river-furnished firewood piled high and dry to season for the cook stove.

The Law of Ownership of Logs

Every saw log dumped into the river for the lumber companies is bark-branded with an axe, hammer-clouted with the owner's initial letter on the sawed-end. While those brands remain the law of property holds rigid. But if the log is broken, cracked, or damaged so that the brand is no longer in evidence, who sees it first and grabs it fast has rightful claim. In a journey of perhaps many months and, it may be hundreds of miles, a saw log endures and survives many vicissitudes. Thousands of them never reach the mill. They are notched, sawn, trimmed, skidded, scaled, hauled, dumped at the river, and driven by the hardy drivers perhaps for hundreds of miles; towed

for long, slow stretches by panting "alligators" and steamboats, only to drift ashore and be neglected for years.

The Ottawa Sweep comes along at intervals and rolls such strays off the beaches and rocky ledges and sends them on about their business. But perhaps in the falls at the Chats or some other wild tumble of the river they fall crossways of a rock and break or stub one end against a boulder and jam with a hundred others on top. The key log is broken, chopped or dynamited. Perhaps they lie in an eddy, or a swampy bay so long they get water-logged and sink. Hundreds and thousands of dollars worth of timber lies in the bottom of the Ottawa. Thousands of these "dead-heads" are seen floating every summer, one end bobbing up and down at the surface, the other touching the bottom, waiting such time as the "sweep" shall have time to buoy them up to a high-floating log with a piece of wire, or until they absorb just sufficient more water to gently sink from sight and lie in the mud. Some day when timber is even more valuable than it is now companies will be formed to salvage these old, water-logged dead-heads from the bottom of the Ottawa.

Air But Not Water Decays Timber

For contrary to popular impression, water does not rot wood; air does that. Water preserves wood. Spear one of these old logs lying in the bottom of the clear, brown water. A very little help will suffice sometimes to raise them to the surface, when they can be roped and towed ashore. Cut one through with a saw and the wet, sweet pine wood is as sound as a dollar right through to the core. The same log lying in the woods would long since have crumbled away.

The big days of the Ottawa as a lumber river are passing. A great part of the Ottawa sweep consists of "pulp" spruce logs of all sizes down to flag poles. And this summer for some reason, whether because of the war or the dwindling of the forests of the Ottawa Valley system—the number of logs coming down Des Chenes to the sorting gap is less than ever remembered. Only one boat is engaged on the Lac Des Chenes tow, whereas last year and for time immemorial there has never been less than two. But the old Ottawa booms, with their great, low-lying boom-sticks—trunks of the old days, such as are seldom found now—are still there, ready as of old for all the logs that come, coupled with heavy chains and snubbed to the crib piers in a long parallel avenue in the centre of the mile-wide river.

Moving Pictures of Shipbuilding in Canada

The Exhibits and Publicity Bureau of the Commercial Intelligence Branch has taken a number of moving pictures of shipbuilding in Canada. Mr. B. E. Norrish and Mr. Arthuh Reeves went to British Columbia for this purpose and took moving pictures of wooden shipbuilding from the taking out of the logs to the launching of the ship. The launching of a ship built at Port Arthur was also photographed. Films were secured of the building of steel ships at the Canadian Vickers plant in Montreal with the launching of the War Joy, one of the steel ships built there. These moving pictures are so real that those looking at them can see the building operations as clearly as if they were actually visiting the scene of operations.

All these moving pictures, as well as many others, representing Canadian industrial activities from the Atlantic to the Pacific are to be shown abroad in every country where Canada has trade commissioners. The Commercial Intelligence Branch has already arranged for the exhibition of a number of moving pictures of Canada in Australia, South Africa and the United Kingdom. Arrangements are being made for the translation of the titles into Russian and other languages. One of the features of the campaign which the Commercial Intelligence Branch of the Department of Trade and Commerce is undertaking in Siberia is the exhibition of moving pictures of Canada.

A large, new wooden tern schooner was launched at Port Daniel, Province of Quebec, on November 21. This vessel measures 149 tons net, and was built of birch and spruce, for Colin C. Tyrer of Halifax and Charles H. Nadeau of Port Daniel. This is the first ship built in Port Daniel for years and opens up this new and important industry.

The McKenzie Shipbuilding Company, St. John, N.B., will lay the keel for a ship similar to a four-masted one which they have just launched.

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Sale of Saw Mill Timber and Farm Lands

Tenders will be received at the Head Office, Henry Wise Estate, St. Catharines, Ont., until Dec. 30th, 1918, for the sale of the following Timber and Farm Lands, also Saw Mill, lying at and in the near vicinity of the Village of Craighurst, County of Simcoe, at the convergence of the Townships of Medonte, Flos, Oro and Vespra.

TOWNSHIP OF FLOS (approximate)

- Lot 42, Con. 2, 100 acres, 95 of timber.
- Lot 42, Con. 1, 100 acres, 70 acres cleared and under cultivation, new barn, silo and house.
- Lot 43, Con. 2, 100 acres, 30 of timber.
- Lot 44, Con. 2, 100 acres, 25 of timber.
- Lot 46, Con. 1, 100 acres, 30 of timber, 70 of wood.
- Lot 47, Con. 1, 100 acres, 30 of timber, 70 of wood.
- Lot 41, Con. 1, Village Lot with Boarding House.

TOWNSHIP OF ORO

- Part of Lot 37
- Part of Lot 38 300 acres, 200 of timber.
- Part of Lot 39
- Lot 5, Con. 4, 60 acres, 30 of wood.

TOWNSHIP OF VESPRE

- Lot 35, Con. 2, 100 acres, 10 of timber.

TOWNSHIP OF MEDONTE

- Part of Lot 11, Con. 6, 125 acres.
- Lot 51, Con. 1, 100 acres, 20 of timber.

MILL, CIRCULAR (Capacity)

- Hardwood, 25 M.
- Hemlock or Pine, 50 M.
- Two 85 H.P. Boilers.
- Steam fed, automatic saw sharpener, completely outfitted with all necessary equipment to begin operations.
- Highest nor any tender not necessarily accepted.

Henry Wise Estate
St Catharines, Ont.

\$149,000,000 Invested in Canadian Lumber

Spruce Leads in the Output While White Pine and Douglas Fir Come Next in Production

A census of the lumber industry in Canada has been completed by the Dominion Bureau of Statistics. The census embraces the returns of 2,879 operating concerns, of which 52 were in Alberta, 251 in British Columbia, 29 in Manitoba, 255 in New Brunswick, 462 in Nova Scotia, 603 in Ontario, 60 in Prince Edward Island, 1,151 in Quebec, and 16 in Saskatchewan.

The total capital invested in the industry, including land, buildings and plant, machinery and tools, stocks in process and supplies, and working capital is given at \$149,266,019.

The number of employees on salaries was 2,874 males and 285 females, who received payments totalling \$3,554,097. The average number of employees on wages was 25,516 engaged in logging operations, and 28,820 in the mills, and their combined wages amounted to \$34,412,411.

The aggregate value of production in 1917 was \$115,777,130. The census covered 29 kinds of lumber, 11 of shingles, 10 of lath, 6 of pulpwood and 10 of miscellaneous products, including cooperage stock, veneer, ties, poles, posts, dressed lumber, etc. The principal kinds of lumber by species of wood used, were spruce, 1,466,558 m. ft.; white pine, 791,609 m. ft.; Douglas fir, 706,996 m. ft.; hemlock 322,722 m. ft.; cedar, 149,999 m. ft.; red pine, 119,321 m. ft.; balsam fir, 102,373 m. ft.; and all other varieties, including custom sawn lumber, 483,133 m. ft. The total quantities and values of lumber, lath, shingles and pulpwood cut, and of miscellaneous products were as follows:

Kind	Unit of Measure	Quantity	Value
Lumber	m. ft.	4,142,711	\$83,547,322
Lath	m.	616,909	1,828,018
Shingles	m.	3,024,452	8,431,215
Pulpwood	cords	988,444	10,543,630
Miscellaneous Products (Val. only)			11,426,945

These figures are subject to final revision.

What Lumber Operators Must Observe

Hon. E. A. Smith, Minister of Lands and Mines for the Province of New Brunswick, recently sent out copies of the new regulations which must be observed by all operators on the Crown Lands of New Brunswick. Heavy penalties for the infraction of any enactments are levied and copies are prominently posted in all the leading camps.

The regulations are as follows:—

Diameter Limit—No sound butted spruce or pine tree that will not measure twelve inches in diameter inside the bark on the stump and no sound butted fir tree that will not measure nine inches in diameter inside the bark on the stump shall be cut other than those actually necessary in the clearing of roads, yards, landings, etc.

Stump Height—All sound butted trees must be cut as low as possible and never higher than sixteen inches regardless of snow conditions.

Saw to be Used—The saw shall be used in felling trees and cutting them into logs; if the axe is used the length for scaling shall be taken from point to point being the extreme length of the log.

Trimming Allowance on Logs—Six inches over-run in the length of a log shall be the maximum allowance made for trimming; if this is exceeded the log will be scaled as one foot longer.

Size of Tops—All tops shall be taken out to as low a diameter as possible. Spruce tops 6 inches in diameter is the maximum allowed except in case of very bushy top, when 7 inches will be allowed. Fir 6 inch top is the maximum allowed. Pine 7 inch top is the maximum allowed.

Mixing Logs—Logs cut on Crown Lands shall be placed in separate brows from those cut on Granted Lands and shall be marked with a different mark.

Skids, Roads, Bridges, Camps, Hovels—No spruce or pine shall be used as skids or in the building of roads or bridges where other species are available. Where soft wood must be used fir must be taken in preference to spruce.

Lodged and Burned Trees and Windfalls—All lodged trees, all spruce and pine necessarily cut out of roads, yards, landings, etc., and any dead, burnt or blown down trees suitable for lumber shall be taken out.

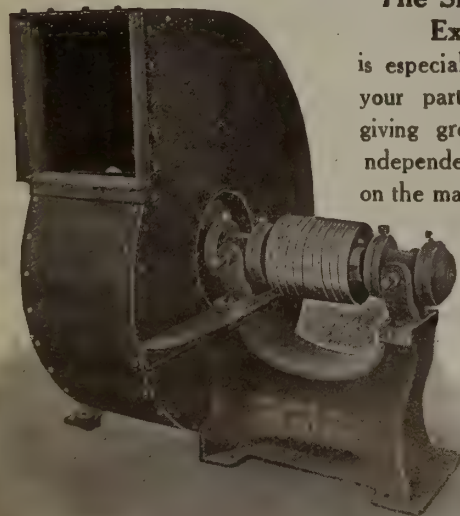
Protect Young Growth—All reasonable care must be taken to prevent injury to young spruce trees below the diameter limit.

Penalty—It is the scalers' sworn duty to report all contraventions of the Regulations and a penalty stumpage of \$7.50 per thousand and will be charged except in the case of sections 3 and 4, which are covered by a penalty scale.

Game Protection—Scalers are sworn to report all violations of the Game Laws coming under their notice.

Planing Mill Improvements

Every Manufacturer in the Lumber Industry realizes that to be "up-to-date" their Factory should be installed with Shaving Exhaust Fans.



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Messrs. Gorman, Clancey & Grindley, Ltd., Calgary and Edmonton, Alta.
Messrs. Robt. Hamilton & Co., Ltd., Bank of Ottawa Bldg., Vancouver, B. C.

DUNLOP "Gibraltar RedSpecial"

POWER—SPEED—SERVICE

NOTHING short of remarkable was the advent of this master Dunlop Belt "Gibraltar RedSpecial." Its coming undoubtedly solved that momentous problem which had for years baffled belt users, namely, the economical transmission of power, combined with an unusual length of service.

Dunlop Workmanship An Important Factor

"Gibraltar RedSpecial" superiority lies not alone in the supreme quality of the materials embodied in it. Dunlop Workmanship, the character of which is unsurpassed, has also contributed its quota. This accounts for its great tenacity, its enduring flexibility and its absolute uniformity throughout.

Held In High Favour

Resistance to destructive elements, and the unusual capacity to continually deliver the maximum of power with the minimum of up-keep expense, are characteristics of "Gibraltar RedSpecial" which have placed this belt on the pinnacle of popular favour.

Where This Belt Excels

"Gibraltar RedSpecial" is particularly adapted to Saw, Lumber, Pulp or Paper Mills, Bleacheries, Mines, Cement Plants, Brick Yards, Oil Wells, Threshers and Stone Crushers. It is built especially to withstand the jerky strains consequent on the fluctuation of power under any load; is immune to the deteriorating effects of an over-abundance of moisture, or, as in the case of Pulp and Paper Mills and Bleacheries, injurious vapour fumes. Maximum adhesion over small pulleys on high-speed machines is another reason why this belt predominates.

The Dunlop Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where the "Gibraltar" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

"The Original Red Rubber Belt."

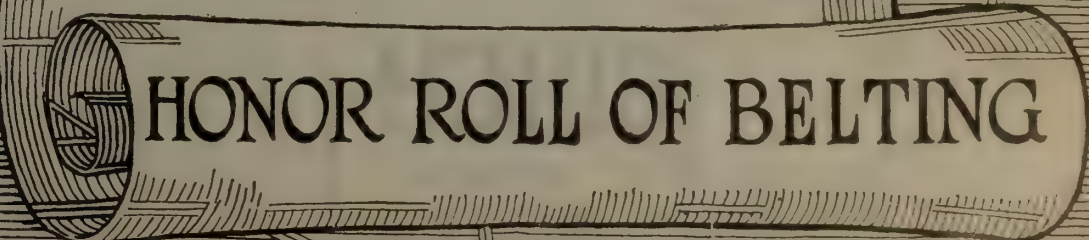
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Makers of Tires for all Purposes, Mechanical Rubber Products of all kinds, and General Rubber Specialties.

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EDGINGS

Ontario

The J. H. Still Manufacturing Company, 41 Elm Street, St. Thomas, Ont., want prices on a quantity of oak, hickory and other timber.

W. C. Edwards & Company, Limited, of Ottawa, have given notice that application will be made to Parliament at its next session, for an increase of the capital stock of the company from \$4,400,000 to \$8,000,000.

The Hout Paper Mills at Camden East, which were bought some time ago by the Bathurst Lumber Company, of Bathurst, N.B., have been put in operation and are turning out fifteen tons of wrapping paper daily. George Thomson is resident manager of the plant.

The Woodruff Manufacturing Company, Limited, has been incorporated with a capital stock of \$100,000, and head office in Merriton, Ont. The company is empowered to carry on the manufacture of paper, paper yarn, sulphite and other products, together with the business of millwrights, mechanical engineers, etc.

The Meaford Manufacturing Company, Meaford, Ont., have been advertising for logs and have received a large number from the farmers and others in that vicinity. The firm pay for the logs on the first of the month following delivery and the cut this year will be a big one. Wm. Rows is acting as log buyer and inspector for the Meaford Mfg. Company for this season.

Latest reports from the various lumber companies are that there have been more applications for work in the bush than has been received at any time during the past two years. One northern concern had application for more than double the number of men required. The employment agencies report that there is no difficulty in attending to all the requests made to them by firms for help in woods operations.

Restrictions on the export of silver spruce and Douglas fir have been removed by the Canadian Government. Owing to their necessity for aeroplane construction, exportation has been forbidden except for the Imperial Munitions Board. As the Munitions Board has received instructions to cease the production of aeroplane spruce, the restrictions are no longer considered necessary. The spruce is secured from British Columbia.

The Canadian National Safety League has been incorporated, with head office at Toronto, Ont., without share capital throughout the Dominion. The objects of the league are to minimize the injuring and killing of persons employed in stores, factories, workshops and all departments of industrial and mercantile activity, in instilling into the minds of employer and employee the full meaning of "Safety Always." L. B. Howland, lumber merchant, Toronto is one of the incorporators.

The Harris-Brooks Lumber Company, of Meridian, Miss., the controlling interest of which is held by the Frank Harris Lumber Company, of Toronto, have recently taken over two sawmills and a planing mill, operated by the B. F. Brucker Lumber Company at High Point, Miss. The sawing capacity of the two mills is about 60,000 feet a day and considerable business of dressing in transit will be done. The Harris-Brooks Lumber Company will continue to cut southern pine and hardwoods. W. H. Harris, of Toronto, who has recently been spending several weeks in the south, has returned to Toronto.

Manson's Ltd. has been incorporated with a capital stock of \$300,000, and headquarters in Hawkesbury, Ont. The company is authorized to manufacture and deal in ground wood and sulphite pulp, paper, cardboard and paper materials as well as to maintain and operate mills for the manufacture of timber, lumber and pulpwood. The company has erected a suitable building in Hawkesbury which has been equipped with grinders, screens and wet machines. At present the company is, by means of scow and electrically operated suction pump, drawing the screenings from the bed of the river, which is covered in many places to the depth of several feet. The screenings are thickened and put through special grinders, screens and wet machines, and sold by Manson's Ltd., as a low grade of sulphite pulp, for which there is a splendid demand at the present time.

Eastern Canada

Joseph R. Cartier, lumberman, Montreal, P.Q., has been registered.

J. L. Fussy and J. E. Desbiens, lumber merchants, Three Rivers, P.Q. have been registered.

The Valley Lumber Company, Stanstead, P.Q., has been registered. Elwood R. Burbank is interested.

The annual meeting of the Canadian Pulp & Paper Association will be held at the Ritz Carlton Hotel, Montreal, on January 31st.

The site has been purchased for an interior trim and furniture factory at Montreal, P.Q., by Castle & Son, 538 St. Catherine St. West. Work will likely go ahead in 1919.

During a recent severe storm which swept over Quebec and district recently, the firm of J. Burstall & Company, lumber merchants, at Sillery, lost a large quantity of square timber which broke away from the boom.

The Gulf Pulp & Paper Company, Clarke City, P.Q., are contemplating the erection of a paper mill. The company intend to fabricate newsprint in conjunction with the present pulp plant. T. Clarke is the superintendent.

J. H. Thickens, who for several years has been manager of the pulp and paper division of the Bathurst Lumber Company, Bathurst, N.B., is now with the George H. Mead Company, Dayton, Ohio, in the operating department. Previous to his departure from Bathurst, Mr. Thickens was presented by the employees of the pulp mill with a gold watch, and by the office staff with a diamond pin.

The Brompton Pulp & Paper Company, East Angus, P.Q., have acquired the Odell Manufacturing Company, of Groveton, New Hampshire. This concern will now form part of the Brompton Corporation, under the name of the Groveton Paper Company, Inc. The Odell Company products include two hundred tons of sulphite pulp, bond and fibre papers, and in the past the con-

cern were large customers of the Brompton Mills, buying chiefly ground wood pulp. The Odell Company own 31,000 acres of timber limits. An interesting feature of the transaction is that the Brompton mechanical pulp mill was built originally in 1901 to supply the Odell organization.

Campagne Forestiere Bournont has been incorporated with head office at Quebec, P.Q., and capital stock of \$700,000, to carry on business as manufacturers of and dealers in wood and all products thereof. Among those interested are Alcide Beaubien, lumber dealer, of St. Benoit-Labre, and R. Marcotte, of St. Georges.

The Valcartier Lumber & Pulp Company, Limited, has been incorporated with head office at Quebec, P.Q., and capital stock of \$150,000, to carry on business as manufacturers of and dealers in lumber, timber, wood, pulp, pulpwood and products made therefrom. A. W. Cooper, of Beupre, P.Q., is the manager of the company.

All contracts for the production of fir lumber for airplane purposes have been terminated by the Director of the Department of Aeronautical Supplies of the Imperial Munitions Board. Notices have been sent to the sawmills supplying fir for the Munitions Board cancelling contracts. All airplane lumber on hand at the mills would be accepted up to the end of November, according to the statement handed out by the official in charge of this department.

Four men found their death under tragic circumstances within the past twenty-four hours in the bush of the Quebec City district. Adolphe Talbot, of St. Adrien de Ham, was pinned to death under a felled tree. Charles Pelletier, St. Pacome, and Roussel Lambert, of Mount Carmel, in Kamouraska county, died under similar conditions. Charles Cole, Jr., was examining a revolver with another lumberjack and was killed when the firearm accidentally discharged.

Western Canada

The B. C. Box Company, 295 Dufferin Street West, Point Grey, B.C., are contemplating erecting a new box factory, adjoining their present plant, which will be larger and more up-to-date.

A. MacLeod, represented by J. F. Noble, is contemplating the erection of a sawmill at Point Grey, B.C., to cost \$60,000. Mr. Noble has applied for a five year lease of the Higgin's property at Marpole.

Supplementary letters patent have been issued extending the powers of the Rogers Lumber Yards Ltd., of Moosejaw, Sask., by permitting the organization to erect, alter, repair and demolish buildings, structures, etc.

Major Austin C. Taylor, director of the department of aeronautical supplies, Imperial Munitions Board, has announced that instructions have been received to terminate contracts for the production of fir lumber for airplanes.

The shingle mill belonging to A. H. McDonald, Burnaby, B.C., was recently destroyed by fire. The loss is estimated at \$6,000. It is the intention of the owner to rebuild at a cost of approximately \$6,500, as soon as possible.

The Pacific Coast Islands Improvement Company, Limited, has been incorporated, with head office at Vancouver, B.C., and capital stock of \$10,000 to carry on business as exporters, importers of lumber, logs, piles and poles and timber of all descriptions.

The Southin and Weeden Company, Ltd., has been incorporated, with head office at Vancouver, B.C., and capital stock of \$10,000, to acquire and deal with, in whole or in part, the assets of any other company; to buy, sell and trade in timber, lumber, timber lands, etc.

Sealed tenders are being received by the Minister of Lands for B. C., until January 13, 1919, for the purchase of License X1452 to cut 1,820,000 feet B.M. of fir, spruce, balsam, pine and cedar on an area adjoining S.T.L. No. 7526P, near Adams Lake, Kamloops District. One year will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for B. C., until the 2nd day of January, 1919, for the purchase of License X952, to cut 1,995,000 feet of fir, cedar, pine, balsam, and hemlock on an area situated on Obstruction Island, Shelter Arm, Clayoquot District. Three years will be allowed for the removal of the timber.

British Columbia camps under Major Austin Taylor have again broken the spruce production record. During October 5,200,000 feet of spruce have been turned out and under shipment. Incidentally, 1,200,000 feet of fir have been cut. It is understood that this figure is about equal to the output of all the American camps on the Pacific Coast.

Sealed tenders are being received by the Minister of Lands for B. C., until January 13, 1919, for the purchase of license X1447 to cut 6,480,000 feet of fir, cedar, spruce, white pine and hemlock, cedar poles, 725,200 lineal feet; ties, 73,000, and fence posts, on an area on Otter Creek, Kamloops District. Five years will be allowed for the removal of the timber.

Sealed tenders are being received by the Minister of Lands for B. C., until the 26th day of December, 1918, for the purchase of License X1319, to cut 1,622,000 feet of hemlock, fir, tamarack, white pine, spruce and cedar, and 111,500 lineal feet of cedar poles on an area situated on Eagle Creek, near Nelson, Kootenay District. Three years will be allowed for the removal of the timber.

The offices of the Dominion Land Agent and the Crown timber agent which had been separate and distinct in New Westminster, B.C., are being amalgamated. W. D. Magee, who has been Dominion Land Agent, is in charge of the combined offices, with Ed. Walmsley, assistant Crown timber agent, as his assistant. W. E. Beckett, who has been Crown timber agent, is now inspector. The advantage of the new arrangement is that the entire staff will be available for carrying out the work of both departments.

The Beaver Cove Lumber & Pulp Company, Limited, 307 London Bldg., Vancouver, B.C., have started work on the erection of a pulp and lumber mill at Alert Bay, B.C., at a cost of \$750,000. The president and general manager is Mr. M. H. White, and the secretary is Mr. C. C. Pratt. The plant will have a capacity of 40 tons of sulphate pulp and 100,000 feet of lumber per diem. The steam equipment will comprise five 300-h.p. vertical tube boilers, and will drive a 2,250 h.p. 1,500 kilowatt turbine and generator. The company will develop Hydro-power later when steam plant will be kept in reserve.

The National Tie & Timber Company, Ltd., has been incorporated with head office at Winnipeg, Man., and capital stock of \$20,000, to carry on business as general lumber merchants; to buy, own, sell, deal in, lease or otherwise acquire timber limits, logs, lumber, railroad ties; to manufacture every and all kinds of lumber boards and building materials; to erect, and operate sawmills, planing mills and other mills and buildings for the use of manufacturing lumber, ties and building material; to contract for, own, lease and operate lumber and logging roads, for the purpose of transporting timber, logs, lumber, supplies and merchandise of all kinds.

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Spruce, Pine, Birch, Maple

and Winter Cut Basswood

1917 Cut

In All Thicknesses and Widths

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Lengths 8' to 40'

We also carry 2", 2½", 3"

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WHOLESALE LUMBER AND TIMBER

Dressed and Rough

**White and Red Pine, Spruce, Hemlock,
Banksian Pine, Birch, Maple,
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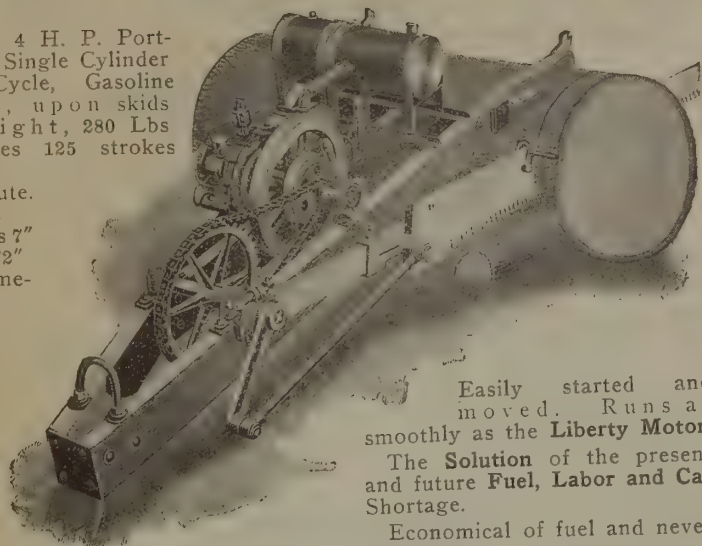
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A 4 H. P. Portable Single Cylinder 2 Cycle, Gasoline Rig, upon skids Weight, 280 Lbs Makes 125 strokes per minute. Cuts Logs 7" to 72" Diameter.



Easily started and moved. Runs as smoothly as the Liberty Motor. The Solution of the present and future Fuel, Labor and Car Shortage.

Economical of fuel and never grows weary.

Saves Labor. May be taken to the Forest for cutting Logs, Fuel and Short Bolts for Stave, Heading, Shingle Bolts, Handle, Charcoal and Alcohol Wood.

When not required for sawing, Dixie Engine may be used for driving Pumps, Dynamo, Churn, Feed Cutters, Mixer, etc.

Price \$225.00.

Extra 5 ft. or 6 ft. Saws, each \$12.00

Extra 6½ ft. or 7 ft. Saws, each \$14.00

F. O. B. Cleveland.

Manufactured By

The Peter Gerlach Company

Cooperage Machinery and Saw Makers

Established 1854

CLEVELAND, OHIO, U.S.A.

USED STEAM ENGINES FOR SALE

One Left-Hand Improved Horizontal Simple Automatic Laurie Corliss Engine.

Diameter of Cylinder	28"
Length of Stroke of Piston	48"
No. of Revolutions per minute..	75
Fly Wheel	18" x 12½" Face
Weight	40,000 lbs.
Rated Horse Power	625
I. H. P.	700
Max.	950

One 25" x 50" Left-Hand Wheelock Engine.

One 20½" x 46" Left-Hand Wheelock Engine.

These engines are in excellent condition.

Photograph and full particulars will be sent on application to

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**Increase
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Boiler
Efficiency**

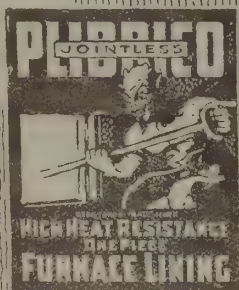
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your own men for your Steam Boilers, Wood-Burners, Kilns, Dutch-Ovens, &c. Will outwear

any fire-brick made and does away with Fire-Clay.

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For treating Hardwood floors or boards before they leave your factory. Replaces the natural gum in the wood, and keeps moisture to 3 per cent. or 5 per cent., assuring you of a floor that will not splinter or rot.

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Make a permanent, one-piece, leakless roof at the lowest possible cost. Always ready for use by anyone, regardless of weather conditions.

The simplest and cheapest method for sealing leaks and making repairs on any surface, including shingles. Apply now and forget your roofs until 1928.

Also for weatherproofing walls, floors, foundations.

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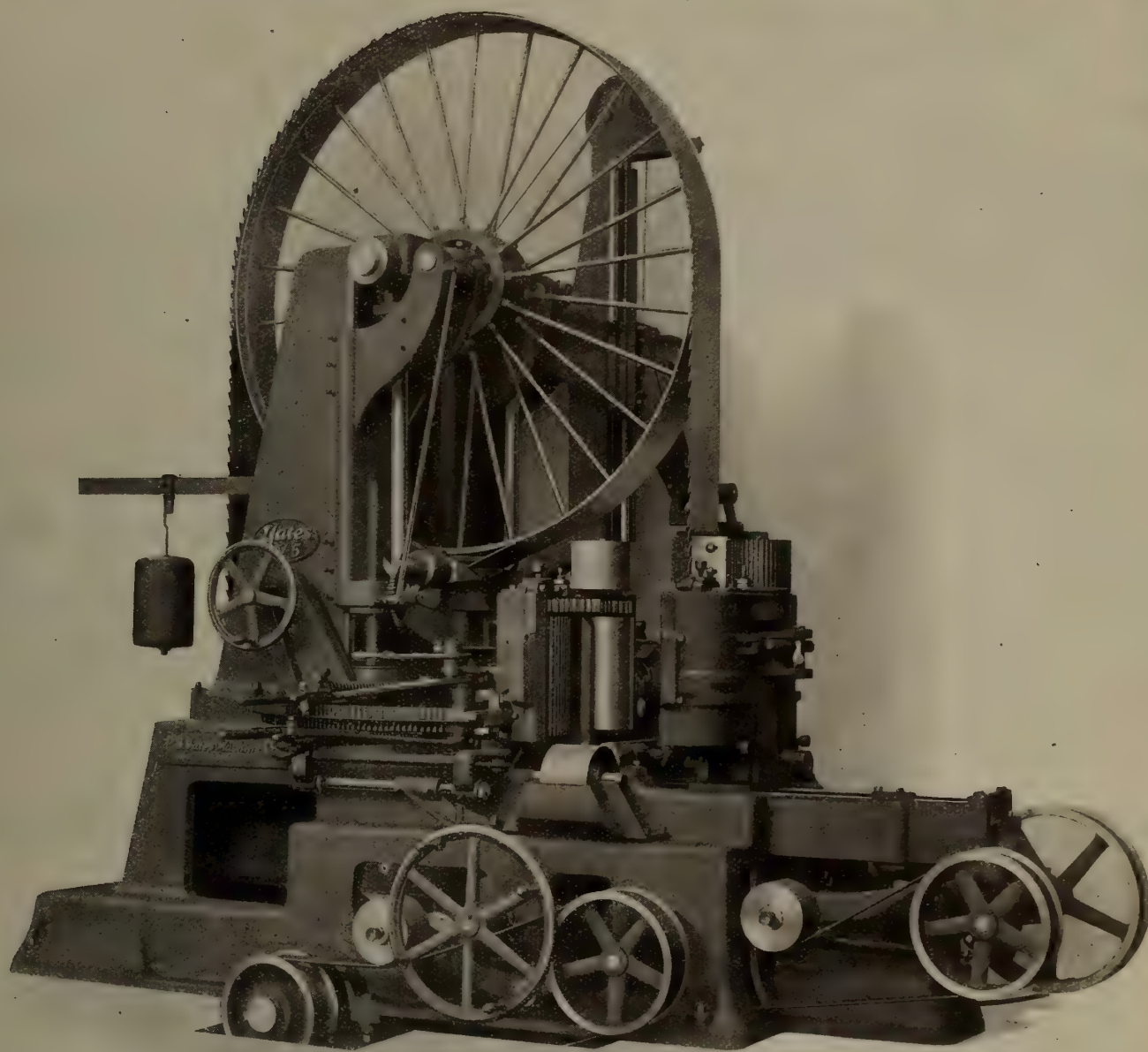
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Will make Concrete "Hard as Granite," so that floors will not develop holes that require patching.

Will also be Dustproof and Moistureproof.



Type V-5 Heavy Duty Resaw



For Your Heavier Resawing

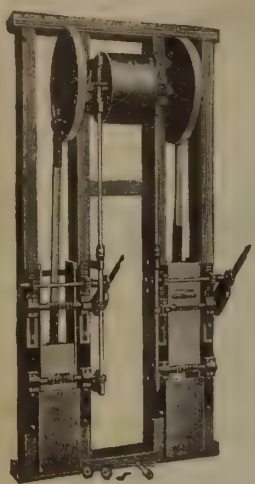
The present day demand for the larger dimensions makes the use of a heavy duty resaw imperative. The Yates Type V-5 is built throughout for heavy and consistent work. Its heavy one-piece base and massive column insure stable foundations for all working parts. The "V-5" will prove durable beyond your expectations. The double lever set-works provides a quick and accurate means for positioning the rolls, either separately or simultaneously. An exclusive device allows either set of rolls to be made rigid or yielding at the will of the operator.

Send to-day for further particulars on this sturdy resaw

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Manufactured By

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and Transmission Co.**

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DISTILLATION PLANTS: Slabs, Limbs, etc.

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**WASTE SULPHITE LIQUOR
FERMENTING PLANTS:** Alcohol.

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If you will answer these questions we will study your conditions and attend to your needs promptly:

- (1) How are you now drying your veneer or other material?
- (2) How many square feet are you drying per hour?
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- (4) What is the thickness?
- (5) What kind of wood?
- (6) Rotary cut, sliced or sawed?
- (7) What troubles do you have, if any?
- (8) What is the present drying temperature?
- (9) Are you crowded for space?
- (10) How is the material handled to and from the dryer?
- (11) How many men are you employing in drying?
- (12) What kind of steam are you using, and how much?
- (13) Does material run in large lots of one kind or in small lots?
- (14) How much power are you using for drying?

Should you in turn wish to ask questions about Proctor's Dryers, we will gladly answer them. Make a questionnaire for us and we will fill in the answers and mail the blank back to you by return mail if possible.

Proctor
DRYERS

The Philadelphia Textile Machinery Co.
Philadelphia

1

Immediate Delivery, Montreal Stock

Motors, 3 Phase, 60 Cycle

2 H. P. 550 V. 1700 R. P. M. 1
10 H. P. 550 V. 1200 R. P. M. 9
15 H. P. 550 V. 1200 R. P. M. 2
30 H. P. 550 V. 900 R. P. M. 2
40 H. P. 550 V. 1200 R. P. M. 1
50 H. P. 550 V. 900 R. P. M. 2

75 H. P. 2200 V. 850 R. P. M. 1
125 H. P. 550 V. 690 R. P. M. 1
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$\frac{3}{4}$ K. W. 11
1 K. W. 15
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2 K. W. 24

$2\frac{1}{4}$ K. W. 19
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Our stock changes constantly, if not listed above please enquire anyway.

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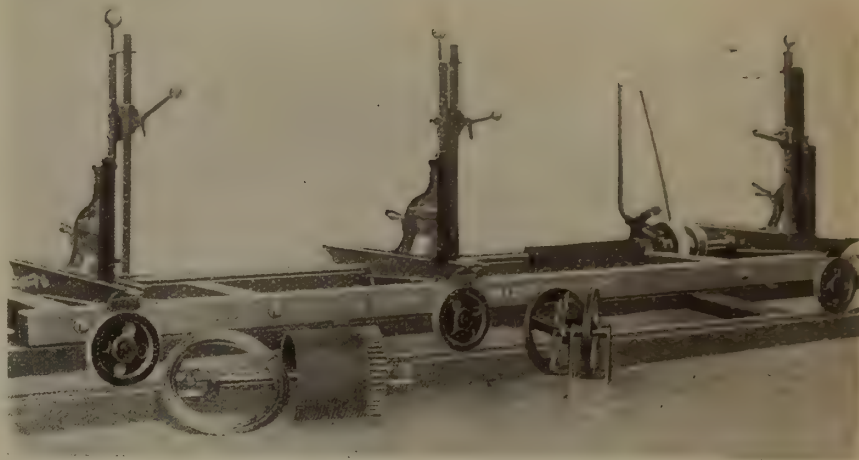
The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V. and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



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Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

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Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

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Burnoil Engine Company		Gerlach, Company, Peter	54	McLaren Belting Company, J. C.	72	Stratford Oakum Co., Geo.	8
Burns & Roberts	69	Gartshore, John J.	12	McLaren, Limited, D. K.		Stearns Salt and Lumber Co.	8
C		General Supply Company	59	McLennan Lumber Co., Ltd.	53	Summers, James R.	14
Campbell MacLaurin Lumber Co.	52	Gillespie, James	14	Mershon & Co., W. H.		T	
Canada Lumber Company	20	Gillies Brothers, Ltd.	18	Miller Co., W. H.	20	Taylor, S. K.	12
Canada Metal Company	66	Gloucester Lumber & Trading Co.	11	Montreal Locomotive Works	69	Terry & Gordon	6
Canadian Bond Hanger and Coup- ling Company		Genoa Bay Lumber Co.		Montreal Lumber Company	14	Thurston-Flavelle Lumber Co.	16
Canadian General Lumber Co.	15	Goodhue & Co., J. L.	59	Morgan Machine Mfg. Co.	61	Timberland Lumber Company	16
Canadian Link-Belt Company	67	Goodyear Tire & Rubber Co.		Moore, Jr., E. J.	20	Timms, Phillips & Co.	21
Canadian Milk Products	45	Gordon & Co., George	4	Musgrave & Company		Toronto Blower Company	53
Canadian Pneumatic Tool Co.		Grant, Holden & Graham		N		Turner & Sons, J. J.	69
Canadian Warren Axe & Tool Co.	1	Graton & Knight Mfg. Co.	67	New Ontario Colonization Co.	13	U	
Cane, Jas. G.	20	Green Company, G. Walter	57	Nicholson, E. M.		Union Lumber Company	7
Cant & Kemp	14	Gutta Percha and Rubber Ltd.	54	Nicholson File Company		Union Stock Yards	41
Cardinal & Page	14	H		O		V	
Carss Mackinaw Company	1	Haight, W. L.	18	Oliver Lumber Company		Vancouver Lumber Company	5
Chapman Double Ball Bearing Co.	63	Hallam, John		Ontario Wind Engine & Pump Co.	61	Victoria Harbor Lumber Co.	8
Clarke & Co., A. R.		Hamilton Company, William	65	P		Victoria Lumber and Mfg. Co.	
Cleveland-Sarnia Saw Mills Co.	43	Hardy, E. D.	1	Pacific Coast Lumber Co.	22		
Climax Manufacturing Company	69	Harris Abattoir Company	45	Palmer Medical Company		W	
Coal Creek Lumber Company	41	Harris Tie and Timber Company	8	Parry Sound Lumber Co., Ltd.	16	Waterous Engine Works Com- pany, Ltd.	71
D		Hart & McDonagh	9	P. Payette Company	67	Watson & Todd	8
Davison Lumber Company	10	Hay Knife Company, Peter		Pedwell Hardwood Lumber Co.	41	Webster & Brother, Ltd., James	14
Davies Company, William	24	Heeney, Percy E.	20	Pennoyer Company, J. C.		West & Peachey	72
Department of Lands, Forests and Mines, Ontario	51	Hettler Lumber Company, H. H.	52	Petrie, H. W.		West Coast Lumbermen's Assn.	23
Disston & Sons, Henry	62	Hillas & Company, W. N.	49	Philadelphia Textile Machinery Company	56	Wise Estate, Henry	50
Dominion Iron & Wrecking Co.	56	Hoe & Company, R.		Pink Company	72	Wistar, Underhill & Nixon	20
Dudley, A. N.	22	Hoyt Metal Company	72	Prince Rupert Lumber Co.	12	Woods Manufacturing Co., Ltd.	47
Dunfield & Company	10	Huther Bros. Saw Mfg. Co., Inc.	69	Pratt & Whitney	63	Wuichet, Louis	9
Dunbar Engine and Foundry Co.	61	J		R		Y	
Dunlop Tire & Rubber Goods Co.	51	Jeffrey Manufacturing Company		Ramey Mfg. Company	1	Yates Machine Company, P. B.	55
Duplex Truck Co.		Johnston, A. H.		Rat Portage Lumber Company	22		
Dupuis Company, J. P.	14	Jost, P. M.	14	Renfrew Planing Mills			

Prepare for Increased Business After the War

The most encouraging reports are coming to hand of a prospective tremendous increase in the demand for lumber for all sorts of new construction work and reconstruction work, now that the war has practically ceased. To get your share of this increasing business you will find it profitable to

Use Skidding and Loading Machinery

By the use of this Machinery you will be able to get out your logs more quickly, and at less cost, thereby increasing your profits.

If in doubt as to methods consult us.

Marsh Engineering Works, Limited Established 1846

Sales Agents, Mussels Limited, Montreal, Winnipeg and Vancouver.

Belleville, Ont.



GOODHUE BELTING

For

Saw and Planing Mills

In a Goodhue Belt you get only the best leather with the stretch taken out of it. A Goodhue Belt will always run evenly and "clings" to the pulley transmitting 100% of your power

For the wet places in the mill we have a special waterproof leather belt—"Acme." Other Goodhue Belts are "Extra" and "Standard" recommended according to the conditions under which the belt has to run.

Goodhue Belts stretch less than any other belt by 15 to 25 per cent.

Send for prices and particulars

J. L. Goodhue & Company, Limited
DANVILLE, QUEBEC

WINNIPEG AGENTS—Bissett & Webb, Ltd., 151 Notre Dame Avenue East, Winnipeg, Man.

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Standard Machinery & Supplies, Ltd., Bank of Toronto Bldg., St. James St., Montreal, Que., Agents for the Island of Montreal.

The Home of "CONDOR" Belting



Made of 32 oz. duck and the best grade of rubber procurable.

Manufactured on giant presses weighing 550,000 pounds each, giving the greatest friction of any belt on the market.

The General Supply Company of Canada, Limited

OTTAWA

MONTREAL

TORONTO

WINNIPEG

VANCOUVER

Large Stocks Carried in Canada

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$59 00	\$62 00	
1 1/2 and 1 1/4 x 4/7 Good Strips	63 00	66 00	
2 x 4/7 Good Strips	63 00	66 00	
1 x 8 and up Good Sides	75 00	77 00	
1 1/2 and 1 1/4 x 8 and wider Good Sides	88 00	90 00	
2 x 8 and wider Good Sides	90 00	92 00	
1 in. No. 1, 2 and 3 Cuts	55 00	58 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00	
2 in. No. 1, 2 and 3 Cuts	70 00	72 00	
1 x 4 and 5 Mill Run	47 00	49 00	
1 x 6 Mill Run	48 00	51 00	
1 x 7, 9 and 11 Mill Run	49 00	50 00	
1 x 8 Mill Run	50 00	52 00	
1 x 10 Mill Run	53 00	55 00	
1 x 12 Mill Run	54 00	57 00	
5/4 and 6/4 x 4 Mill Run	47 00	49 00	
5/4 and 6/4 x 5 Mill Run	47 00	49 00	
2 x 4 Mill Run	48 00	50 00	
2 x 6 Mill Run	48 00	50 00	
2 x 8 Mill Run	51 00	53 00	
2 x 10 Mill Run	53 00	55 00	
2 x 12 Mill Run	53 00	55 00	
1 in. Mill Run Shorts	39 00	40 00	

Red Pine:			
1 x 4 and 5 Mill Run	43 00	45 00	
1 x 4 and 5 Mill Run	41 00	43 00	
1 x 6 Mill Run	44 00	46 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	50 00	52 00	
2 x 4 Mill Run	43 00	45 00	
2 x 6 Mill Run	44 00	45 00	
2 x 8 Mill Run	44 00	45 00	
1 in. Clear and Clear Face	53 00	54 00	
2 in. Clear and Clear Face	53 00	54 00	

Spruce:			
1 x 4 Mill Run	41 00	42 00	
1 x 6 Mill Run	43 00	44 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	47 00	49 00	
1 x 12 Mill Run	47 00	49 00	
Mill Culls	34 00	36 00	
Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00	
1 x 6 in. x 9 to 16 ft.	37 00	38 00	
1 x 8 in. x 9 to 16 ft.	38 00	39 00	
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00	
2 x 4 to 12, 10 and 16 ft.	36 00	37 00	
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00	
2 x 4 to 12 in., 18 ft.	37 00	38 00	
2 x 4 to 12 in., 20 ft.	38 00	39 00	
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00	
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	28 00	29 00	

Douglas Fir:			
Dimension Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	52 50		
6x12, 8x12	53 00		
14x16, 16x16	53 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		

Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain	62 00		
Fir flooring, 1 x 4, edge grain	62 00		
Fir flooring, 1 x 4, flat grain	44 75		
No. 1 and 2, 1-in. clear Fir rough (Depending upon widths)	50 00	60 00	
No. 1 and 2, 1 1/2 and 1 1/4 in., clear Fir rough	60 00	64 00	
No. 1 and 2 2-in. clear Fir rough	53 00	61 00	
1 x 5 and 1 x 6 Fir casing	62 00		
1 x 8 and 1 x 10 Fir base	64 00		
1 1/2 and 1 1/4 x 8 x 10 x 12 E. G. stepping	72 75		
1 1/2 and 1 1/4 x 8 x 10 x 12 F. G. stepping	62 75		
1-in. clear Fir, d. 4 sides	49 50	57 50	
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	57 50	59 50	
XXX B. C. cedar shingles	3 50		
XXXX 6 butts to 2 in.	4 40		
XXXXX 5 butts to 2 in.	5 17		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$75.00	\$53.00	\$40.00
5/4 & 6/4	80.00	63.00	45.00
8/4	110.00	75.00	45.00
10/4 & 12/4	130.00	100.00	60.00
16/4	140.00	115.00	65.00

Ash, Brown			
	1s & 2s	No. 1	No. 2
4/4	70.00	50.00	35.00
6/4	75.00	60.00	30.00
8/4	78.00	65.00	32.00

Birch, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	65 66	48 50	38 40
5/4 & 6/4	67 70	50 55	40 45
8/4	70 72	51 57	42 45
10/4 and 12/4	85 90	70 73	50 54
16/4	95 98	80 83	55 60

Basswood, dry weight 2500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4	80.00	65.00	50.00
8/4	82.00	67.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$85.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	58.00	45.00	35.00
6/4 & 8/4	63.00	50.00	40.00
12/4	85.00	75.00	50.00

Gum, red, dry weight 3300 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$65.00	\$42.00	\$30.00
5/4 & 6/4	70.00	60.00	40.00
8/4	70.00	60.00	40.00

Gum, Sap			
	1s & 2s	No. 1	No. 2
4/4	\$50.00	\$45.00	\$30.00
5/4 & 6/4	54.00	47.00	30.00
8/4	55.00	47.00	30.00

Hickory, dry weight, 4500 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.			
	1s & 2s	No. 1	No. 2
4/4	\$58.00	\$45.00	\$38.00
5/4 & 6/4	63.00	48.00	38.00
8/4	70.00	60.00	35.00
12/4	95.00	80.00	40.00
16/4	105.00	90.00	45.00

Soft Maple
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better .. \$38.00
No. 2 and better .. 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
4/4	\$85.00	\$60.00	\$45.00
5/4 & 6/4	92.00	65.00	50.00
8/4	100.00	70.00	55.00
10/4	100.00	75.00	60.00
12/4	105.00	80.00	65.00
16/4	115.00	95.00	70.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1	No. 2
4/4	\$130.00	\$85.00	\$65.00
5/4 & 6/4	132.00	95.00	75.00
8/4	135.00	100.00	80.00

Red Oak, quarter cut.			
	1s & 2s	No. 1	No. 2
4/4	\$95.00	\$70.00	\$50.00
5/4 & 6/4	110.00	85.00	65.00
8/4	115.00	90.00	70.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 1/4-in. x 8-in. & up	70 00	75 00	
2-in. x 7-in. and up	72 00	76 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/2-in. and 1-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 1/4-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings	47 00	50 00	
Pine, No. 1 dressing strips	40 00	45 00	
Pine, No. 1 dressing shorts	38 00	40 00	
Pine, 1-in. x 4-in. s.c. strips	44 00		
Pine, 1-in. x 5-in. s.c. strips	44 00		
Pine, 1-in. x 6-in. s.c. strips	46 00		
Pine, 1-in. x 7-in. s.c. strips	46 00		
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00		
Pine, 1-in. x 10-in. M.R.	51 00		
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00		
Pine, s.c. strips 1-in.	40 00		
1 1/2, 1 1/4 and 2-in.	42 00		
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00		
Pine, s.c. and bet., shorts 1 x 5	38 00		
Pine, s.c. and bet., shorts, 1 x 6	40 00		
Pine, s.c. shorts, 6'-11', 1"x10"	45 00		

Pine box boards:			
1"x4" and up, 6'-11'	38 00		
1"x3", 12'-16'	42 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up	38 00		
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	36 00		
O. culls r. & w. p.	26 00		

Red Pine, log run:			
mill culls out, 1-in.	32 00	36 00	
mill culls out, 1 1/2-in.	38 00		
mill culls out, 1 1/4-in.	38 00		
mill culls out, 2-in.	34 00	41 00	
mill culls, white pine, 1"x7" and up	34 00		

Mill run Spruce:			
1"x4" and up, 6'-11'	32 00	33 00	
1"x4" and up, 12'-16'	34 00		
1"x9", 10" and up, 12'-16'	40 00	42 00	
1 1/4"x7" 8-9" and up, 12'-16'	40 00	42 00	
1 1/4"x10" and up, 12'-16'	48 00		
1 1/2" & 2" x 12" and up, 12'-16'	48 00		

Spruce, 1-in. clear (fine dressing and B)			
Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00	
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	50 00	
Birch, log run	30 00	32 00	
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn	52 00		
1 x 10 No. 2 barn	46 00		
1 x 8 and 9 No. 2 barn	42 00		
Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00	
No. 2 white pine	4 50		
Mill run white pine	4 75		
Spruce, mill run 1 1/2-in.	4 00		
Red pine, mill run	4 25		
Hemlock, mill run	4 00		
32-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.	5 00		
Clear butt, 18-in.	4 00		
18-in. xx	2 75		
Spruce logs (pulp)	13 00	15 00	

QUEBEC, QUE.

	Cts.	Per Cubic Foot
White Pine		
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

Spruce Deals			
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00	
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00	
3 in. unsorted Quebec, 9 in. thick	40 00	45 00	

Oak			
	Cts.	Per Cubic Ft.	
According to average and quality			
55 ft. cube	85	95	

Morgan Machine Company

ROCHESTER, N. Y.

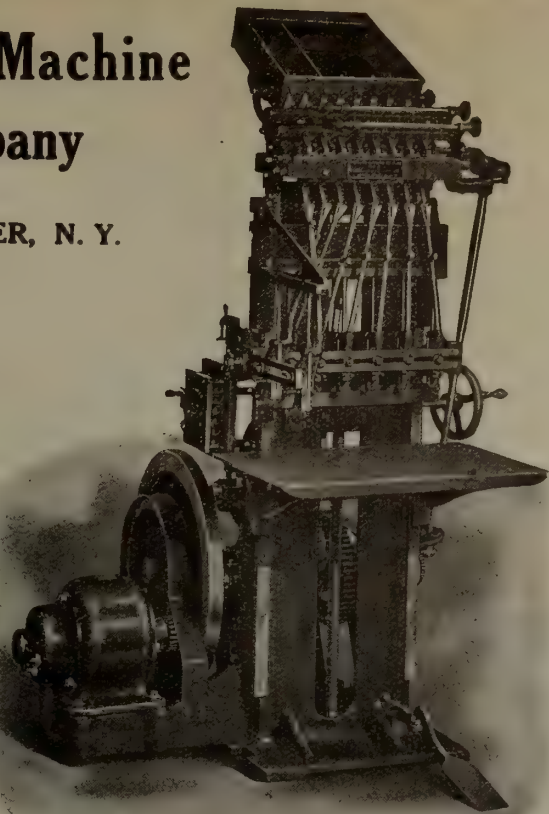
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Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

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Galvanizing Work

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Our galvanizing plant is the largest of its kind in Canada. All contracts, large and small, for Hot or Electro Galvanizing can be completed promptly. Satisfaction guaranteed.

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**Ontario Wind Engine and
Pump Company, Ltd.**

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Branches: Montreal, Winnipeg, Regina, Calgary

Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.
WOODSTOCK, N.B.

CURRENT LUMBER PRICES—Continued

RED BIRCH				
4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4/4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5/4 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4/4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	65 - 67	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1½ to 2 in.	105 00
Fine Common, 2½ and 3 in.	135 00
Fine Common, 4 in.	145 00
1 in. shaky clear	72 00
1½ to 2 in. shaky clear	77 00
1 in. No. 2 dressing	64 00
1½ to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 ½ to 2 in.	87 00
No. 1 Cuts, 2½ and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1½ to 2 in.	74 00
	75 00

Barn Boards, No. 1, 1 x 12 ...	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10 ...	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8 ...	64 00	2 x 8 in.	40 00
No. 2, 1 x 12 ...	62 00	All other random lengths, 7-in.	
No. 2, 1 x 10 ...	65 00	and under, 8 ft. and up	36 00
No. 2, 1 x 8 ...	62 00	5-inch and up merchantable	
No. 3, 1 x 12 ...	61 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10 ...	60 00	1 x 2	40 00
No. 3, 1 x 8 ...	59 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1½ in. spruce lath	4 50
1 x 10 in.	52 00	1½ in. spruce lath	4 00
No. 1 1 x 4 to 7 in.	55 00	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	56 00	Extras	5 25
No. 1 1 x 10 in.	57 00	Cleats	4 75
No. 2 1 x 4 & 5 in.	38 00	Second Cleats	4 25
No. 2 1 x 6 & 7 in.	45 00	Clear Whites	3 75
No. 2 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 10 in.	48 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 12 in.	52 00	Red Cedar Extras, 16-in. 5 butts	
Spruce, 12 in. dimension	58 00	to 2-in.	5 08 5 18
Spruce, 10 in. dimension	56 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	49 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	48 00	Red Cedar Perfections, 5 butts	
2 x 10 in. random lengths,		to 2½	6 07
8 ft. and up	44 00 45 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths...	48 00	in. extra red cedar	4 80

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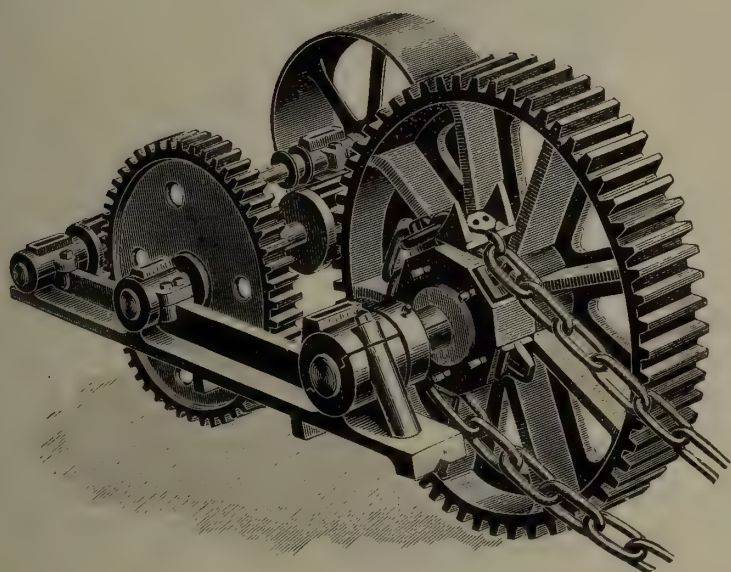
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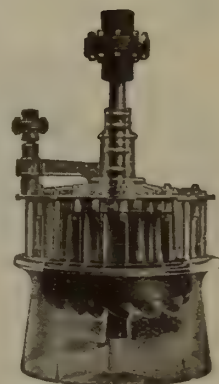
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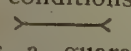
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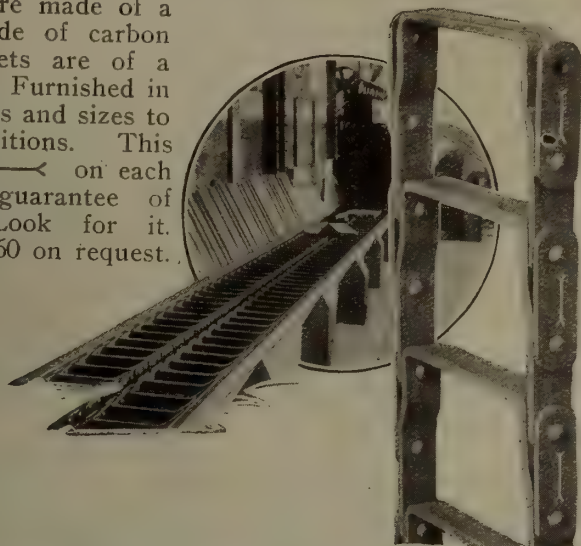
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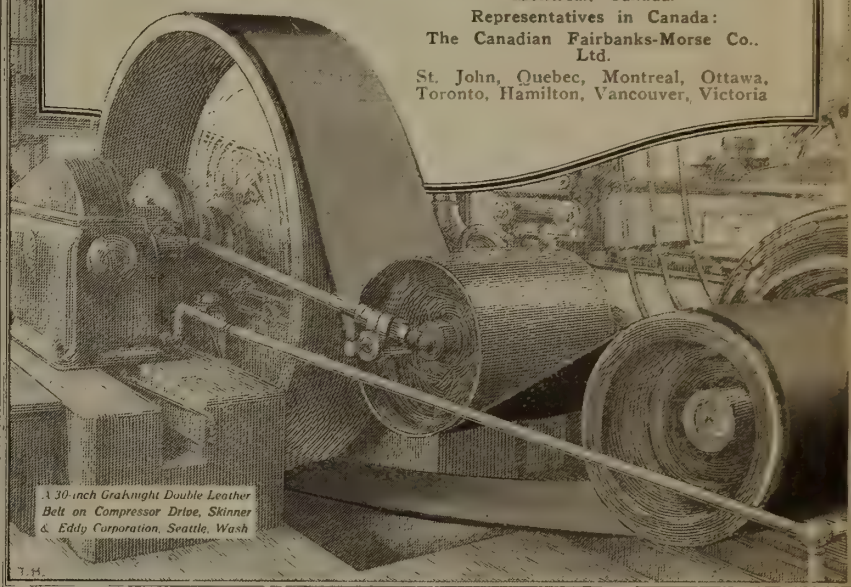
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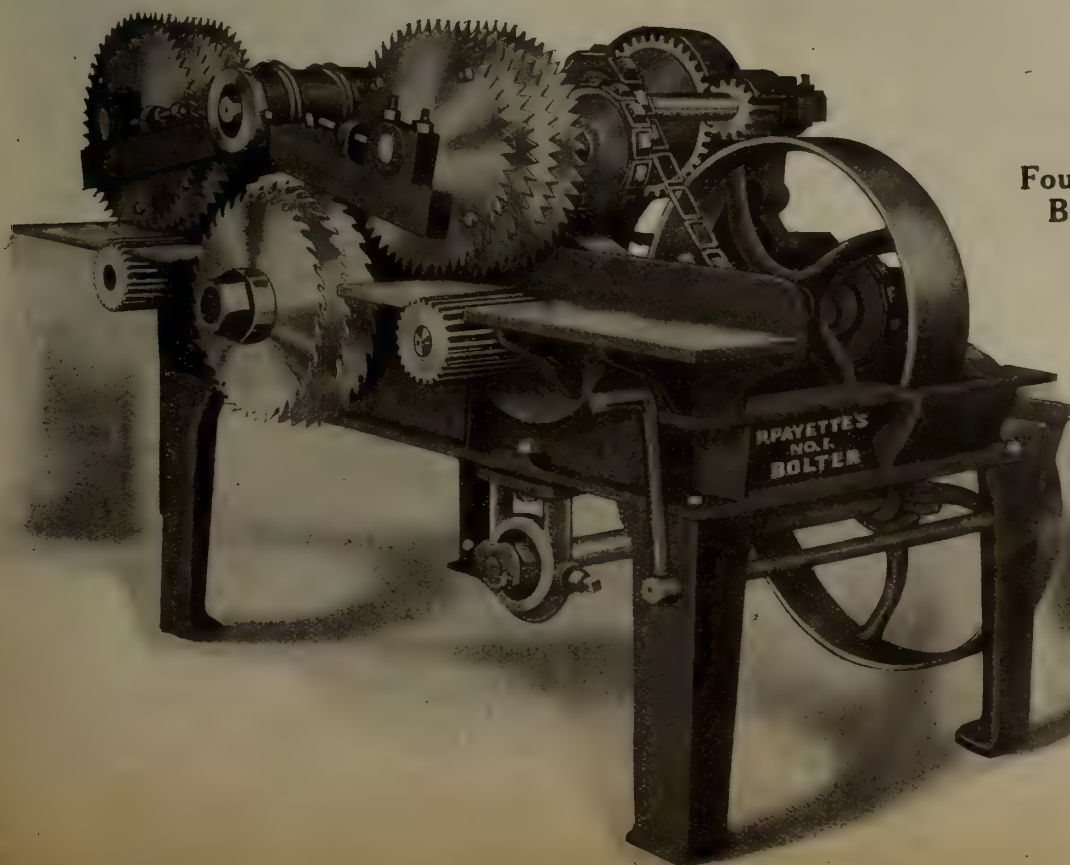
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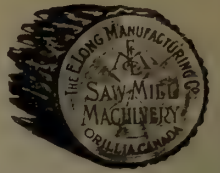
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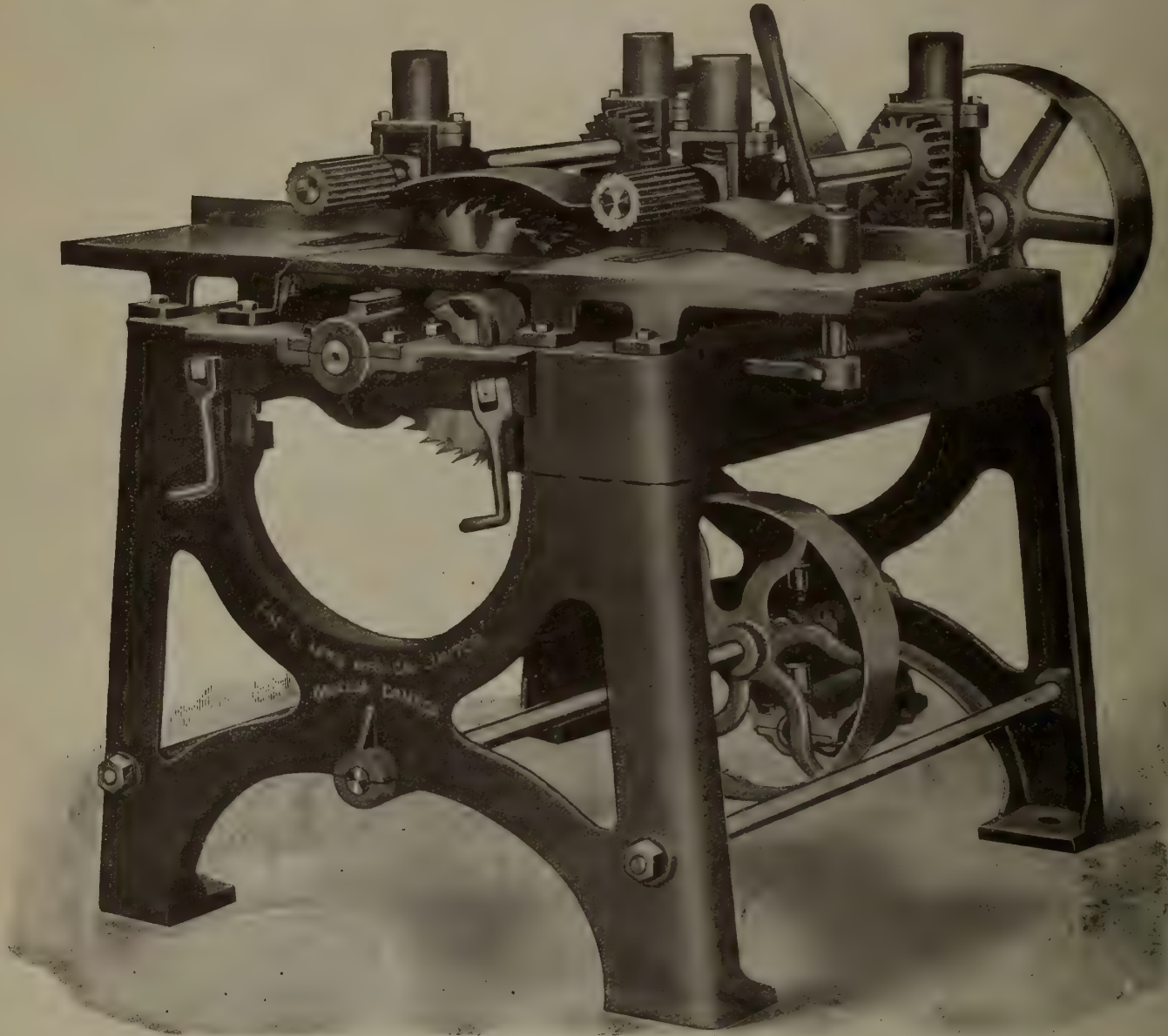
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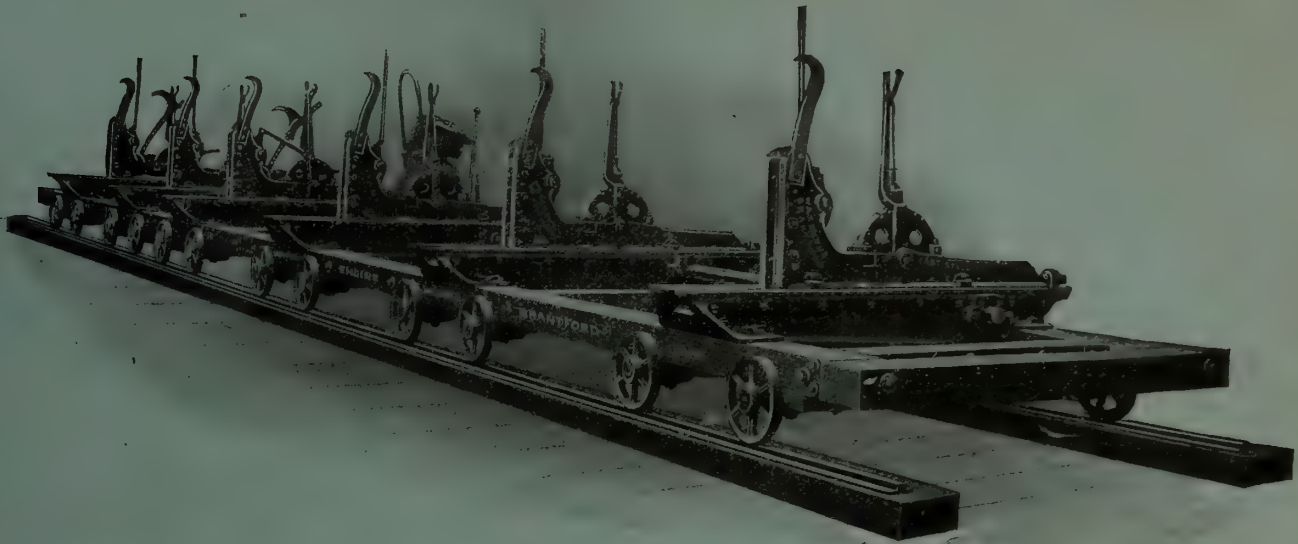
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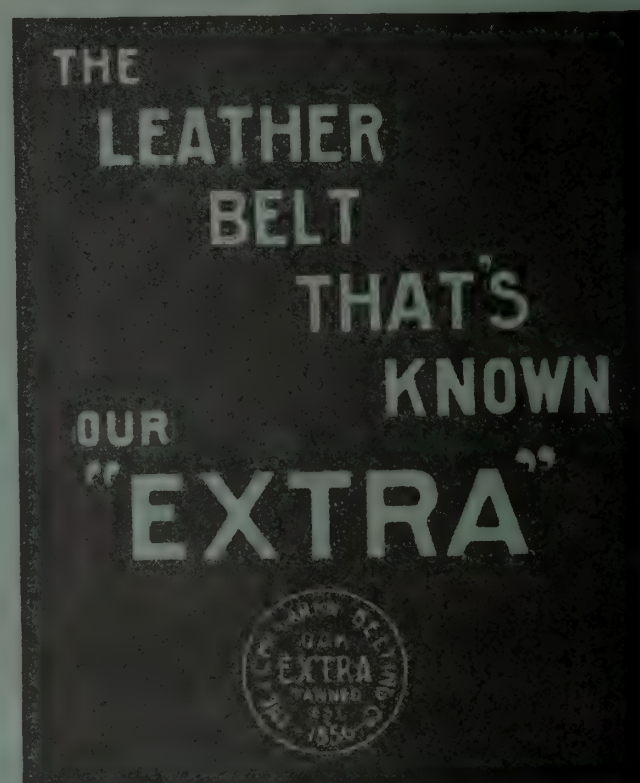


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